

# 1214 DONNELLY AVENUE PROJECT

INITIAL STUDY/ *PROPOSED* MITIGATED NEGATIVE DECLARATION



**Prepared for the City of Burlingame**



**Prepared by Circlepoint**

46 S First Street, San Jose, CA 95113



*May 2020*

*This page intentionally left blank.*

**City of Burlingame**  
**1214 Donnelly Avenue Project**

**Proposed Mitigated Negative Declaration (MND)**

**City File No: ND-607-P**

**Prepared for:**

**City of Burlingame  
501 Primrose Road  
Burlingame, CA 94010  
(650) 558-7250**

**Prepared by:**

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

**May 2020**

*This page intentionally left blank.*



## **1214 Donnelly Avenue Project**

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

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

City of Burlingame  
Community Development Department  
Planning Division  
501 Primrose Road  
Burlingame, CA 94010  
(650) 558-7250

#### **1. Project Description**

The project site encompasses three parcels with addresses of 1214, 1218, and 1220 Donnelly Avenue (Assessor Parcel Number (APN) 029-151-150, -160, and -170), referred to collectively in this document as 1214 Donnelly Avenue. 1214 Donnelly Avenue is in the southern portion of Burlingame, San Mateo County, California. The project site is located within the downtown area of Burlingame and within walking distance of the Burlingame Caltrain Station. The 0.36-acre project site is predominantly flat. The site has frontage on Donnelly Avenue, and the western, northern, and eastern property lines are adjacent to surrounding development. The project site is within the “Donnelly Avenue Area” of the Burlingame Downtown Specific Plan (DSP). The Donnelly Avenue Area consists of properties on either side of Donnelly Avenue between Primrose Road and Lorton Avenue. The project site is in the Donnelly Avenue Commercial (DAC) zoning district, which the DSP designates primarily for retail and office uses. Existing residential uses may remain and be improved, but the zoning district regulations do not allow new residential uses (Zoning Code Section 25.36.020). Accordingly, one of the project approvals required will be an Amendment to the DSP and DAC District to allow for residential use (with a conditional use permit) on properties within the DAC zone that lie north of Donnelly Avenue and that have sole frontage on Donnelly Avenue.

In November of 2013, a fire destroyed the existing structure at 1218 Donnelly Avenue. In February of 2015, a demolition permit was issued to demolish the existing building at 1218 Donnelly Avenue, as well as an existing single-story building at the rear of the site. The fire also spread to a portion of the building at 1214 Donnelly Avenue, commonly known as the “Gates House.” The structures at 1220 Donnelly Avenue were not damaged by the fire.

1214 Donnelly Avenue is vacant following demolition of the Gates House in 2018. The majority of the site is covered in concrete. 1218 Donnelly Avenue contains the foundation of the building that was destroyed by the 2013 fire. 1220 Donnelly Avenue contains a two-story residential structure at the front of the lot and a detached accessory residential structure at the rear of the lot. The two-story structure includes three residential units, and the accessory structure contains one residential unit. The front of the lot at 1220 Donnelly Avenue is used for informal parking by occupants of the residential building. There are four existing trees located at the

front of the property at 1214 Donnelly Avenue. One of these trees, a 20-inch Brisbane box, qualifies as a protected size tree. Aside from these trees and some minimal landscaping, the three parcels are paved. There is one existing London plane tree with a diameter of 21.5-inches located in the planter strip within the right-of-way in front of 1214 Donnelly Avenue.

The project would include demolition of the existing structures on site and construction of a new three-story, 43-foot 10-inch tall mixed-use building containing commercial and multi-family uses totaling 35,075 gross square feet. Commercial uses totaling 4,704 gross square feet would be located on the ground floor, with two levels of residential uses above. The building would include 14 residential units, including 12 two-bedroom units and 2 one-bedroom units. The project plans are included in Appendix A of this initial study (IS)/mitigated negative declaration (MND).

## 2. Determination

An MND, City File No. ND-607-P, is proposed by the City of Burlingame for the project. An IS and supporting documents have been prepared to determine if the project would result in potentially significant or significant impacts to the environment (**Exhibit A, Initial Study**). The 18 mitigation measures that have been identified are listed in **Table 1** below. The supporting technical reports that constitute the record of proceedings upon which a determination is made are available for review at [www.burlingame.org/1214donnelly](http://www.burlingame.org/1214donnelly).

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

<b>Table 1</b> <b>Summary of Mitigation Measures</b>		
<b><i>Environmental Factor</i></b>	<b><i>Mitigation Measures</i></b>	<b><i>Level of Environmental Impact</i></b>
	except for illuminated street numbers required by the fire department.	
Air Quality	<p><b>Mitigation Measure AQ-1:</b> Note that the Envision Burlingame 2040 General Plan Policy HP-3.11 Dust Abatement and Policy HP-3.12 Construction Best Practices requires that projects apply BAAQMD-recommended best management practices to control dust from construction projects. During any construction period ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less-than-significant level. Additional measures are identified to reduce construction equipment exhaust emissions. The contractor shall implement the following best management practices that are required of all projects:</p> <ol style="list-style-type: none"> <li>1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</li> <li>2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> <li>3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).</li> <li>5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13,</li> </ol>	Less than Significant with Mitigation Incorporated

<b>Table 1</b> <b>Summary of Mitigation Measures</b>		
<b><i>Environmental Factor</i></b>	<b><i>Mitigation Measures</i></b>	<b><i>Level of Environmental Impact</i></b>
	<p>Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</p> <p>7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</p> <p>8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.</p>	
Air Quality	<p><b>Mitigation Measure AQ-2:</b> Selection of equipment during construction to minimize emissions. Such equipment selection would include the following:</p> <p>The project shall develop a plan demonstrating that the off-road equipment used on site to construct the project would achieve a fleet-wide average 20-percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:</p> <ul style="list-style-type: none"> <li>All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 3 engines that include CARB-certified Level 3 Diesel Particulate Filters (DPF)12 or equivalent. Alternatively, equipment that meets U.S. EPA Tier 4 standards for particulate matter or the use of equipment that includes electric or alternatively-fueled equipment (i.e., non-diesel) would meet this requirement.</li> </ul>	Less than Significant with Mitigation Incorporated
Biological Resources	<p><b>Mitigation Measure BIO-1:</b> Activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding</p>	Less than Significant with Mitigation Incorporated

<b>Table 1</b> <b>Summary of Mitigation Measures</b>		
<b><i>Environmental Factor</i></b>	<b><i>Mitigation Measures</i></b>	<b><i>Level of Environmental Impact</i></b>
	<p>season (February 1 through August 31) if feasible. If construction will commence during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than 7 days prior to initiation of ground disturbance and vegetation removal. The nesting bird pre-construction survey shall be conducted within the disturbance footprint and a 300-foot buffer for raptors and 150-foot buffer for passerines where access can be authorized. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in San Mateo County.</p> <p>If nests are found, an avoidance buffer (which is dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within this buffer until the avian biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.</p>	
Cultural Resources	<p><b>Mitigation Measure CUL-1:</b> In the event Native American or other archaeological resources are encountered during construction, work shall be halted within 100 feet of the discovered materials and workers shall avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations.</p> <p>If an archaeological site is encountered in any stage of development, a qualified archeologist will be consulted to determine whether the resource qualifies as an historical resource or a unique archaeological resource. In the event that it does qualify, the archaeologist will prepare a research design and archaeological data recovery plan to be</p>	Less than Significant with Mitigation incorporated

<b>Table 1</b> <b>Summary of Mitigation Measures</b>		
<b><i>Environmental Factor</i></b>	<b><i>Mitigation Measures</i></b>	<b><i>Level of Environmental Impact</i></b>
	implemented prior to or during site construction. The archaeologist shall also prepare a written report of the finding, file it with the appropriate agency, and arrange for curation of recovered materials.	
Cultural Resources	<b>Mitigation Measure CUL-2:</b> In the event that human remains are discovered during project construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The county coroner shall be informed to evaluate the nature of the remains. If the remains are determined to be of Native American origin, the Lead Agency shall work with the Native American Heritage Commission and the applicant to develop an agreement for treating or disposing of the human remains.	Less than Significant with Mitigation incorporated
Geology and Soils	<b>Mitigation Measure GEO-1:</b> Project design and construction shall adhere to Title 18, Chapter 18.28 of the Burlingame Municipal Code, and demonstrate compliance with all design standards applicable to the California Building Code Zone 4 would ensure maximum practicable protection available to users of the buildings and associated infrastructure.	Less than Significant with Mitigation incorporated
Geology and Soils	<b>Mitigation Measure GEO-2:</b> Foundations of the project will be reinforced to tolerate differential soil movement. The project may be supported on a reinforced concrete mat foundation bearing on a properly prepared and compacted soil subgrade and a non-expansive fill section. Alternately, the project may be supported on a conventional spread footing foundation bearing on stiff native soils. Implementation of a reinforced foundation would reduce the potential for damage caused by liquefaction.	Less than Significant with Mitigation incorporated
Geology and Soils	<b>Mitigation Measure GEO-3:</b> Project design and construction, including excavation activities, shall comply with Chapter 33 of the CBC, which specifies the safety requirement to be fulfilled for site work. This would include prevention of subsidence and pavement or foundations caused by dewatering.	Less than Significant with Mitigation incorporated

<b>Table 1</b> <b>Summary of Mitigation Measures</b>		
<b><i>Environmental Factor</i></b>	<b><i>Mitigation Measures</i></b>	<b><i>Level of Environmental Impact</i></b>
Geology and Soils	<b>Mitigation Measure GEO-4:</b> The applicant shall prepare a monitoring program to determine the effects of construction on nearby improvements, including the monitoring of cracking and vertical movement of adjacent structures, and nearby streets, sidewalks, utilities, and other improvements. As necessary, inclinometers or other instrumentation shall be installed as part of the shoring system to closely monitor lateral movement. The program shall include a pre-construction survey including photographs and installation of monitoring points for existing site improvements.	Less than Significant with Mitigation incorporated
Geology and Soils	<b>Mitigation Measure GEO-5:</b> A discovery of a paleontological specimen during any phase of the project shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Should loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to mitigate the impact.	Less than Significant with Mitigation incorporated
Hazards and Hazardous Materials	<b>Mitigation Measure HAZ-1:</b> The contractor shall comply with Title 8, California Code of Regulations/Occupational Safety and Health Administration (OSHA) requirements that cover construction work where an employee may be exposed to lead. This includes the proper removal and disposal of peeling paint, and appropriate sampling of painted building surfaces for lead prior to disturbance of the paint and disposal of the paint or painted materials.	Less than Significant with Mitigation incorporated
Hazards and Hazardous Materials	<b>Mitigation Measure HAZ-2:</b> The applicant shall contract a Certified Asbestos Consultant to conduct an asbestos survey prior to disturbing potential asbestos containing building materials and following the Consultant's recommendations for proper handling and disposal.	Less than Significant with Mitigation incorporated

<b>Table 1</b> <b>Summary of Mitigation Measures</b>		
<b><i>Environmental Factor</i></b>	<b><i>Mitigation Measures</i></b>	<b><i>Level of Environmental Impact</i></b>
Hazards and Hazardous Materials	<b>Mitigation Measure HAZ-3:</b> Workers handling demolition and renovation activities at the project site will be trained in the safe handling and disposal of any containments with which they are handling or disposing of on the project site.	Less than Significant with Mitigation incorporated
Noise	<p><b>Mitigation Measure NOI-1:</b> Prior to the issuance of building permits, mechanical equipment shall be selected and designed to reduce impacts on surrounding uses to meet the City's 60 dBA daytime and 50 dBA nighttime requirements at the property lines of surrounding noise sensitive uses. Section 5.2.5.8 of the City of Burlingame DSP includes a provision for rooftop equipment:</p> <p>Mixed-use buildings with a residential component should exhibit rooflines and architectural character consistent with the Downtown commercial character. Rooftop equipment shall be concealed from view and/or integrated within the architecture of the building and screened for noise.</p> <p>A qualified acoustical consultant shall be retained to review mechanical noise as these systems are selected to determine specific noise reduction measures necessary to reduce noise to comply with the City's noise level requirements. Noise reduction measures could include, but are not limited to, selection of equipment that emits low noise levels and/or installation of noise barriers, such as enclosures and parapet walls, to block the line-of-sight between the noise source and the nearest receptors.</p>	Less than Significant with Mitigation incorporated
Noise	<p><b>Mitigation Measure NOI-2:</b> As required under Section 9.9.20 of the City of Burlingame DSP, loaded truck and other vibration-generating equipment shall avoid areas of the project site that are located near existing residential uses to the maximum extent possible to still meet construction goals.</p> <p>Additionally, the following measures would be implemented during construction:</p>	Less than Significant with Mitigation incorporated



<b>Table 1</b> <b>Summary of Mitigation Measures</b>		
<b><i>Environmental Factor</i></b>	<b><i>Mitigation Measures</i></b>	<b><i>Level of Environmental Impact</i></b>
	<ul style="list-style-type: none"> <li>▪ Operating equipment on the construction site shall be placed as far as possible from vibration-sensitive receptors.</li> <li>▪ Smaller equipment shall be used to the extent feasible to minimize vibration levels below the limits.</li> <li>▪ Use of vibratory rollers, tampers, and impact tools near sensitive areas shall be avoided to the extent feasible.</li> <li>▪ Neighbors within 500 feet of the construction site shall be notified of the construction schedule and that there could be noticeable vibration levels during project construction activities.</li> <li>▪ If heavy construction is proposed within 12 feet of commercial structures and/or 18 feet of residential structures, a construction vibration-monitoring plan shall be implemented prior to, during, and after vibration generating construction activities located within these setbacks. All plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry accepted standard methods. The construction vibration monitoring plan should be implemented to include the following tasks: <ul style="list-style-type: none"> <li>▪ The contractor shall conduct a photo survey, elevation survey, and crack monitoring survey for structures located within 25 feet of construction. Surveys shall be performed prior to and after completion of vibration generating construction activities located within 25 feet of the structure. The surveys shall include internal and external crack monitoring in the structure, settlement, and distress, and shall document the condition of the foundation, walls and other structural elements in the interior and exterior of the structure.</li> <li>▪ The contractor shall conduct a post-survey on the structure where either monitoring has indicated high levels or complaints of</li> </ul> </li> </ul>	

<b>Table 1</b> <b>Summary of Mitigation Measures</b>		
<b>Environmental Factor</b>	<b>Mitigation Measures</b>	<b>Level of Environmental Impact</b>
	<p>damage. Make appropriate repairs in accordance with the Secretary of the Interior's Standards where damage has occurred as a result of construction activities.</p> <ul style="list-style-type: none"> <li>▪ The contractor shall designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.</li> <li>▪ The results of any vibration monitoring shall be summarized and submitted in a report shortly after substantial completion of each phase identified in the project schedule. The report will include a description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration-monitoring locations. An explanation of all events that exceeded vibration limits will be included together with proper documentation supporting any such claims.</li> </ul>	
Tribal Cultural Resources	See <b>Mitigation Measure CUL-1</b> and <b>CUL-2</b>	Less than Significant with Mitigation incorporated
Utilities and Service Systems	<b>Mitigation Measure UTIL-1:</b> The project sponsor shall coordinate with the City Engineer to improve the public sanitary sewer infrastructure. Prior to issuance of a building permit, project sponsors shall develop a plan to facilitate sanitary sewer improvements. The plan shall include a schedule for implementing sanitary sewer upgrades that would occur within the development site and/or contribution of a fair share fee toward those improvements, as determined by the City Engineer. The plan shall be reviewed by the City Engineer.	Less than Significant with Mitigation incorporated
Utilities and Service Systems	<b>Mitigation Measure UTIL-2:</b> Prior to issuance of a building permit, development plans for projects proposed in the Plan Area, shall be reviewed by the Fire Marshal to determine if fire flow requirements would be met given the requirements of the	Less than Significant with Mitigation incorporated

<b>Table 1 Summary of Mitigation Measures</b>		
<b><i>Environmental Factor</i></b>	<b><i>Mitigation Measures</i></b>	<b><i>Level of Environmental Impact</i></b>
	proposed project, and the size of the existing water main(s). If the Fire Marshal determines improvements are needed for fire protection services, the project sponsor shall be required to provide a plan to supply adequate water supply for fire suppression to the project site, consistent with the Fire Marshal's requirements. The plan shall be reviewed by the Fire Marshal. The project sponsor shall be responsible for implementation of the plan including installation of new water mains, and/or incorporation of fire water storage tanks and booster pumps into the building design, or other measures as determined by the Fire Marshal.	

DocuSigned by:



28D6423C2E8B49E

---

Kevin Gardiner, City of Burlingame  
Community Development Director

5/12/2020

---

Date

*This page intentionally left blank.*

## **EXHIBIT A**

### City of Burlingame **1214 DONNELLY AVENUE PROJECT**

#### ***Initial Study***

#### **Prepared for:**

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

#### **Prepared by:**

Circlepoint  
46 S First Street  
San Jose, CA 95113

**May 2020**

*This page intentionally left blank.*

---

---

## TABLE OF CONTENTS

Initial Study and Environmental Checklist Form .....	iv
Environmental Factors Potentially Affected .....	v
Determination .....	vi
Project Description .....	1
Environmental Impact Checklist.....	13
1    Aesthetics .....	13
2    Agriculture and Forestry Resources .....	17
3    Air Quality.....	19
4    Biological Resources .....	32
5    Cultural Resources.....	38
6    Energy.....	41
7    Geology and Soils .....	44
8    Greenhouse Gas Emissions.....	49
9    Hazards and Hazardous Materials.....	54
10   Hydrology and Water Quality.....	59
11   Land Use and Planning .....	64
12   Mineral Resources .....	66
13   Noise.....	67
14   Population and Housing .....	80
15   Public Services .....	82
16   Recreation .....	85
17   Transportation.....	86
18   Tribal Cultural Resources.....	92
19   Utilities and Service Systems.....	94
20   Wildfire .....	98
21   Mandatory Findings of Significance .....	100
References.....	102

## LIST OF TABLES

Table 1	Air Quality Thresholds of Significance .....	21
Table 2	Construction Emissions .....	23
Table 3	Operational Emissions .....	24
Table 4	Construction Risk Impacts at the Offsite Residential MEI .....	27
Table 5	Impacts from Combined Sources at Off-Site Project MEI .....	29
Table 6	Community Risk Impact to New Project Residences.....	31
Table 7	Project Operational Annual Energy Demand .....	42
Table 8	Estimated Construction GHG Emissions.....	52
Table 9	Combined Annual GHG Emissions.....	52
Table 10	Environmental Concerns Near the Project Site.....	55
Table 11	Outdoor Noise Level Planning Criteria .....	68
Table 12	Maximum Allowable Noise Levels from Construction Equipment.....	69
Table 13	Project Noise Monitoring Results.....	71
Table 14	Vibration Levels for Construction Equipment at Various Distances.....	76
Table 15	Trip Generation Summary .....	88
Table 16	Existing Peak Hour Intersection Levels of Service .....	89
Table 17	Near-Term Peak Hour Intersection Levels of Service.....	89
Table 18	Near-Term Plus Project Peak Hour Intersection Levels of Service .....	90

## LIST OF FIGURES

Figure 1	Project Location Map .....	3
Figure 2	Project Site and Surrounding Location.....	4
Figure 3	Downtown Specific Plan Land Use Map .....	5
Figure 4	Zoning Map.....	6
Figure 5	Project Site Plan.....	9
Figure 6	Southern Elevation .....	10
Figure 7	Project Rendering – Northeast .....	11
Figure 8	Off Site Sensitive Receptors .....	28
Figure 9	Noise Measurement Locations.....	72



Figure 10	Comprehensive Airport Land Use.....	79
-----------	-------------------------------------	----

## **LIST OF APPENDICES**

A	Project Plans
B	California Historical Resources Information System Records Search
C	Geotechnical Investigation
D	Phase I Environmental Site Assessment
E	Transportation Impact Analysis

---

## **INITIAL STUDY AND ENVIRONMENTAL CHECKLIST FORM**

### **CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

- |                                       |   |
|---------------------------------------|---|
| 1. Project Title                      | 1214 Donnelly Avenue  |
| 2. Lead Agency                        | City of Burlingame<br>501 Primrose Road<br>Burlingame, CA 94010                                     |
| 3. Contact Person and Phone Number    | Ruben Hurin, Planning Manager<br>Telephone: (650) 558-7256<br>E-Mail: rhurin@burlingame.org         |
| 4. Project Location                   | 1214 Donnelly Avenue<br>Burlingame, CA 94010  |
| 5. San Mateo County Parcel Number     | APN 029-151-150<br>APN 029-151-160<br>APN 029-151-170   |
| 6. Project Sponsor's Name and Address | Britton Trust<br>1345 Mission Street<br>San Francisco, CA 94103                                     |
| 7. General Plan Designation           | Downtown Specific Plan (DSP)<br>Donnelly Avenue Area  |
| 8. Zoning                             | Donnelly Avenue Commercial (DAC)  |
| 9. Description of Project             | See project description below   |
| 10. Surrounding Land Uses and Setting | Retail (northeast and south), multi-family<br>residential (north), parking lots (west and<br>south) |

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

## DETERMINATION

On the basis of this Initial Study:

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

DocuSigned by:

*Kevin Gardiner*

28D6423C2E8B49F...

Kevin Gardiner

Community Development Director

5/12/2020

Date

## PROJECT DESCRIPTION

The City of Burlingame (City) has received an application for construction of a new, three-story mixed-use commercial/residential building at 1214 Donnelly Avenue (project). The City is the lead agency under the California Environmental Quality Act (CEQA), and questions on the project should be directed to Ruben Hurin, Planning Manager, 650-558-7256. The project sponsor is Britton Trust, 1345 Mission Street, San Francisco, California 94103.

### *Project Location and Setting*

The project site encompasses three parcels with addresses of 1214, 1218, and 1220 Donnelly Avenue (Assessor Parcel Number (APN) 029-151-150, -160, and -170), referred to collectively in this document as 1214 Donnelly Avenue. 1214 Donnelly Avenue is in the southern portion of Burlingame, San Mateo County, California (**Figure 1**). The project site is located within the downtown area of Burlingame and within walking distance of the Burlingame Caltrain Station. The 0.36-acre project site is predominantly flat. The site has frontage on Donnelly Avenue, and the western, northern, and eastern property lines are adjacent to surrounding development.

The project site is bordered by a one-story retail building to the northeast, a multi-family residential building to the north, and a City-owned parking lot to the west (**Figure 2**). Across Donnelly Avenue from the project site are City-owned parking lots associated with Burlingame Avenue retail, as well as a salon and a tea house.

### *General Plan*

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

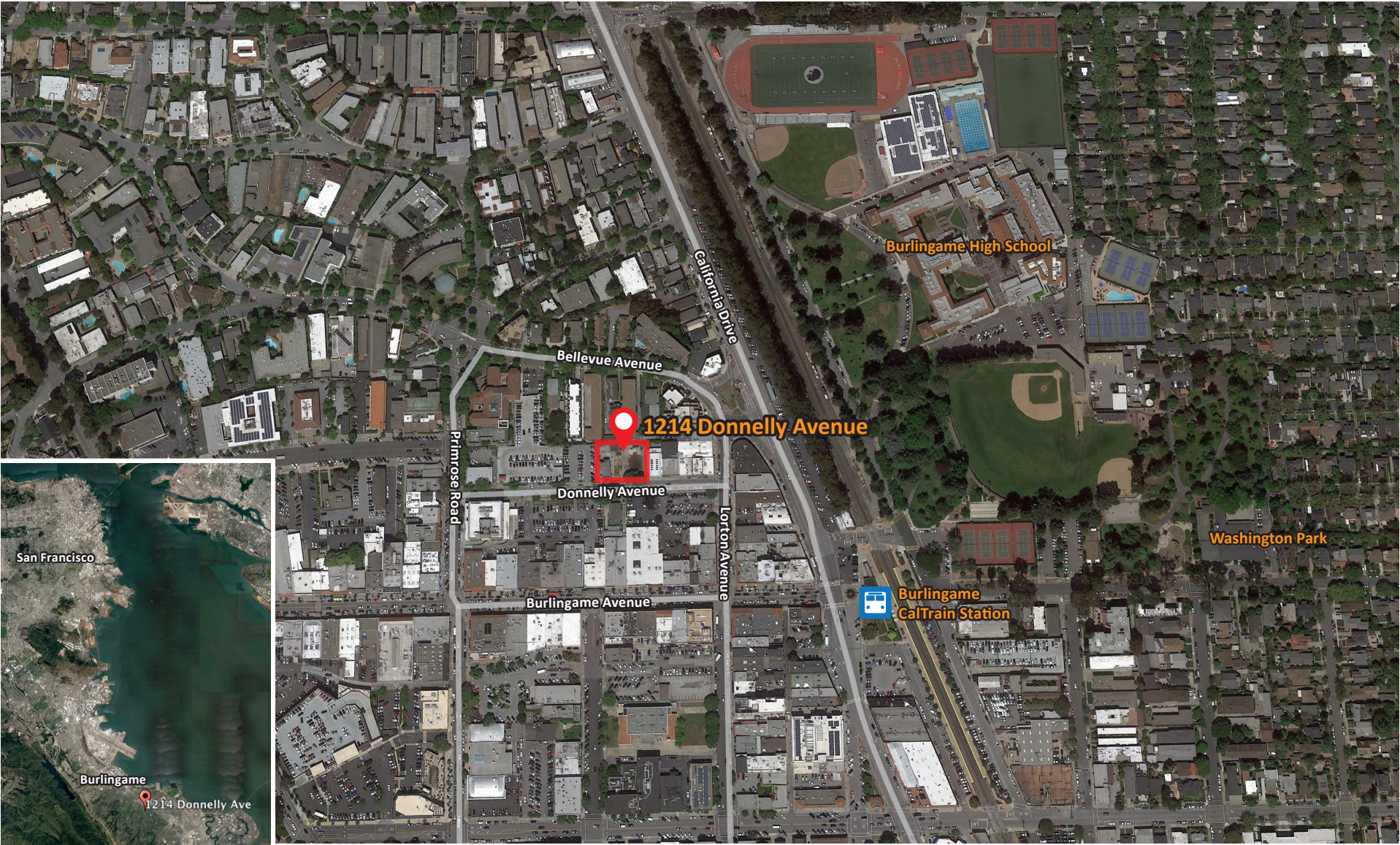
### *Burlingame Downtown Specific Plan and Zoning*

The project site is within the “Donnelly Avenue Area” of the Burlingame Downtown Specific Plan (DSP). The City adopted the DSP in 2010, which guides growth, development, and building design in the Downtown area. The DSP provides goals and policies organized by topic area, including land use, parking, traffic and circulation, open space, and design for both the streetscape and new development.

The project site is in the Donnelly Avenue Commercial (DAC) zoning district, which the DSP designates primarily for retail and office uses. Existing residential uses may remain and be improved, but the zoning district regulations do not allow new residential uses (Zoning Code Section 25.36.020). Accordingly, one of the project approvals required will be an Amendment to

the DSP and DAC District to allow for residential use (with a conditional use permit). Land use and zoning for the project site and vicinity are shown on **Figure 3** and **Figure 4**, respectively.





0 50 100 200  
FEET



Legend



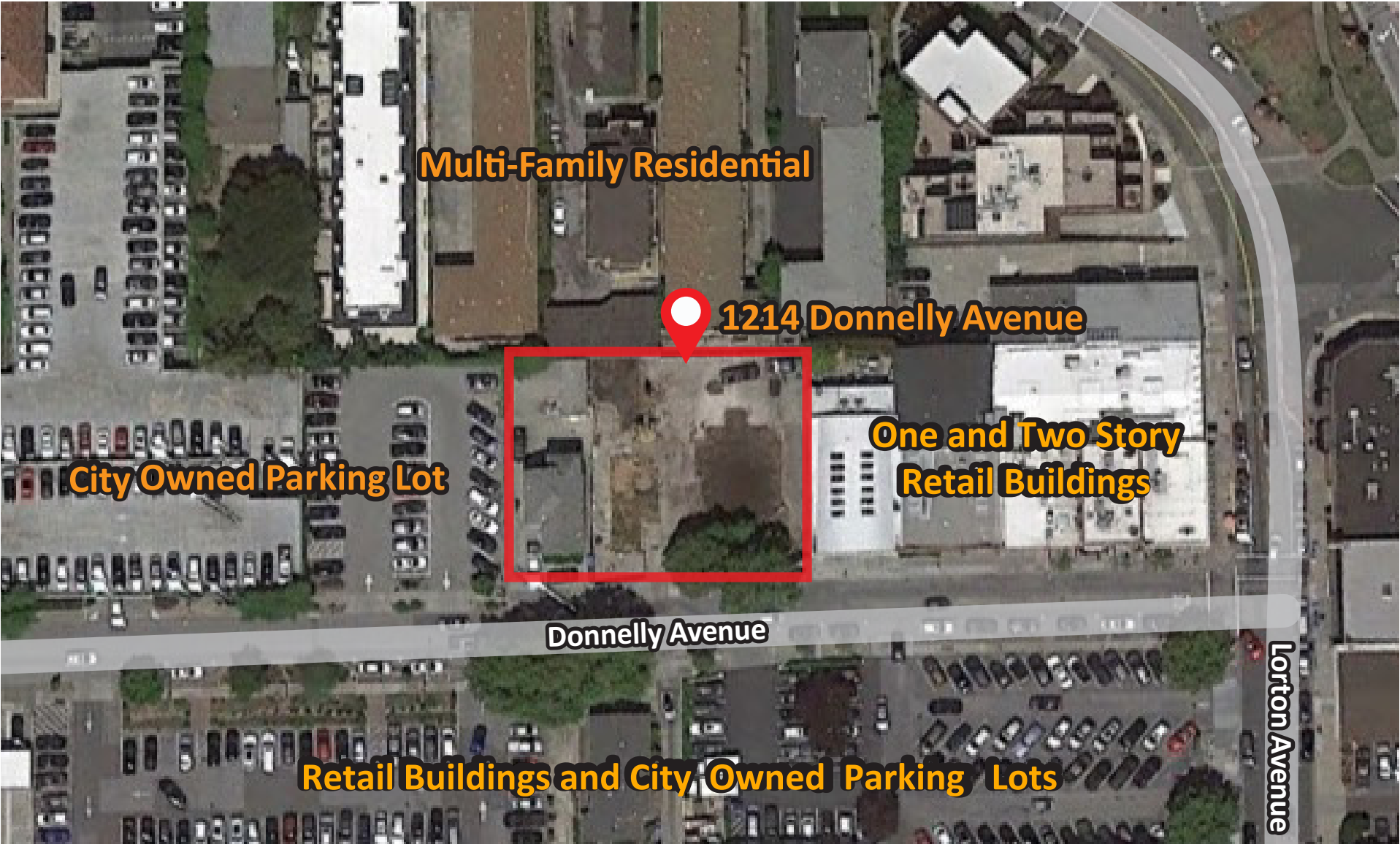
Project Site

Region and Project Location

Figure

Source: Google Earth Pro, 2019





Project Site and Surrounding Land Use Map

Figure

Source: Google Earth Pro, 2019





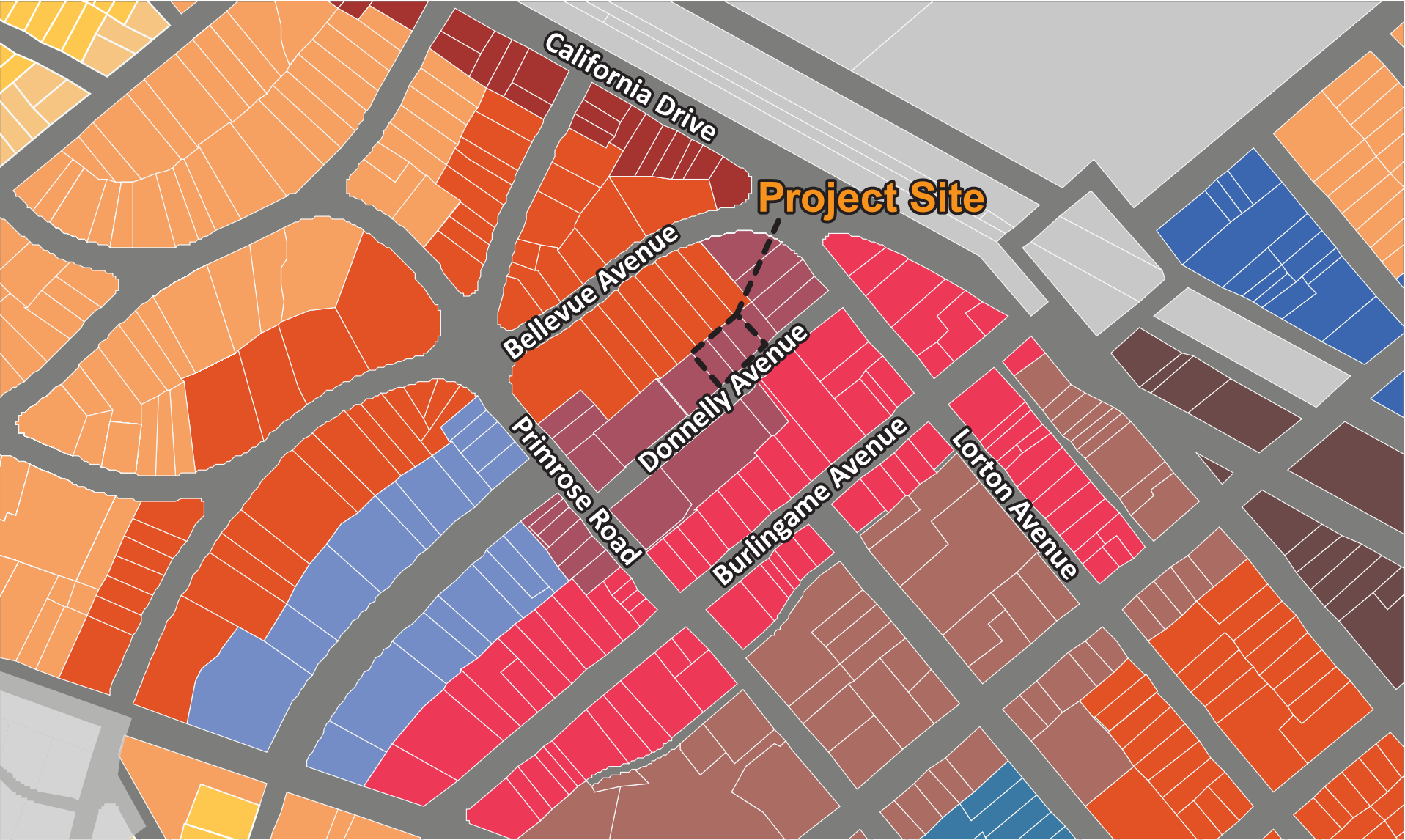
**Legend**

Project Site

Burlingame Downtown Specific Plan - Land Use Map

Figure

Source: City of Burlingame 2010



Not to Scale



Legend

- Multi-Family Residential
- Donnelly Avenue Commercial
- Burlingame Avenue Commercial
- Chapin Avenue Commercial
- Howard Mixed Use
- Automobile Uses
- Myrtle Road Mixed Use
- Bayswater Avenue Mixed Use
- California Drive Auto Row

Figure

## *Project Background*

1214 Donnelly Avenue previously contained a two-story residential building commonly known as the “Gates House” that was identified as a potentially historic property in the Inventory of Historic Resources completed for the DSP. A historic resource evaluation prepared in 2014 confirmed that the structure was eligible for listing on the California Register of Historical Resources under Criterion 1 (Events), for its association with early settlement patterns in the Town of Burlingame, and Criterion 2 (Persons), for its association with the original owner and long-time occupant, George W. Gates. The building sustained major damage in November 2013 because of a fire at an adjacent structure at 1218 Donnelly Avenue, and was subsequently demolished in early 2018. The building at 1218 Donnelly Avenue was demolished in 2015. The existing structures at 1220 Donnelly Avenue were not damaged by the fire and currently remain on the site.

## *Site Conditions*

1214 Donnelly Avenue is vacant following demolition of the Gates House in 2018. Most of the site is covered in concrete. 1218 Donnelly Avenue contains the foundation of the building which was destroyed by the 2013 fire. 1220 Donnelly Avenue contains a two-story residential structure at the front of the lot and a detached accessory residential structure at the rear of the lot. The two-story structure includes three residential units, and the accessory structure contains one residential unit. The front of the lot at 1220 Donnelly Avenue is used for informal parking by occupants of the residential building.

There are four existing trees located at the front of the property at 1214 Donnelly Avenue. One of these trees, a 20-inch Brisbane box, qualifies as a protected size tree. Aside from these trees and some minimal landscaping, the three parcels are paved. There is one existing London plane tree with a diameter of 21.5 inches located in the planter strip within the right-of-way in front of 1214 Donnelly Avenue. The parcels are currently accessed from Donnelly Avenue via four curb cuts, some of which are blocked by perimeter fencing around the lots.

## *Project Characteristics*

The project would include demolition of the existing structures on site and construction of a new three story, 43-foot 10-inch tall mixed-use building containing commercial and multi-family uses totaling 35,075 gross square feet. Commercial uses totaling 4,704 gross square feet would be located on the ground floor, with two levels of residential uses above. The building would include 14 residential units, including 12 two-bedroom units and 2 one-bedroom units. The proposed site plan and elevations are shown on **Figure 5**, **Figure 6**, and **Figure 7**. The project would require combining the three existing parcels into one parcel.

The building frontage along Donnelly Avenue would have a varied setback ranging from approximately 12 feet (for the parking garage entrance) to approximately 2 feet from the property line. The varied setbacks would be a function of the building’s massing, which is broken into several components and would present a varied façade to the street (**Figure 6**). New hardscaping installed at the ground level along the sidewalk would be predominantly permeable

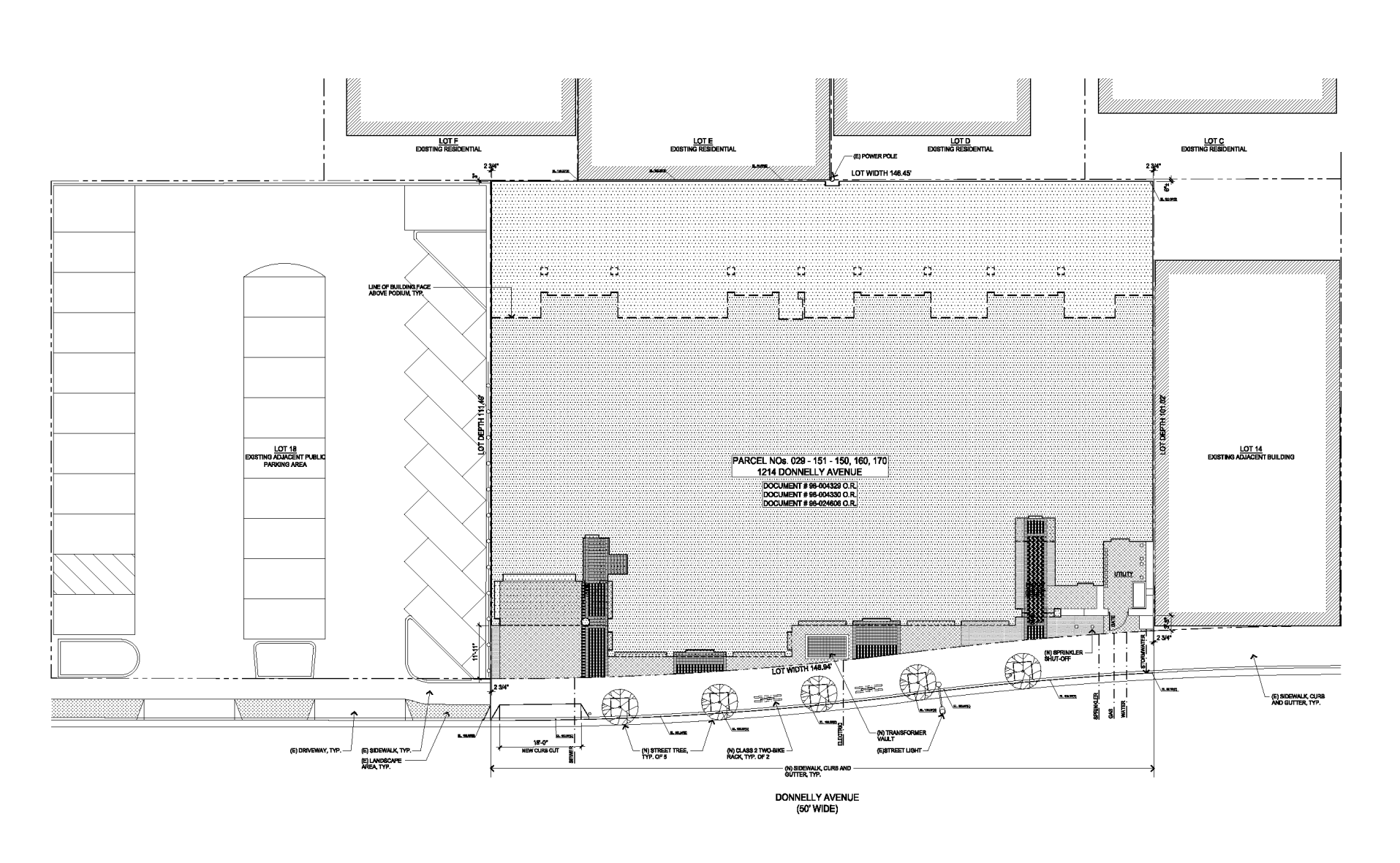
pavers. Soft landscaping at the ground level would be provided around the residential entry court. Street trees would be planted along the entire site frontage.

Each residential unit would include a private balcony, meeting the City's requirements for private open space as outlined in the DSP and municipal code. The project would also include one common open space at the rear of the building on the second floor; this 2,695 square foot space would be open to all residents.

### *Transportation and Parking*

Like most sites Downtown, the project site is accessible by multiple forms of transportation. The project site is 0.2 miles from the Burlingame Caltrain Station, and is also accessible from SamTrans lines 397/ECR along El Camino Real and lines 292 and 46 near the Caltrain station. Bicycle routes along Primrose Road and California Drive connect Donnelly Avenue to Downtown areas and the rest of the City.

The project would include 22 parking spaces for residents, with 21 stacked parking spaces and one Americans with Disabilities Act (ADA) accessible parking space. There would also be one service/delivery vehicle space provided. Parking would be in a ground level parking garage. Vehicle access to the parking garage would be provided via a garage door along the southern end of the site connecting to Donnelly Avenue. The 22 parking spaces would provide a parking ratio of 1 space per one-bedroom unit and 1.5 spaces per two-bedroom unit, consistent with DSP and zoning requirements. As Donnelly Avenue is within the Parking Sector established by the DSP, pedestrian-oriented ground floor commercial and retail uses are exempt from parking requirements. Bicycle parking would be provided consistent with guidelines provided in the Circulation and Parking chapter of the DSP (1 bicycle parking space required for each 20 vehicle parking spaces). Short-term bicycle parking would be provided via a two-bike rack installed on the sidewalk, and lift-assist bicycle racks with capacity for eight bicycles would be installed in a secured room between the residential lobby and parking garage. Bicycle parking would be accessible for residents and commercial visitors.



**ELEVATION DRAWING**

**Annotations:**

- TACKLED SPANISH BARREL TILES, TYP.
- 300 WOOD TRELLIS, PAINTED, TYP.
- SPANISH BARREL CLAY ROOF TILES, TYP.
- 408 WOOD OR ARCHITECTURAL FOAM BEAM AND OUTRIGGER, PAINTED, TYP.
- GALVANIZED MTL. GUTTER AND DOWNSPOUT, PAINTED, TYP.
- RECESSED PREFINISHED METAL-CLAD WOOD WINDOWS AND DOORS WITH SIMULATED TRUE DIVIDED LITES WITH SPACER BARS, TYP.
- DECORATIVE METAL GUARDRAIL, 42" HIGH, PAINTED, TYP.
- CEMENT PLASTER, SMOOTH STEEL TWISTED FINISH, PAINTED, TYP.
- DECORATIVE CAST STONE FINISH COLUMN
- PANELIZED METAL SECTIONAL GARAGE DOOR, PAINTED
- ALUMINUM BARR, TRIM AND BILL, TYP.
- PAINTED WOOD DOORS, DECORATIVE METAL PULLS, TYP.
- TILE BASE, TYP.
- CANVAS AWNING ON METAL FRAME, TYP.
- TILE BASE, TYP.
- DECORATIVE METAL GATE, PAINTED, TYP.

**Vertical Scale (Right Side):**

- TOP OF ROOF - STEEP INCLINATION
- SLEW - 16'-0"
- TOP OF ROOF - METAL PORTICULE
- SLEW - 18'-0"
- ROOF
- SLEW - 14'-0"
- SLEW - 14'-0"
- WOOD OR DECORATIVE ARCHITECTURAL FOAM CORBELLED OUTRIGGER, TYP.
- WOOD OR DECORATIVE ARCHITECTURAL FOAM RELIEF PANEL, PAINTED, TYP.
- WOOD OR DECORATIVE ARCHITECTURAL FOAM TRIM, PAINTED, TYP.
- SECOND LEVEL
- SLEW - 17'-0"
- OCEAN, CONCRETE SPACES, TYP.
- APPROX. PROFILE OF EXISTING ADJACENT BUILDING
- WOOD DOOR WITH APPLIED WOOD RELIEF, PAINTED, TYP.
- STORMWATER TRANSITION BOX
- GROUND LEVEL
- SLEW - 10'-0"
- BL. 100.0' AVERAGE TOP OF CURB
- PROPERTY LINE, TYP.

**Total Height:** 40'-0"

Figure





Not to Scale

## *Trees and Landscaping*

The project would require removal of five trees, one of which is a street tree (London plane tree). One of the four trees on the subject property, a 20-inch Brisbane box, qualifies as a protected size tree. A Protected Tree Removal Permit from the Parks Division will be required in order to remove this tree. A variety of plants and shrubs would be planted at ground level around the residential entry court, as well as on the podium level at the rear of the building within the common open space. This landscaping is anticipated to include varieties of drought-tolerant plantings such as agave, aloe, and rush varieties. The podium level outdoor common space would be landscaped with a mix of shrubs and perennial grasses. Permeable and brick pavers along the building frontage provide walkways to the commercial and residential components of the building and seating areas for the ground floor commercial spaces. The project would require removal of one street tree, a London plane tree, which would be replaced with five new street trees (anticipated to be ginkgo biloba).

## ***Construction***

Project construction would begin in late 2020 and last approximately 17 months. Construction would be completed in one phase, and would include typical activities such as site grading, excavation for building foundations, concrete work, framing, and interior and exterior architectural coatings. Typical construction equipment such as backhoes, heavy duty trucks, and excavators would be used at the project site. No pile driving is anticipated. Construction would require removal of approximately 1 ton of pavement and 1,165 cubic yards of demolition material and excavated soil (cut) from the site.

The project would require lateral connections to sanitary sewer and electrical lines which exist in the public right-of-way along Donnelly Avenue, along with new connections to water and gas lines.

## ***Approvals***

The project requires the following approvals from the City:

- Amendment to the DSP to allow residential use above the first floor on properties located north of Donnelly Avenue within the Donnelly Avenue Area.
- Amendment to the Zoning Code (DAC District) to allow residential use above the first floor on properties located north of Donnelly Avenue that have sole frontage on Donnelly Avenue in the DAC district.
- Design Review for construction of a new mixed-use commercial/residential building.
- Conditional Use Permit to exceed 35-foot building height.
- Condominium Permit for 14 residential condominium units.
- Lot merger to combine three existing parcels into one parcel.



## ENVIRONMENTAL IMPACT CHECKLIST

### 1 Aesthetics

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

### Setting

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

The project site is located within the Donnelly Avenue Area of the DSP in the DAC zoning district. The project site is in the northern portion of the downtown area, within walking distance of the Burlingame Caltrain station. The surrounding area consists of retail uses and associated parking lots to the west, south, and east. To the northeast, the project site is bordered by a multi-family residential building. The project site comprises three parcels: 1214, 1218, and 1220 Donnelly Avenue. Both 1214 and 1218 Donnelly Avenue were affected by a 2013 fire, leaving no remaining structures on 1214 Donnelly and only an accessory structure no longer in use and the foundation of the house destroyed in the fire at 1218 Donnelly Avenue. Undamaged by the fire, 1220 Donnelly Avenue contains a two-story residential structure at the front of the lot and a detached accessory residential structure at the rear of the lot. The two-story structure includes

three residential units, and the accessory structure contains one residential unit. The front of the lot at 1220 Donnelly Avenue is used for informal parking by occupants of the residential building.

The project includes removing all existing structures on the site and redeveloping the site with a three story, 43-foot 10-inch tall mixed-use building containing commercial and multi-family uses totaling 35,075 gross square feet.

## ***Discussion***

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

According to the City General Plan, important vistas include the hillside leading to the Skyline Ridge as seen from the Bay plain, and the Bay as seen from the hillside. The project would not impact either scenic resource. Public views of the foothills rising to the Santa Cruz Mountains are obscured by existing development and landscaping in the project vicinity. The new development would be 43 feet 10 inches (three stories) tall at its highest point. This would not exceed the 55-foot height limit allowed within the DAC district. Given the above, no impact to a scenic vista would occur.

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

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

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

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

## ***Construction***

As described above, existing visual quality on the project site is low due to the 2013 fire, which necessitated the demolition of buildings located at 1214 and 1218 Donnelly Avenue.

Construction of the project would involve further demolition, earthmoving operations, and grading activities. Temporary fencing, construction equipment, construction vehicles, staging

areas, and associated construction debris would be visible on the project site for the duration of construction (approximately 17 months). The visual character and quality of the site would change for a temporary period of time, depending on the work and equipment used. However, the visual effects of construction activities would be similar to other types of development and construction that typically occur within the area and would be temporary in nature.

### *Operation*

The project would change the existing character of the project site by removing the remaining structures left undamaged by the 2013 fire (none of which exceed two stories in height) and redeveloping the site with a three-story mixed-use structure. At a height of 43 feet 10 inches<sup>1</sup>, the new building would be taller than the structures immediately surrounding it. However, it would be shorter than—or comparable to—other nearby buildings such as the Anderson Yazdi Hwang Minton and Horn building located at 350 Primrose Road and the office building located at 345 Lorton Avenue.

The new mixed-use building would require an application to the Planning Commission for Design Review. Because the project would include residential and commercial uses (mixed-use project), the project would be reviewed for compliance with the design guidelines in the DSP, which offer guidance on appropriate design based for commercial and mixed-use projects within the DSP area. The exterior facades would consist of a variety of materials including cement plaster siding (smooth steel troweled finish), Hardie “Reveal” panel system and trim (along blind wall on east elevation), smooth lap siding and exposed concrete or concrete block at the blind walls, decorative metal guardrails, decorative foam relief panels, and metal clad wood windows with simulated true divided lights on the upper floor residential units. The ground floor treatment would include aluminum window sashes, painted wood entry doors, canvas awnings and a painted metal garage door. The upper edge of the building would consist of varying architectural elements, including Spanish barrel clay roof tiles with foam eave brackets/corbels, a wood trellis along the front façade, and articulated parapets with ornamental metal trim. This design would complement both the surrounding commercial uses and the residential uses to the north.

Due to damage sustained during the previously mentioned 2013 fire, both 1214 and 1218 Donnelly Avenue are currently vacant or mostly vacant lots. Implementation of the project would thus improve the visual character of the project site over existing conditions. As such, the project would not substantially degrade the existing visual character or quality of the site and the impact would be less than significant.

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

The project site is located within a developed and urbanized area. Streetlights, exterior commercial lighting, and vehicular lights exist in the surrounding area and along adjacent

---

<sup>1</sup> Measured to top of parapet wall per Burlingame Municipal Code section 25.08.340. Mechanical equipment on the roof would be up to 52 feet in height, and the top of the elevator shaft/roof access staircase would be 54 feet 3 inches in height.

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

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

## 2 Agriculture and Forestry Resources

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<b>Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zones Timberland Projection (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land of conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Setting

The project site comprises three parcels, all of which contained residential structures until a 2013 fire damaged homes on 1214 and 1218 Donnelly Avenue, rendering both parcels largely vacant. The existing parcel at 1220 Donnelly Avenue contains a two-story residential structure at the front of the lot and a detached accessory residential structure at the rear of the lot.

The State of California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) designates the project site and its immediate surroundings as Urban and Built Up Land. There is no FMMP designated Important, Unique, or Prime Farmland, and no land protected under the Williamson Act in the vicinity of the project.<sup>2</sup> There are no agricultural resources

<sup>2</sup> Department of Conservation. 2016. Williamson Act/Land Conservation Act. Williamson Act Status Reports: San Mateo County.

located on or near the project site. There is no forest land on or near the project site, as the project site is located within and surrounded by urban and built up land.<sup>3</sup>

### ***Discussion***

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

and

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

and

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

and

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

and

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

There are no active agricultural lands, lands under a Williamson Act contract, forest lands, or timberlands on or adjacent to the project site. The project site is not designated for agricultural or forest uses in the General Plan Land Use Map; therefore, the project would not conflict with existing zoning for agricultural or forest uses. Consequently, the project would not result in farmland or forest land conversion. Therefore, no impact would occur.

---

<sup>3</sup> Department of Conservation. 2016. California Important Farmland Finder.

### 3 Air Quality

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

#### ***Setting***

Federal, state, and regional agencies regulate air quality, including the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and the Bay Area Air Quality Management District (BAAQMD). EPA and CARB have adopted ambient air quality standards for criteria pollutants, which include tropospheric ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), particulate matter, and lead. Ambient air quality standards also regulate reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>) because they are precursors to ozone formation. Particulate matter standards include regulations for particles with a diameter of 10 micrometers or less (PM<sub>10</sub>) and particles with a diameter of 2.5 micrometers or less (PM<sub>2.5</sub>).

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

Depending on whether or not the standards are met or exceeded, the SFBAAB is classified as being in “attainment” or “nonattainment.” Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The SFBAAB is designated as non-attainment for ground-level ozone and PM<sub>2.5</sub> under both federal and state standards, and non-attainment for PM<sub>10</sub> under the more stringent state standards imposed by the California Clean Air Act which allows California to enact stricter air pollution standards than the federal government. Therefore, the SFBAAB does not meet the ambient air

quality standards for these air pollutants (BAAQMD 2017). The highest ozone levels in the SFBAAB occur in the eastern and southern inland valleys that are downwind of air pollutant sources. High ozone levels can aggravate respiratory and cardiovascular diseases, reduce lung function, and increase coughing and chest discomfort. Elevated concentrations of PM<sub>10</sub> and PM<sub>2.5</sub> are the result of both regional and localized emissions. High particulate matter levels can aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

### *Air Quality Management*

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

In 2006, the EPA tightened the national 24-hour PM<sub>2.5</sub> standard regarding short-term exposure to fine particulate matter from 65 µg/m<sup>3</sup> (micro-grams per cubic meter) to 35 µg/m<sup>3</sup>. Based on air quality monitoring data for years 2006 to 2008 showing that the region was slightly above the standard, EPA designated the Bay Area as non-attainment for the 24-hour national standard in December 2008. This triggered the requirement for the Bay Area to prepare a State Implementation Plan (SIP) submittal to demonstrate how the region would attain the standard. However, data for both the 2008 to 2010 and the 2009 to 2011 cycles showed that Bay Area PM<sub>2.5</sub> levels currently meet the standard. On October 29, 2012, the EPA issued a proposed rule-making to determine that the Bay Area now attains the 24-hour PM<sub>2.5</sub> national standard. Based on this, the Bay Area is required to prepare an abbreviated SIP submittal which includes an emission inventory for primary (directly-emitted) PM<sub>2.5</sub>, as well as precursor pollutants that contribute to formation of secondary PM in the atmosphere; and amendments to the BAAQMD New Source Review (NSR) to address PM<sub>2.5</sub> (adopted December 2012). However, key SIP requirements to demonstrate how a region will achieve the standard (i.e., the requirement to develop a plan to attain the standard) will be suspended as long as monitoring data continues to show that the Bay Area attains the standard.

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



### *Air Emissions Thresholds*

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

The BAAQMD has developed screening criteria to provide lead agencies and project applicants with a conservative indication of whether a project could result in potentially significant air quality impacts. If all the screening criteria are met by a project, then the lead agency or applicant would not need to perform a detailed air quality assessment of their project's air pollutant emissions. For projects that exceed the screening criteria, BAAQMD provides significance thresholds for construction and operational-related criteria air pollutant and precursor emissions. **Table 1** presents the significance thresholds being used for the purposes of this analysis.<sup>4</sup> These represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the SFBAAB's existing air quality conditions.

**Table 1 Air Quality Thresholds of Significance**

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

Source: Illingworth & Rodkin 2019

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

In addition, a significant air quality impact would occur if the project design or project construction does not incorporate control measures recommended by the BAAQMD to control

<sup>4</sup> Note the thresholds for PM<sub>10</sub> and PM<sub>2.5</sub> apply to construction exhaust emissions only.

emissions during construction (as listed in Table 8-1 of the BAAQMD CEQA Air Quality Guidelines).

### *Sensitive Receptors*

There are groups of people that are more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and parks. The closest off-site sensitive receptors are multi-family residences located adjacent to the project site to the northwest along Bellevue Ave. Additional single- and multi-family residences are located approximately 150 feet from the project site.

### *Toxic Air Contaminants*

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

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

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

- Non-compliance with a Community Risk Reduction Plan
- An excess cancer risk level of more than 10 in one million, or a non-cancer (*i.e.*, chronic or acute) hazard index greater than 1.0 from any individual source would be a significant cumulatively considerable contribution
- An incremental increase of greater than 0.3 micrograms per cubic meter (µg/m<sup>3</sup>) annual average PM<sub>2.5</sub> from any individual source would be a significant cumulatively considerable contribution

A project would result in a cumulatively considerable impact if the sum of past, present, and foreseeable future sources within a 1,000-foot radius from the fence line of a source, or from

the location of a receptor, plus the contribution from the project, would exceed any of the following thresholds:

- Non-compliance with a Community Risk Reduction Plan
- An excess cancer risk level of more than 100 in one million, which is one order of magnitude higher than the threshold for an individual source, or a chronic non-cancer hazard index (from all local sources) greater than 10.0  
0.8 µg/m<sup>3</sup> annual average PM<sub>2.5</sub>

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

## Discussion

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

The most recent and applicable adopted air quality plan is the 2017 Plan. Therefore, the proposed project would result in a significant impact if it would conflict with or obstruct implementation of the 2017 Plan (BAAQMD 2017). The 2017 Plan includes control measures that are intended to reduce Bay Area air pollutant emissions either directly or indirectly. Plans must show consistency with the control measures listed within the 2017 Plan. At the project-level, there are no consistency measures or thresholds.

The proposed project would not conflict with the latest 2017 Plan planning efforts for two reasons. Firstly, the project would be considered transit-oriented urban infill because the project site is located approximately 0.2 miles from the Burlingame Caltrain Station and 0.3 miles from the SamTrans bus stop at El Camino Real and Burlingame Avenue.

Secondly, the project would generate emissions well below the BAAQMD thresholds. **Table 2** summarizes the estimated maximum daily emissions of pollutants during construction on the project site. **Table 3** summarizes the estimated average daily emissions and maximum annual emissions of project during operation. As shown in these tables, the BAAQMD thresholds would not be exceeded. Therefore, this impact would be less than significant.

**Table 2 Construction Emissions**

Year	Emissions (pounds/day)					
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub> (exhaust)	PM <sub>2.5</sub> (exhaust)	SO <sub>x</sub>
2020 Maximum Daily Emissions	5.9	6.8	5.4	0.2	0.2	0.02

Year	Emissions (pounds/day)					
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub> (exhaust)	PM <sub>2.5</sub> (exhaust)	SO <sub>x</sub>
2021 Maximum Daily Emissions	0.2	1.1	1.2	<0.1	<0.1	<0.01
Maximum Daily Emissions	5.9	6.8	5.4	0.2	0.2	0.02
BAAQMD Thresholds (average daily emissions)	54	54	--	54	82	--
Threshold Exceeded?	No	No	N/A	No	No	N/A

Source: Illingworth &amp; Rodkin 2020

**Table 3      Operational Emissions**

Sources	Estimated Emissions					
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>	SO <sub>x</sub>
Average Daily Emissions (lb/day)						
Area	0.5	0.1	1.2	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Mobile	0.4	0.9	3.4	1.1	0.3	0.0
Total Emissions	0.9	1.0	4.6	1.1	0.3	0.0
BAAQMD Thresholds	54	54	--	54	82	--
Threshold Exceeded?	No	No	N/A	No	No	N/A

Sources	Estimated Emissions					
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>	SO <sub>x</sub>
Maximum Annual Emissions (tons/year)						
Area	0.1	0.0	0.1	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Mobile	0.1	0.2	0.6	0.2	0.1	0.0
Total Emissions	0.2	0.2	0.7	0.2	0.1	0.0
BAAQMD Thresholds	10	10	--	10	15	--
Threshold Exceeded?	No	No	N/A	No	No	N/A

Source: Illingworth & Rodkin 2020

**b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. (Less than Significant with Mitigation incorporated)**

BAAQMD sets screening thresholds based on project size to determine whether modeling is required to determine project impacts. Projects that fall below these screening thresholds are generally considered to have less than significant impacts under CEQA. For mid-rise apartments, the BAAQMD's operational criteria pollutant screening size is 494 dwelling units and the construction-related screening size is 240 units. The construction screening size for commercial retail/strip mall is 277,000-sf and the operational screening size is 99,000-sf. The proposed project involves construction of 14 dwelling units and 4,704-sf of retail space and is therefore below the screening criteria. Nonetheless, this analysis quantifies emissions associated with the project and compares them to BAAQMD's numeric significance thresholds for informational purposes.

### *Construction Emissions*

Construction of the project would generate temporary construction emissions and Toxic Air Contaminants (TAC). Construction emissions associated with the project are summarized in **Tables 2**, above. As shown in **Table 2**, BAAQMD criteria pollutant thresholds would not be exceeded during construction. Therefore, impacts from criteria pollution emissions would be less than significant.

Project construction would also generate fugitive dust in the form of PM<sub>10</sub> and PM<sub>2.5</sub>. The proposed project would be required to comply with all applicable BAAQMD rules and regulations regarding construction emission control measures. The BAAQMD CEQA Air Quality Guidelines consider impacts to be less than significant if best management practices (BMPs) are implemented to reduce these emissions. **Mitigation Measure AQ-1** would require implementation of BAAQMD-recommended BMPs.

**Mitigation Measure AQ-1:** Note that the Envision Burlingame 2040 General Plan Policy HP-3.11 Dust Abatement and Policy HP-3.12 Construction Best Practices requires that projects apply BAAQMD-recommended BMPs to control dust from construction projects. During any construction period ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less-than-significant level. Additional measures are identified to reduce construction equipment exhaust emissions. The contractor shall implement the following BMPs that are required of all projects:

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

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

### *Operational Emissions*

The operational screening size for mid-rise apartments is 494 dwelling units and for commercial retail/strip malls is 99,000-sf. The project would comprise 14 dwelling units and 4,704-sf of retail, which are well below these operational screening thresholds. As shown in **Table 3**, above, operational emissions would be below the BAAQMD significance thresholds. Therefore, impacts from project operation would be less than significant.

#### **c) Expose sensitive receptors to substantial pollutant concentrations? (Less than Significant with mitigation incorporated)**

### *Sensitive Receptors*

Project impacts related to increased community risk can occur either by introducing a new source of TACs during construction and operation to sensitive receptors or by introducing new sensitive receptors, such as a new residential use, to an existing source of TACs. Project construction could affect sensitive receptors temporarily by generating dust and equipment exhaust, but the operation of the project is not expected to be a source of TAC. However, the project would introduce new residents that are sensitive receptors.

An assessment was conducted to find the maximally exposed individuals (MEI) due to construction near the project site. The results found that the second floor of the adjacent multi-family residence to the northwest of the project site would be the most exposed. **Figure 8** shows the location of off-site sensitive receptors near the project site. The maximum cancer risk from construction for these individuals exceeds the BAAQMD single source thresholds as seen in **Table 4** below. Therefore, the project would require mitigation measures to have a less than significant impact.

**Table 4 Construction Risk Impacts at the Offsite Residential MEI**

Source		Cancer Risk <sup>1</sup> (per million)	Annual PM <sub>2.5</sub> <sup>2</sup> (µg/m <sup>3</sup> )	Hazard Index <sup>2</sup>
Project Construction	Unmitigated	12.2 (infant)	0.05	0.01
	Mitigated	1.6 (infant)	0.01	<0.01
BAAQMD Single-Source Threshold		>10.0	>0.3	>1.0
Exceeds Threshold?	Unmitigated	Yes	No	No
	Mitigated	No	No	No

Source: Illingworth & Rodkin 2019





Off-Site Sensitive Receptors and Maximum TAC Impacts

Figure

Source: Illingworth&Rodkin, 2019



In addition to **Mitigation Measure AQ-1**, **Mitigation Measure AQ-2** would also need to be incorporated to bring project construction under the significance threshold.

**Mitigation Measure AQ-2:** Selection of equipment during construction to minimize emissions. Such equipment selection would include the following:

The project shall develop a plan demonstrating that the off-road equipment used onsite to construct the project would achieve a fleet-wide average 20-percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:

- All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 3 engines that include CARB-certified Level 3 Diesel Particulate Filters (DPF) 12 or equivalent. Alternatively, equipment that meets U.S. EPA Tier 4 standards for particulate matter or the use of equipment that includes electric or alternatively fueled equipment (i.e., non-diesel) would meet this requirement.

Community health risks located within 1,000 feet of the project site were found to include rail lines, highways, busy surface streets, and stationary sources. The project area includes a Caltrain rail line that passes through the project influence area and that traffic on California Drive has an average daily traffic (ADT) that exceeds 10,000 vehicles, which may have a potentially significant effect on a proposed project. All other roadways are assumed to have an ADT less than 10,000 vehicles. There were also four stationary sources found within 1,000 feet of the project site that may influence community health. The risk values for potential community health risks in addition to construction risks are shown in **Table 5**.

**Table 5 Impacts from Combined Sources at Off-Site Project MEI**

Source	Cancer Risk (per million)	Annual PM <sub>2.5</sub> (µg/m <sup>3</sup> )	Hazard Index
Single-Source Risk			
Project Construction	12.2 (infant)	0.05	0.01
Unmitigated	1.6 (infant)	0.01	<0.01
Mitigated			
BAAQMD Single-Source Source Threshold	>10.0	>0.3	>1.0
Cumulative-Source Risks			
Caltrain Rail Line at 600 feet south	<7.3	<0.01	--
California Drive (east-west) at 350 feet south, ADT 16,825	1.4	0.05	<0.03

Source	Cancer Risk (per million)	Annual PM <sub>2.5</sub> (µg/m <sup>3</sup> )	Hazard Index
Plant #14468 (Generator) at 740 feet	4.7	0.01	<0.01
Plant #14474 (Generator) at 650 feet	3.3	<0.01	<0.01
Plant #13454 (Generator) at 970 feet	0.8	<0.01	<0.01
Plant #11731 (Soil Vapor Extractor) at 950 feet	0.5	--	<0.01
Combined Sources Unmitigated Mitigated	<30.2 <19.6	<0.14 <0.10	<0.08 <0.08
BAAQMD Cumulative Source Threshold	>100	>0.8	>10.0
Exceed Cumulative Thresholds? Unmitigated Mitigated	No No	No No	No No

Source: Illingworth & Rodkin 2019

With the incorporation of **Mitigation Measures AQ-1** and **AQ-2**, the project construction's single-source risks would no longer exceed the significance threshold. Therefore, the mitigated cancer risks for the project would have a less than significant impact on sensitive receptors.

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

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

***Future Resident (New Receptor) Impacts***

A health risk assessment was completed to assess the impact that existing TAC sources would have on the new proposed sensitive receptors that the project would introduce. The health risk results from rail line, local roadways, stationary sources, and the combined community health risk at the project site are provided in **Table 6**.

**Table 6 Community Risk Impact to New Project Residences**

Source	Cancer Risk (per million)	Annual PM <sub>2.5</sub> (µg/m <sup>3</sup> )	Hazard Index
Caltrain Rail Line at 500 feet south	<9.2	<0.02	--
California Drive (east-west) at 230 feet south, ADT 16,825	2.1	0.07	<0.03
Plant #14468 (Generator) at 610 feet	6.0	0.01	<0.01
Plant #14474 (Generator) at 705 feet	3.3	<0.01	<0.01
Plant #13454 (Generator) at 970 feet	0.8	<0.01	<0.01
Plant #11731 (Soil Vapor Extractor) at 820 feet	0.6	--	<0.01
<i>BAAQMD Single-Source Threshold</i>	>10.0	>0.3	>0.1
<i>Exceed Threshold?</i>	No	No	No
Cumulative Total	<22.0	<0.12	<0.19
<i>BAAQMD Cumulative Source Threshold</i>	>100	>0.8	>10.0
<i>Exceed Threshold?</i>	No	No	No

Source: Illingworth &amp; Rodkin 2019

**Table 6** shows that Cancer Risk, Annual PM<sub>2.5</sub>, and Hazard Index do not exceed the BAAQMD single-source or cumulative-source threshold and therefore impacts would be less than significant.

## 4 Biological Resources

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

### *Setting*

Topography on the project site is generally flat and ranges between 32 to 33 feet above mean sea level. The project site currently consists of an empty paved lot (1214 and 1218 Donnelly Ave) and a two-story residential building with a separate one-story garage (1220 Donnelly Avenue). Ruderal vegetation has been regularly mowed at the 1214 and 1218 addresses. Several trees are present on or adjacent to the site. There is a cluster of trees and shrubs near the sidewalk but within the project area at 1214 Donnelly Avenue. If any of these trees exceed 48 inches in circumference, when measured at 54 inches above natural grade, they qualify as protected trees

under the City tree ordinance. One street tree, a sycamore (*Platanus sp.*), is present opposite the stand of trees at 1214 Donnelly Avenue. The site is bound by paved parking lots to the southwest and east, residential buildings to the northwest, and commercial businesses to the northeast and south. Ralston creek is located approximately 560 feet northwest of the project site.

## *Regulatory Setting*

### **Federal and State**

Regulatory authority over biological resources is shared by federal, state, and local agencies under a variety of laws, ordinances, regulations, and statutes. Primary authority for biological resources lies within the land use control and planning authority of local jurisdictions (in this instance, the City).

The California Department of Fish and Wildlife (CDFW) is a trustee agency for biological resources throughout the State under the California Environmental Quality Act (CEQA) and has direct jurisdiction under the California Fish and Game Code (CFGF). Under the California Endangered Species Act (CESA) and the federal Endangered Species Act (FESA), the CDFW and the U.S. Fish and Wildlife Service (USFWS), respectively, have direct regulatory authority over species formally listed as threatened or endangered (and listed as rare for CDFW). Native and/or migratory bird species are protected under the CFGF Sections 3503, 3503.5, and 3511.

Statutes within the Clean Water Act (CWA), CFGF, and California Code of Regulations (CCR) protect wetlands and riparian habitat. The U.S. Army Corps of Engineers (USACE) has regulatory authority over wetlands and waters of the United States under Section 404 of the CWA. The State Water Resources Control Board and the nine Regional Water Quality Control Boards (RWQCBs) ensure water quality protection in California pursuant to Section 401 of the CWA and Section 13263 of the Porter-Cologne Water Quality Control Act. The CDFW regulates waters of the State under the CFGF Section 1600 et seq.

Special status species are those plants and animals: 1) listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS and the National Marine Fisheries Service (NMFS) under the FESA; 2) listed or proposed for listing as Rare, Threatened, or Endangered by the CDFW under the CESA; 3) recognized as California Species of Special Concern (CSSC) by the CDFW; 4) afforded protection under CFGF; and 5) occurring on Lists 1 and 2 of the CDFW California Rare Plant Rank (CRPR) system.

## ***Methods***

### *Literature Review and Desktop Biological Evaluation*

A desktop review was conducted of agency databases, relevant literature, aerial photos, and site photos for baseline information on special status species and other sensitive biological resources occurring or potentially occurring at the project site and in the immediate surrounding area. The following sources were reviewed for background information:

- CDFW California Natural Diversity Data Base (CNDDB) (CDFW 2019a) and Biogeographic Information and Observation System (BIOS) (CDFW 2019b)
- CDFW Special Animals List (CDFW 2019c) and Special Vascular Plants, Bryophytes, and Lichens List (CDFW 2019d)
- CNPS Online Inventory of Rare and Endangered Plants of California (CNPS 2019)
- USFWS Information for Planning and Consultation (IPaC; USFWS 2019a)
- USFWS Critical Habitat Portal (USFWS 2019b)
- USFWS National Wetlands Inventory (NWI; USFWS 2019c)
- City of Burlingame Municipal Code (Burlingame 2019)

Qualified biologists conducted a review of the CNDDB (CDFW 2019a) for recorded occurrences of special status plant and wildlife taxa in the region. For this review, the search included all occurrences within the United States Geological Survey (USGS) 7.5-minute topographic quadrangle encompassing the project site (San Mateo), and the eight surrounding quadrangles (San Francisco South, Hunters Point, San Leandro, Montara Mountain, Redwood Point, Half Moon Bay, Woodside, and Palo Alto).

The results of the background literature review were compiled into a list of regionally occurring special status plants and animals and evaluated each species for potential to occur based on habitat conditions and proximity to known occurrences. Review of the NWI (USFWS 2019c) and the National Hydrography Datasets (USGS 2019) provided information on potential aquatic resources, including jurisdictional waters of the United States or waters of the State.

## ***Discussion***

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

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

A review of agency databases for known special status plant occurrences within the six USGS quadrangles containing and surrounding the project site identified 73 special status plant species (CDFW 2019a; CNPS 2019; USFWS 2019a). All the reported species have specific habitat requirements (e.g., soil type, elevation, aspect, etc.). The existing conditions (previously developed and currently disturbed) and the lack of native vegetation communities or suitable ecological conditions on the site preclude the potential for rare plants to occur within the site. Because construction activities are limited to previously disturbed, developed, and landscaped areas with ornamental vegetation, impacts to special status plant species are not expected.

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

The review of the resource agency databases for known special status animal occurrences within the six USGS quadrangles containing and surrounding the project site identified 51 special status animal species (CDFW 2019a; CDFW 2019c; USFWS 2019a). This list was reviewed and

refined according to the potential for species to occur on the project site based on the presence and quality of habitats within the project site. The site is fully developed and has no natural or native vegetation communities that would support special status animal species. All 51 species were excluded from potentially occurring on the project site based on a lack of suitable habitat conditions and the isolation of the site from natural habitat in the region. The site is not considered viable to support federal or state listed species or other special status wildlife.

Although vegetation communities observed in the project site are sparse, the site could be used by species of migratory birds that utilize trees, shrubs or man-made structures as nesting habitat. Native bird nests are protected by CFGC Section 3503. The nesting season generally extends from February 1st through August 31st in California but can vary based upon annual climatic conditions. Thus, construction activities could result in the mortality or injury of birds or their nests during vegetation removal, or disturbance-related nest abandonment. Impacts to most non-listed bird species through nest destruction or abandonment would not be considered a significant impact under CEQA; however, loss of active nests or mortality would be a violation of CFGC code. Impacts to special status birds would be significant under CEQA if those impacts would jeopardize the viability of a local or regional population. Therefore, the following mitigation measure would be required to avoid or reduce the proposed project's potentially significant impacts to special status wildlife and avoid violations of the CFGC that protects nesting migratory birds.

**Mitigation Measure BIO-1:** Activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 31) if feasible. If construction will commence during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than 7 days prior to initiation of ground disturbance and vegetation removal. The nesting bird pre-construction survey shall be conducted within the disturbance footprint and a 300-foot buffer for raptors and 150-foot buffer for passerines where access can be authorized. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in San Mateo County.

If nests are found, an avoidance buffer (which is dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within this buffer until the avian biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

Implementation of **Mitigation Measure BIO-1** would ensure protection of nesting birds that may be on site during construction activities and the impact would be less than significant.

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

The review of the resource agency databases for sensitive natural communities within the nine USGS quadrangles containing and surrounding the project site identified five sensitive natural communities: northern coastal salt marsh, northern maritime chaparral, serpentine bunchgrass, valley needlegrass grassland, and valley oak woodland. Based on a review of aerial imagery, project site photographs and information on biological resources within the project region, none of these sensitive natural communities are present within the study area. Therefore, no impact would occur.

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

Based on a review of aerial imagery, project site photographs and information on biological resources within the project region, no vegetated wetlands or potentially jurisdictional features occur within the project area. No impacts to jurisdictional wetlands or waters would occur.

- d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (No Impact)**

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

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

The project is designed to be in accordance with all local ordinances. If tree removal or trimming is necessary, the project will comply with the City tree ordinance and obtain necessary permits. Street trees may only be removed or trimmed with a permit from the City Parks and Recreation Director. For trees on private property, protected trees require a permit for removal or trimming of more than 1/3 of a tree's mass. A protected tree is defined as greater than 48 inches in circumference when measured at 54 inches above natural grade (Burlingame Municipal Code 11.06). If street trees or protected trees will be impacted by this project, appropriate permits will be obtained. Therefore, this impact would be less than significant.



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

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

## 5 Cultural Resources

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

### Setting

The structure located at 1214 Donnelly Avenue—commonly known as the “Gates House”—was identified as a potentially historic property in the Draft Inventory of Historic Places prepared in conjunction with the Burlingame DSP. A Historic Resource Evaluation was prepared for this property, which concluded that 1214 Donnelly Avenue was not architecturally significant, but that it was eligible for individual listing on the California Register of Historical Resources under Criterion 1 (Events) for its association with early settlement patterns in the town of Burlingame, and Criterion 2 (Persons) for its association with original owner and long-time occupant George W Gates (the third stationmaster for the Burlingame railroad station).

On November 23, 2013, a fire destroyed the existing structure at 1218 Donnelly Avenue (containing two residential units). In February of 2015, a demolition permit was issued to demolish the existing building at 1218 Donnelly Avenue, as well as an existing single-story building (containing one residential unit) at the rear of the site. The fire also spread to a portion of the building at 1214 Donnelly Avenue (previously containing residential and office uses). The structures at 1220 Donnelly Avenue (containing three residential units in the front building and one residential unit in the rear building) were not damaged by the fire.

The structure at 1214 Donnelly Avenue remained vacant and exposed to the elements since the date of the fire, though the site was secured with a fence as required by the City. Concerned with the damage the building sustained from the fire and exposure to the elements for several years, the property owner contacted the Community Development Department to explore the possibility of demolishing the structure in advance of a new development being approved for the site.

Based on the Chief Building Official’s assessment of the condition of the structure, and his finding that the structure was substandard, unsafe, contained evidence of illicit activities, and could not be reasonably rebuilt, issuance of a Demolition Permit was warranted in order to mitigate the impacts upon the public health and safety. A Demolition Permit was issued in May 2018 and the structure was demolished shortly thereafter.

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

## ***Discussion***

### **a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? (Less than Significant)**

The existing structures on the project site that are proposed for demolition were developed between the 1920s and 1950s. There are 23 structures within the Burlingame DSP that were identified as potentially eligible for the California Register of Historic Places (CRHP) and the National Register of Historic Places (NRHP). The project site is included in the Burlingame DSP IS/NMD list of historical structures. 1214 Donnelly Avenue was once a two-story home to George W. Gates but was converted from a single-family house to commercial uses. The Gates home was demolished in 2018 and the site is currently vacant. Therefore, there are no longer any potentially historic resources on the project site. The impact would be less than significant.

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

The proposed project area contains no recorded archaeological resources. Native American resources in this part of San Mateo County have been found in areas marginal to the San Francisco Bayshore, and inland near intermittent and perennial watercourses. The project site and surrounding area is in an alluvial valley approximately 0.5 mile from the historic Bayshore margins. Given these factors, there is a moderate potential for unrecorded Native American resources in the proposed project area.

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

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

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

prepare a written report of the finding, file it with the appropriate agency, and arrange for curation of recovered materials.

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

It is possible that unmarked burials may be unearthed during project construction. This is considered a potentially significant impact. If human remains are uncovered, the project applicant would comply with the California Health and Safety Code Section 7050.5 regarding human remains, and the California Public Resources Code Section 5097.98 regarding the treatment of Native American human remains. Furthermore, implementation of **Mitigation Measure CUL-2** would reduce the potential impact to less than significant.

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

## 6 Energy

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

### *Setting*

#### *Electricity and Natural Gas*

In 2017, California's total statewide electricity consumption was approximately 288,614 gigawatt-hours (GWh). Total natural gas consumption in 2017 was approximately 12,571 million therms statewide. In 2030, it is estimated that Californians will consume up to 354,209 GWh of electricity and 14,190 million therms of natural gas (California Energy Commission (CEC) 2018a). With the projected increase in electricity comes an increase in the need to clean energy sources such as solar, wind, geothermal, hydroelectricity, and biomass. California's Renewable Portfolio Standard (RPS) is among the most ambitious energy policies in the nation, requiring utilities to produce 33 percent of their retail electricity from clean, renewable sources by 2020 and 50 percent by 2030. Increasing California's renewable supplies will diminish the state's dependence on fossil fuels for electric power generation. Pacific Gas and Electric (PG&E) will provide electricity and natural gas to the project site.

#### *Petroleum*

Gasoline demand is projected to decline each year through 2030 due to greater numbers of zero-emission vehicles and increasing fuel economy, with forecasted 2030 gasoline demand of up to 12.7 billion gallons; diesel demand is projected to increase modestly, following economic growth, to approximately 4.7 billion gallons in 2030 (CEC 2017).

### *Discussion*

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

#### *Construction Energy Demand*

The construction of the project would require temporary use of energy for the manufacture and transportation of building materials, preparation and grading of the project site, and construction of the project including infrastructure. As such, this energy use would be typical of similar construction projects and would not be wasteful, inefficient, or unnecessary. Furthermore, this energy usage would be temporary in duration. Therefore, the impact would be less than significant.

### *Operational Energy Demand*

Operation of the project would require energy use in the form of electricity, natural gas, and gasoline consumption. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, water use, and the overall operation of the project. Gasoline consumption would be attributed to vehicular travel from residents and guests traveling to and from the project site. There would also be indirect electricity usage associated with transporting water to the project and wastewater produced by the project. CalEEMod was used to compute air pollutant emissions associated with the operation of the project. **Table 7** shows the modeled annual operational energy demand of the project.

**Table 7 Project Operational Annual Energy Demand**

Energy Usage	Estimated Demand	2022 Demand in MM Btu	2030 Demand in MM Btu	Source
Construction	50,634 HP hrs 67,176 mi of worker VMT 12,508 mi of truck VMT	723 MM Btu in 2020-21		Construction CalEEMod VMT and EMFAC2007 average fuel economy of 25.5 mpg in 2022
Natural Gas	143,864 kBtu	144	144	CalEEMod
Electricity	144,212 kWh	136	136	CalEEMod
Vehicle Travel (gasoline, diesel and electric vehicles)	481,522 annual miles travelled  Consumption of 19,338 gallons (2022) And 17,106 gallons (2030) of gasoline	2,204	1,950	CalEEMod VMT and EMFAC2007 average fuel economy of 25.5 mpg in 2022 and 28.15 mpg in 2030.
Total Usage		2,484	2,230	

Sources: Illingworth & Rodkin, Inc. CalEEMod modeling, EMFAC2017

1 gallon of gasoline = 114,000 Btu = 0.114 MM Btu

MM Btu = one million British thermal units, VMT = vehicle miles travelled

The project's energy demand is estimated to be 2,484-MM Btu in its first year of operation (assumed to be 2022). As diesel and gasoline powered vehicles become more efficient in the future and a greater portion of vehicles is composed of electric powered vehicles, energy demand will be reduced. CalEEMod does not account for these improvements, resulting in a conservative estimation of operational energy demand.

While project operation would involve the consumption of fuel, natural gas, and electricity, the project would become more energy efficient in the future. In addition, Pacific Gas and Electric (PG&E) has sufficient supplies to serve the project. Therefore, this impact would be less than significant.

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

SB 100 mandates 100 percent clean electricity for California by 2045. Because the project would be powered by the existing electricity grid, the project would eventually be powered by renewable energy mandated by SB 100 and would not conflict with this statewide plan. Additionally, the project would be subject to energy efficiency standards pursuant to California Code of Regulations Title 24 requirements. The increase in future energy efficiency, in addition to Title 24 requirements will ensure the project would not conflict with or obstruct state or local plans for renewable energy or energy efficiency. Therefore, the impact would be less than significant.

## 7 Geology and Soils

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

### ***Setting***

Burlingame is in the Coast Ranges geomorphic province, in eastern San Mateo County, adjacent to the San Francisco Bay. Qualified geotechnical engineers completed a preliminary geotechnical



investigation for the project in August 2016 and determined that the project site is suitable to support mixed-use and residential development with incorporation of development recommendations outlined in the report (see **Appendix C**).

According to the geotechnical investigation report, soils found on the project site generally comprise stiff to hard lean clay, clayey silt, and sandy silt. The site is underlain Pleistocene-age alluvial fan and fluvial deposits.

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

Surface conditions at the exploration locations generally consists of exposed soils where residential structures at 1218 and 1220 Donnelly Avenue have been removed. One two-story residential building is still standing at 1214 Donnelly Avenue and features a patch of native grass and a tree in front of the building. Concrete driveways, parking spaces, and exterior flatwork separate the lots from Donnelly Avenue. No bedrock outcrops were encountered, as expected for the mapped geological unit dominating the site. Based on review of the existing topographic maps, the site is generally flat.

## ***Discussion***

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

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

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

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

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

As discussed under **6 a) i)**, the project site is located near historically active faults; as such, there is potential for development within the sphere to be subject to strong seismic ground shaking, including the project site. The intensity of earthquake ground motions would depend on the characteristics of the generating fault, distance to the fault and rupture zone, earthquake magnitude, earthquake duration, and site-specific geologic conditions. The San Andreas Fault is the closest active fault to the project site, located approximately 2.8 miles to the southwest. Numerous active and potentially active Bay Area faults are capable of producing moderate to major earthquakes that could cause severe ground shaking at the site in the future. As stated in the Burlingame DSP IS/MND, Burlingame soils are reasonably stable under seismic conditions. Given this, implementation of the project would expose people and structures to strong seismic ground shaking if an earthquake were to occur in the area. Adherence to **Mitigation Measure GEO-1** would reduce the potential impact to a less-than-significant level.

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

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

Some potential for seismic-related ground failure exists given that the project site is located in a seismically active region. The project site is flat and is underlain predominately by stiff to hard lean clay, clayey silt, and sandy silt. Portions of the granular and silty soils may be susceptible to liquefaction during strong seismic shaking. Total ground surface settlement that could occur as a result of liquefaction could result in approximately 0.25 inch of settlement. Adherence to **Mitigation Measure GEO-2** would reduce this potential impact to a less-than-significant level.

**Mitigation Measure GEO-2:** Foundations of the project will be reinforced to tolerate differential soil movement. The project may be supported on a reinforced concrete mat foundation bearing on a properly prepared and compacted soil subgrade and a non-expansive fill section. Alternately, the project may be supported on a conventional spread footing foundation bearing on stiff native soils. Implementation of a reinforced foundation would reduce the potential for damage caused by liquefaction.

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

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

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

The project site comprises two vacant lots and one two-story residential building located at 1214 Donnelly Avenue. All existing structures on the site would be demolished and removed as part of the project and 14,715 square feet of the 15,706 square feet project site would be developed. Construction activities would be required to comply with the provisions in Appendix J of the 2007 California Building Code (CBC) regarding grading, excavating, and earthwork construction. Soil erosion after construction would be controlled by implementation of approved landscape and irrigation plans, as needed.

After construction, the site would be covered with 13,968 square feet of impervious surfaces and 1,641 acres of pervious surface resulting from landscaping. Conformance to the City grading standards and the County Stormwater Management Plan would prevent substantial erosion through the implementation of practices including the following:

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

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

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

As previously discussed, the project site is not located in an area with high susceptibility to landslide effects, but the project site may be susceptible to liquefaction due to underlying granular and silty soils. However, with implementation of **Mitigation Measure GEO-2**, the foundation would be reinforced to withstand potential liquefaction and the impact would be less than significant.

**d) Be located on expansive soil, as defined in Table 18.1 B of the Uniform Building Code (1994, as it may be revised), creating substantial direct or indirect risks to life or property? (Less than Significant with Mitigation Incorporated)**

The geotechnical report concluded that surface soils on the project site have low plasticity and a low potential for expansion. The project design and construction, including excavation activities, would be required to comply with Chapter 33 of the CBC, which specifies the safety requirements to be fulfilled for site work and protection of adjacent properties from damage during excavation (**Mitigation Measure GEO-3**). This would include the prevention of subsidence or pavement or foundations caused by dewatering. The project would also be required to adhere to Chapter 18 of the CBC as outlined in **Mitigation Measure GEO-1**, which sets forth building construction standards including, but limited to, expansive soils. Additionally,

the geotechnical report includes recommendations for site work, grading, building foundations (to the adjacent properties), flatwork, retaining walls, and pavements. Adherence to **Mitigation Measures GEO-1, GEO-3, and GEO-4** would reduce the impact to a less-than-significant level.

**Mitigation Measure GEO-3:** Project design and construction, including excavation activities, shall comply with Chapter 33 of the CBC, which specifies the safety requirement to be fulfilled for site work. This would include prevention of subsidence and pavement or foundations caused by dewatering.

**Mitigation Measure GEO-4:** The applicant shall prepare a monitoring program to determine the effects of construction on nearby improvements, including the monitoring of cracking and vertical movement of adjacent structures, and nearby streets, sidewalks, utilities, and other improvements. As necessary, inclinometers or other instrumentation shall be installed as part of the shoring system to closely monitor lateral movement. The program shall include a pre-construction survey including photographs and installation of monitoring points for existing site improvements.

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

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

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

No known paleontological resources have been recorded at the project site or within the vicinity. The site consists of three parcels: 1214 Donnelly Avenue is vacant and covered in concrete following demolition of the Gates House in 2018 ; 1218 Donnelly Avenue contains an accessory structure at the rear of the lot that is no longer in use, and the foundation of the building which was destroyed by the 2013 fire; 1220 Donnelly Avenue contains a two-story residential structure at the front of the lot and a detached accessory residential structure at the rear of the lot. Given this, the probability of encountering paleontological resources is low. However, construction activities could potentially destroy unknown paleontological resources. This would be a potentially significant impact. In the event that paleontological resources are discovered during site development, implementation of **Mitigation Measure GEO-5** would mitigate this potentially significant impact to less-than-significant level.

**Mitigation Measure GEO-5:** A discovery of a paleontological specimen during any phase of the project shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Should loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to mitigate the impact.

## 8 Greenhouse Gas Emissions

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

### Setting

Atmospheric greenhouse gases (GHGs) absorb and re-emit the majority of outgoing infrared radiation (i.e., heat energy) from the Earth's surface. This natural phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. CO<sub>2</sub> and water vapor are the most abundant GHGs, but others also include methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). These GHGs are released into the atmosphere through a variety of natural processes and human activities. The EPA, CARB, and the BAAQMD regulate greenhouse gas emissions within the SFBAAB.

### Thresholds

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

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

The City adopted the Burlingame Climate Action Plan in September 2019 with the goal of reducing the City's GHG emissions to 130,150 MT CO<sub>2</sub>e by 2030 (City of Burlingame 2019). However, the Burlingame Climate Action Plan is not a qualified GHG reduction plan, although the City conforms to the state GHG reduction target for 2050 (that GHG emissions would be reduced to 80 percent below 1990 levels) set forth in Executive Order (EO) S-03-05. The City's

goals are in line with the States goals and SB 32, which establishes an interim statewide GHG emission reduction target of 40 percent below 1990 GHG levels by 2030. The construction and operation of all new buildings in the City are required to comply with energy efficiency standards included in Title 24 of the California Code of Regulations. Title 24 identifies specific energy efficiency requirements for building construction and systems operations that are intended to ensure efficient energy usage over the long-term life of the building.

BAAQMD identifies screening criteria for the sizes of land use projects that could result in significant GHG emissions in the 2017 update to the CEQA Air Quality Guidelines. Projects smaller than 87 dwelling units for “Apartment Mid Rise and 19,000-sf for “Strip Mall” are expected to have less than significant impacts with respect to operational GHG emissions. The proposed project involves 14 dwelling units and 4,705-sf of retail space, both of which are far below the screening level and therefore would be expected to have less than significant impacts on operational GHG emissions. However, emissions estimates are discussed below for informational purposes.

## ***Methods***

### ***Construction Emissions***

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

### ***Operational Emissions***

CalEEMod provides operational emissions of CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub>. Emissions from energy use include electricity and natural gas use. The emissions factors for natural gas combustion are based on EPA’s AP-42 (Compilation of Air Pollutant Emissions Factors) and the California Climate Action Registry (CCAR). Electricity emissions are calculated by multiplying the energy use times the carbon intensity of the utility district per kilowatt hour (CAPCOA 2016). The default electricity consumption values in CalEEMod include the CEC-sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies. Although CalEEMod incorporates compliance with 2013 Title 24 standards, adjustments were made to the model to account for 2016 Title 24 standards, which exceed 2013 standards by 28 percent. The project would be required to comply with 2016 CALGreen Building Standards, which include the most recent Title 24 standards.

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

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

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

For mobile sources, CO<sub>2</sub> and CH<sub>4</sub> emissions were quantified in CalEEMod. Because CalEEMod does not calculate N<sub>2</sub>O emissions from mobile sources, N<sub>2</sub>O emissions were quantified using the California Climate Action Registry General Reporting Protocol (CCAR 2009) direct emissions factors for mobile combustion. Estimates of vehicle trips associated with the proposed development are based on trip generation rates from the project traffic study (W-Trans 2020), which developed trip generation rates based on the Institute of Transportation Engineers 10th Edition Trip Generation Manual. The estimate of total daily trips was calculated and extrapolated to derive total annual mileage in CalEEMod. Emission rates for N<sub>2</sub>O emissions were based on the vehicle mix output generated by CalEEMod and the emission factors found in the California Climate Action Registry General Reporting Protocol.

Although the project would be required to comply with 2016 CALGreen Building Standards, the specific sustainability features, aside from compliance with the 2016 Title 24 standards that would be applied to the project are not known to the level of detail required for applying additional reductions in CalEEMod. Thus, the analysis excludes these sustainability features and is a conservative analysis of operational emissions.

## ***Discussion***

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

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

## ***Construction***

Construction of the project would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. On site operation of construction

equipment, vendor and hauling truck trips, and worker trips typically generate the greatest amount of emissions. Neither BAAQMD nor the City has an adopted threshold of significance for construction related GHG emissions. Emissions generated by construction of the proposed project are estimated at 706 MT of CO<sub>2</sub>e. Although discussed for informational purposes in this analysis and estimated in CalEEMod, construction activity is not included in the total emissions calculations. **Table 8** shows the estimated construction GHG emissions for each year of construction for informational purposes.

**Table 8 Estimated Construction GHG Emissions**

Construction Year	Project Emissions Mt/yr Construction Year <sup>1</sup>
2020	45
2021	26
2022	
Total	71
Total Amortized over 30 Years	

Source: Illingworth & Rodkin 2020

### *Operation*

The proposed project includes 14 dwelling units and 4,704-sf of retail, which would be below the respective operational 2020 GHG screening sizes (i.e., project is 16% of residential land use and 25% of the retail land use screening sizes). As shown in **Table 9** below, combined annual GHG emissions would be below the BAAQMD threshold. Therefore, the GHG emissions for the proposed project would have a less-than-significant impact under CEQA. If the project were to start operation beyond 2020, then it is assumed that GHG emissions would remain below the significance threshold since emissions decrease over time due to improvements in vehicle emissions and use of cleaner energy.

**Table 9 Combined Annual GHG Emissions**

Emission Source	Annual Emissions (MT of CO <sub>2</sub> e)
Operational	
Area	1
Energy	27
Mobile	176
Solid Waste	6



Emission Source	Annual Emissions (MT of CO <sub>2</sub> e)
Water	2
Mobile	
CO <sub>2</sub> and CH <sub>4</sub>	--
N <sub>2</sub> O	--
Total	211
BAAQMD Threshold	1,100
Exceeds Threshold?	No

Source: Illingworth & Rodkin 2020

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

The project would be subject to the most recent requirements under rule making developed at the state and local level regarding GHG emissions and would be subject to local policies that may affect emissions of GHGs. These include the BAAQMD May 2017 CEQA Air Quality Guidelines for GHG emissions, the Burlingame DSP, and the Burlingame Climate Action Plan. These regulations identify emissions levels (1,100 MT of CO<sub>2</sub>e per year) for which the project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions. This BAAQMD annual emissions threshold was designed to capture 90 percent of all emissions associated with projects in the SFBAAB so that a considerable reduction in emissions from new projects would be achieved. The project would implement emissions reduction strategies and BMPs as required by the 2016 CALGreen Building Standards. Because the project would implement water and energy efficient measures and would not exceed the applicable threshold (1,100 MT of CO<sub>2</sub>e per year), project implementation would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant.

## 9 Hazards and Hazardous Materials

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

### *Setting*

The project site encompasses three parcels with addresses of 1214, 1218, and 1220 Donnelly Avenue, referred to collectively in this document as 1214 Donnelly Avenue. The 0.36-acre project site is predominantly flat. A Phase I Environmental Site Assessment (ESA) was conducted by ProTech in September 2016 to identify and evaluate any potential hazards to human health in the vicinity of the project site (see **Appendix D**).

The existing structures on the project site proposed for demolition include the following:

- Foundation of fire damaged former residential unit that was converted to office spaces (1214 Donnelly)
- Occupied four-unit residential complex (in two buildings) and a detached two-car garage (1220 Donnelly)

The 2016 Phase I ESA found no “Recognized Environmental Concerns” (RECs), no “Controlled Recognized Environmental Concerns” (CRECs) and no “Historical Recognized Environmental Concerns” (HREC) in connection with the property. **Table 10** lists all active listed sites located within one eighth of a mile of the project site.

**Table 10 Environmental Concerns Near the Project Site**

Name	Address	Distance from Project Site (mi)	Listing	Status
Lorton Place Owners Association	345 Lorton Avenue	0.025	LUST	Closed
Kirkbride Property	307 Lorton Avenue	0.058	RGA LUST	Listed
			LUST	Closed
Sabatini Trust	361 California	0.059	RGA LUST	Listed
			LUST	Closed
Gerritson Property	1229 Burlingame Avenue	0.072	RGA LUST	Listed
Kim Mills Texaco (former)	401 California	0.073	RGA LUST	Listed
			LUST	Closed
N/A	345 California Drive	0.075	EDR Hist Cleaners	Listed
Primrose Cleaners Gates Globe Cleaners	339 Primrose Road	0.084	EDR Hist Cleaners	Listed
			Dry cleaners	Listed
The Wine Shop	337 Primrose Road	0.084	EDR Cleaners	Listed
Burlingame High School	400 Carolan Avenue	0.117	DEED	Certified O&M

Source: Phase I ESA 2016

---

## ***Discussion***

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

Implementation of the project would construct a new 35,075-square-foot commercial and multi-family building including a ground-level parking garage. This would involve demolition of the existing structures on site, including the foundations of buildings which were destroyed in a 2013 fire at 1214 and 1218 Donnelly Avenue, as well as a two-story residential structure and a detached accessory residential structure at 1220 Donnelly Avenue.

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

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

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

According to the Phase I ESA, no documented hazardous material use or storage is associated with the project site. While no contamination is recorded on the project site, asbestos-containing materials, lead based paint, and lead containing materials could be encountered during construction given the age of the existing structures. Demolition of these structures could expose construction workers, or others, to asbestos and lead-based paint products, if present. Implementation of **Mitigation Measures HAZ 1** through **HAZ-3** would reduce impacts associated with demolition and construction to a less-than-significant level.

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

building surfaces for lead prior to disturbance of the paint and disposal of the paint or painted materials.

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

**Mitigation Measure HAZ-3:** Workers handling demolition and renovation activities at the project site will be trained in the safe handling and disposal of any containments with which they are handling or disposing of on the project site.

### *Operation*

The project would connect to the existing municipal services, which would not use the extraction of groundwater for supply. With implementation of the above-mentioned mitigation measures, impacts associated with reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be reduced to a less-than-significant level.

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

Burlingame High School is the nearest school to the project site, approximately 0.19 miles northeast. There are no other schools within one-quarter mile of the project site.

During construction, demolition of the existing building would potentially involve the handling and disposal of hazardous waste products, including asbestos, lead, motor and transmission oils, etc. Most of these substances are typically found within commercial sites. Additionally, the excavation and grading associated with construction activities at the project site could result in encountering potentially contaminated soils, soil vapors, and groundwater. Handling of such substances would be regulated by federal and state hazardous materials laws that would minimize the risk of exposure to nearby land uses, including schools. Additionally, implementation of **Mitigation Measures HAZ-1** through **HAZ-3** would further reduce potential risk of exposure to nearby land uses.

During operation, the project would be used for residential and commercial uses. Common chemicals and materials used at the site would be typical of such uses and would not be considered hazardous. Therefore, the impact would be less than significant.

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

According to a review of all applicable federal, state, and local databases related to hazardous material and/or cleanup listings completed as part of the Phase I ESA, the property at 1214

Donnelly Avenue is not included on the Cortese list compiled pursuant to Government Code Section 65962.5. Therefore, no impact would occur.

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

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

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

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

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

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

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

## 10 Hydrology and Water Quality

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

### Setting

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

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

Burlingame Water Division of the Public Works Department, which purchases treated water from the San Francisco Public Utilities Commission, provides potable water to the project site. Approximately 85 percent of the water supply comes from the Hetch Hetchy watershed in the Sierra Nevada Mountains and approximately 15 percent comes from local watersheds. The project area does not contain any natural surface drainage. Stormwater runoff is entirely contained within a storm drainage system that utilizes Burlingame Creek, Ralston Creek, and Terrace Creek for drainage purposes. Each of these waterways are located within 0.5 mile of the project site. The project site does not include any surface waters; the nearest body of surface water to the subject property is the San Francisco Bay, located approximately one mile east of the project site. Groundwater is estimated to be present at a depth of 14 feet below grade. Fluctuations in the level of ground water can occur due to variations in rainfall, landscaping, underground drainage patterns, and other factors. It is also possible that perched ground water conditions could develop in the soils during and after significant rainfall or due to landscape watering at the property and the upslope areas. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the project site is located within Zone B (500-year floodplain), which is an area subject to inundation by a 0.2 percent annual chance flood event.

## ***Discussion***

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

Construction of the project would include typical activities such as site grading, excavation for building foundations, concrete work, framing, and interior and exterior architectural coatings. The maximum depth of these activities would be approximately 2 feet 6 inches below ground surface. Groundwater depth is estimated at 14 feet. Fluctuations in the level of groundwater may occur due to variations in rainfall, irrigation practice, and other factors not evident at the time measurements were made. Furthermore, watering conditions of nearby properties can produce varying groundwater conditions. Perched groundwater and seeps from the adjacent properties may be encountered during excavations during construction activities.

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



Implementation of the project would result in approximately 1,641 square feet of pervious area throughout the project site and 13,968 square feet of impervious area. Under existing conditions, there is approximately 973 square feet of pervious on the project site and 14,636 square feet of impervious surfaces. Construction and operation of the project would not substantially interfere with groundwater recharge. Therefore, the impact would be less than significant.

**b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (No Impact)**

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

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

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

There are no natural drainage features within downtown Burlingame. The existing drainage pattern entails the use of lined channels, culverts, and underground pipes, all of which eventually drain into the San Francisco Bay. Project construction would involve ground disturbing activities. Because the project size is below the 1-acre threshold (0.36 acre in total), project construction would not be subject to the NPDES General Construction Permit.

Implementation of the project would include the construction of a new on site stormwater drainage system to collect and convey stormwater runoff. The existing stormwater system would be redesigned to accommodate the new building and comply with the City's stormwater requirements. The construction of new drainage is included in the overall construction footprint and construction equipment assumptions for the project. As described under question "a" above, the project would increase the amount of pervious surface on the project site by approximately 668 square feet. With the construction of new drainage and stormwater infrastructure, the project would help offset the amount of stormwater runoff by lessening the stormwater volume entering the City's storm drains and larger stormwater conveyance system.

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

- ii) **Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; (Less than Significant)**
- and
- iii) **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Less than Significant)**

Implementation of the project would include the construction of a new on site stormwater drainage system to collect and convey stormwater runoff. This system would comply with all City stormwater regulations and would utilize BMPs such as bioretention flow through planters located on the north and south sides of the project, permeable pavers located along Donnelly Avenue, and stormwater media filters. These stormwater management improvements would ensure that drainage and surface runoff in the area would not be substantially increased such that flooding would result. Additionally, this system would treat stormwater runoff prior to draining into the local stormwater drainage system such that the project would not be an additional source of polluted runoff. Therefore, this impact would be less than significant.

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

According to the Federal Emergency Management Agency (FEMA), the Project site is categorized by FEMA as Zone X (500-year floodplain), which is an area subject to inundation by a 0.2 percent annual chance flood event. As described above, flooding risks associated with the project would be further reduced with implementation of a stormwater drainage system that would meet all City requirements. Given the low risk of flooding on the project site and the inclusion of a stormwater drainage system in the project design, the potential to impede or redirect flood flows would be low and the impact would be less than significant.

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

The closest dam to the project site is Crystal Springs Dam, located approximately four miles southwest of the project site. Due to the distance if the dam to the project site, it does not pose extensive safety hazards to the project; the four mile distance would significantly reduce the velocity of moving water, and consequently any possible impacts in the unforeseen incidence of dam failure would not expose people or structures within the project vicinity to a significant risk of loss, injury, or death. Additionally, in 2016 the dam underwent completed renovations to enhance the safety of the structure in the event of a major earthquake. Implementation of the project would not significantly change the existing conditions or expose people or structures to significant risk due to failure of a levee or a dam. Therefore, the impacts due to development in Flood Hazard Areas would be less than significant.

Tsunamis are large ocean waves generated by earthquakes and can be damaging to lowland coastal areas. The project site is approximately 10 miles away from the Pacific coast, and the risk of damage due to a tsunami is low. According to the Burlingame DSP IS/MND, downtown Burlingame is located 25 feet above sea level, and any large wave would have dissipated to less

than 18 feet by the time it reaches the City. Large earthquakes can also generate oscillating waves in enclosed bodies of water (seiche), such as bays, lakes, and reservoirs. The project site is located approximately one mile west of the San Francisco Bay, and three miles northeast of the Crystal Springs Reservoir. Since the project site is not located in the immediate vicinity of any bays, lakes, or reservoirs, the probability of a seiche from either the San Francisco Bay or the Crystal Springs Reservoir having enough momentum to affect the property site is low. Furthermore, as no steep slopes are in close proximity to the project site, the possibility of inundation by landslides or mudflows would be remote. Therefore, the impact would be less than significant.

**e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (No impact)**

Because the project would disturb less than one acre of soil during construction, the project would not be subject to a State NPDES General Construction Permit. All the groundwater basins within San Mateo County are designated as very low priority basins and thus, a sustainable groundwater management plan is not required for these basins. Therefore, the project would not conflict with a water quality control plan or sustainable groundwater management plan and no impact would occur.

## 11 Land Use and Planning

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

### ***Setting***

The project site is within the “Donnelly Avenue Area” of the Burlingame DSP (see **Figure 3**), which designates the area primarily for retail and office uses and is zoned DAC (Donnelly Avenue Commercial).<sup>5</sup> Existing residential uses may remain and be improved, but the zoning district regulations do not allow new residential uses. The project proposes to amend the DSP and DAC zoning regulations to allow residential uses above the first floor, only on those properties within the DAC zone that lie north of Donnelly Avenue and that have sole frontage on Donnelly Avenue.

### ***Discussion***

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

As previously discussed, the project would replace an existing multi-family residential building and develop two existing vacant or mostly vacant lots. The mixed-use project would include commercial uses on the ground floor that would be consistent with surrounding restaurant and retail uses while the residential uses on the second and third stories would be consistent with the multi-family residential uses to the northwest. Given this, the project would not result in physical division of an established community; therefore, no impact would occur.

<sup>5</sup> As noted in the **Project Description**, the City completed the process of updating its General Plan in 2019. The Final EIR for the General Plan update was certified in January 2019, at the same time the updated General Plan was adopted by the City Council. However, the project application was received by the City, deemed complete, and determined to be subject to CEQA prior to the General Plan update. Therefore, pursuant to CEQA Guidelines Section 15060, which provides direction to CEQA lead agencies on when formal CEQA review shall begin, this analysis evaluates the project against the prior General Plan land use map. However as a matter of reference, the updated General Plan did not make any changes to the exiting Downtown Specific Plan (DSP).

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

As previously discussed, the “Donnelly Avenue Area” of the DSP and current zoning on the project site (DAC) do not allow new residential uses. Therefore, required project approvals include amendments to the DSP and DAC zoning regulations to allow for residential use (above the first floor, only on those properties within the DAC zone that lie north of Donnelly Avenue and that have sole frontage on Donnelly Avenue) with a Conditional Use Permit. The DSP includes various Goals and Policies to guide growth and development in Downtown Burlingame. The proposed mixed-use development, which includes residential units above ground floor commercial space, is consistent with Policy LU-6.1, which encourages allowing housing in the Howard Avenue area as well as on the periphery of Downtown. With the approval of amendments to the DSP and DAC zoning regulations and procurement of a Conditional Use Permit, the project would not conflict with any applicable land use plans or policies, and the impact would be less than significant.

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

## 12 Mineral Resources

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

### *Setting*

The California Geological Survey (CGS) is responsible under the Surface Mining Control and Reclamation Act (SMARA) for classifying land into Mineral Resource Zones (MRZs) based on the known or inferred mineral resource potential of that land. Based upon available data, the project site and area surrounding the project limits have been classified as MRZ-1, which is defined as “areas where geologic information indicates no significant mineral deposits are present” (DOC 2000). This finding is reflected in the San Mateo County General Plan Mineral Resources map (San Mateo County 1986).

### *Discussion*

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

and

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

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

## 13 Noise

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

### Setting

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

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

The time period in which noise occurs is important since noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using Day-Night Average Level ( $L_{dn}$ ), which is the 24-hour average noise level with a 10-dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a 10 dBA penalty for noise occurring from

10:00 p.m. to 7:00 a.m. Noise levels described by  $L_{dn}$  and CNEL typically do not differ by more than one dBA. In practice, CNEL and  $L_{dn}$  are often used interchangeably.

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

### *Regulatory Setting*

The Burlingame General Plan Noise Element includes goals and policies related to noise to guide development and to protect citizens from the harmful and irritating effects of excessive noise. The element establishes land use compatibility categories of new uses within the on-site noise environment, as shown in **Table 11**. For residential uses the City considers noise levels less than 60 dBA CNEL acceptable.

**Table 11 Outdoor Noise Level Planning Criteria**

Maximum Outdoor Noise Levels (dBA)	
Land Use Categories	CNEL
Public, Quasi-Public and Residential: Schools, Hospitals, Libraries, Auditoriums, Intensively Used Parks and Playgrounds, Public Buildings, Single-Family Homes, Multi-Family Apartments and Condominiums, Mobile Home Parks	60
Passively Used Open Space: Wilderness-Type Parks, Nature or Contemplation Areas of Public Parks	45
Commercial:	65



Maximum Outdoor Noise Levels (dBA)	
Land Use Categories	CNEL
Shopping Centers, Self-Generative Business, Commercial Districts, Offices, Banks, Clinics, Hotels and Motels	
Industrial: Non-Manufacturing Industry, Transportation, Communications, Utilities, Manufacturing	75

Source: Illingworth & Rodkin 2019

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

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

The City's General Plan Noise Element also provides allowable limits for construction equipment, as shown in **Table 12**. The General Plan also states that no construction noise may be emitted past the property line so as to result in a noise level increase of more than 5 dBA  $L_{max}$  above ambient  $L_{max}$  noise levels. Furthermore, the General Plan provides guidelines for determining whether significant acoustical impacts from a project would occur.

**Table 12 Maximum Allowable Noise Levels from Construction Equipment**

Equipment	Peak Noise Level (dBA) at 50 feet
Earthmoving	
Front loaders	75
Backhoes	75
Dozers	75
Tractors	75
Scrapers	80
Graders	75
Trucks	75
Pavers	80
Materials Handling	

Equipment	Peak Noise Level (dBA) at 50 feet
Concrete mixers	75
Concrete pumps	75
Cranes	75
Derricks	75
Stationary	
Pumps	75
Generators	75
Compressors	75
Impact	
Pile drivers	95
Jackhammers	75
Rock drills	80
Pneumatic tools	80
Other	
Saws	75
Vibrators	75

Source: Illingworth & Rodkin 2019.

The City of Burlingame Municipal Code Chapter 18.07.110 states that the allowable hours of construction in the City are between 8:00 a.m. and 7:00 p.m. on weekdays, 9:00 a.m. and 6:00 p.m. on Saturdays. No construction is allowed on Sundays and holidays.

### ***Project Site Noise Environment***

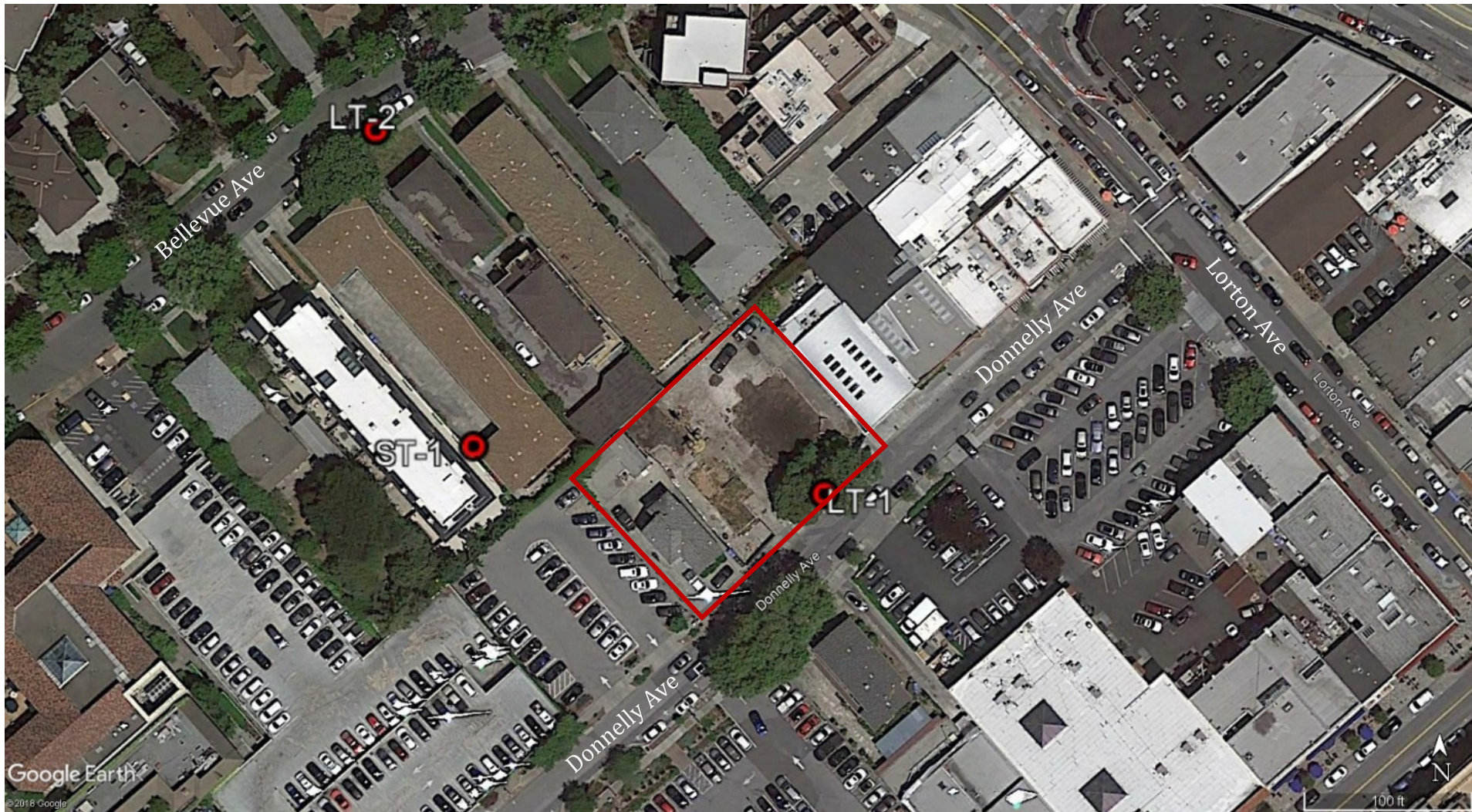
The primary source of noise in the project area is motor vehicles (e.g., automobiles, buses, trucks) along local roadways. Secondary sources of noise are overhead aircraft associated with SFO and rail noise from the nearby Caltrain tracks. Motor vehicle noise is characterized by a high number of individual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

To determine ambient noise levels in the project site vicinity, two long-term noise measurements and one short-term noise measurement were taken beginning on November 12, 2019 and concluding on November 14, 2019 (see **Figure 9**). **Table 13** below shows the location of the long-term and short-term on site noise measurements. Noise Measurement (NM) 1 was taken along Donnelly Avenue, NM 2 was taken along Bellevue Avenue, and NM 3 was a short-term noise measurement taken at the rear of 1215 Bellevue Avenue. Noise measurement results are shown in **Table 13**.



**Table 13 Project Noise Monitoring Results**

Measurement Location	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	Leq[15] (dBA)	Lmax (dBA)
1	Along Donnelly Avenue	12:00 a.m. – 11:59 p.m.	18 feet	65	95
2	Along Bellevue Avenue	12:00 a.m. – 11:59 p.m.	18 feet	60	82.5
3	Rear of 1215 Bellevue Avenue	12:10 p.m. – 12:20 p.m.	60 feet	48	62

Source: Illingworth & Rodkin 2019.



**Legend**

-  Project Site
-  Measurement Locations
- LT Long Term
- ST Short Term

Noise Measurement Locations

Figure

## ***Discussion***

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

The project would demolish the existing structure and construct a new three-story mixed-use building containing commercial and multi-family uses on the project site. A significant noise impact would occur if the project would generate a temporary or permanent noise level increase over ambient noise levels and would exceed applicable noise standards presented in the General Plan or Municipal Code at existing noise sensitive receptors around the project site.

### ***Temporary Construction Noise***

A significant temporary noise impact would occur if construction-related noise would be more than five dBA above ambient noise levels, occur outside of the hours specified in the Municipal Code, or occur without the inclusion of BMPs.

Project construction would expose existing noise sensitive land uses to a temporary increase in ambient noise levels. Noise impacts from construction depend on the construction equipment, timing and duration of noise-generating activities, and distance between construction and noise-sensitive areas. Construction noise impacts primarily result when construction occurs during noise sensitive times (e.g., early morning, evening, or nighttime), construction occurs in areas adjoining noise-sensitive land, or when construction lasts over extended periods of time.

Construction would occur during allowable (daytime) hours and is expected to take approximately 17 months beginning in late 2020. Construction activities generate the most noise when heavy equipment is used. **Table 12** establishes standards for construction equipment within the City. Impact equipment is not planned for project construction and—as shown in **Table 12**—maximum allowable noise levels from non-impact construction equipment range from 75 to 80 dBA  $L_{max}$  at 50 feet. The center of the project site is approximately 60 feet from residential land uses and 70 feet from commercial and office uses. At these distances, the maximum noise levels from construction would be in the range of 72 to 78 dBA  $L_{max}$ . These maximum levels would be similar in level to maximum noise levels generated by existing ambient traffic but could occasionally exceed ambient  $L_{max}$  noise levels by five dBA or more when construction is located adjacent to shared property lines. Without the introduction of BMPs, construction would have a significant impact on temporary increases in ambient noise levels in the vicinity of the project. Therefore, all applicable construction BMPs listed in Section 8.9.19 of the DSP would be implemented during construction. These measures would include the following:

- Maximize the physical separation between noise generators and noise receptors.
- Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site.



- Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors.
- Locate stationary equipment to minimize noise impacts on the community.
- Minimize backing movements of equipment.
- Use quiet construction equipment whenever possible.

Construction activities for the proposed project would include the following additional BMPs to reduce noise from construction activities near sensitive land uses:

- In compliance with Chapter 18.07.110 of the Municipal Code, construction activities, including truck traffic coming to and from the construction site for any purpose, shall be limited to the hours between 8:00 a.m. and 7:00 p.m., Monday through Friday, and Saturdays between 9:00 a.m. and 6:00 p.m. (no construction is allowed on Sundays and Holidays), in accordance with the City's Municipal Code, unless permission is granted with a development permit or other planning approval.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- Avoid the use of circular saws, miter/chop saws, and radial arm saws near the adjoining noise-sensitive receptors. Where feasible, shield saws with a solid screen with material having a minimum surface density of 2 lbs/ft<sup>2</sup> (e.g., such as ¾" plywood).
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
- Maintain smooth vehicle pathways for trucks and equipment accessing the site and avoid local residential neighborhoods as much as possible.
- During final grading, substitute graders for bulldozers, where feasible. Wheeled heavy equipment are quieter than track equipment and should be used where feasible.
- During interior construction, locate noise-generating equipment within the building to break the line-of-sight to the adjoining receptors.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g. bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

Implementation of the BMPs described above would reduce construction noise levels, limit construction hours, and minimize disruption and annoyance. Therefore, temporary construction noise impacts would be less than significant.

### *Permanent Noise Level Increase*

A significant noise increase would occur if the project would increase noise levels at noise-sensitive receptors by three dBA CNEL or more where ambient noise levels exceed the “normally acceptable” noise level standard. For example, a significant impact would occur if traffic due to the project would permanently increase ambient levels by three dBA CNEL, which is equivalent to a permanent doubling of traffic in the project area. Permanent project noise increase is expected to be less than one dBA CNEL along all roadways in the project area. Therefore, the impact would be less than significant.

### *Operational Noise Levels in Excess of Standards*

Noise generating loading and unloading activities are limited to between 7:00am and 10:00 pm on weekdays and 8:00 am and 10:00 pm on weekends and holidays under Chapter 10.40.039 of the City’s Municipal Code.

The commercial retail component of the project would include truck deliveries. Based on the size of the proposed commercial use, deliveries would not be expected more than once or twice per week and would take place during allowable hours. With the number and size of existing commercial uses in the project area, one or two truck deliveries would not be expected to measurably increase noise levels in the project vicinity, and therefore would have a less than significant impact.

Mixed-use buildings typically include various mechanical equipment such as air-conditioners, exhaust fans, chillers, pumps, and air handling systems. A mechanical room and exhaust shafts will be located on the rooftop, a trash and recycling room will be located in the rear of the first floor, and utility rooms will be located on the first floor and rooftop. The mechanical and utility rooms will be completely enclosed, and equipment located indoors would not be anticipated to generate substantial noise at off-site locations. It is not currently known where HVAC systems will be located. However, due to the potential proximity of noise generating equipment to neighboring land uses, there is a potentially significant impact. Therefore, implementation of **Mitigation Measure NOI-1** would be required.

**Mitigation Measure NOI-1:** Prior to the issuance of building permits, mechanical equipment shall be selected and designed to reduce impacts on surrounding uses to meet the City’s 60 dBA daytime and 50 dBA nighttime requirements at the property lines of surrounding noise sensitive uses. Section 5.2.5.8 of the City of Burlingame DSP includes a provision for rooftop equipment:

Mixed-use buildings with a residential component should exhibit rooflines and architectural character consistent with the Downtown commercial character. Rooftop equipment shall be concealed from view and/or integrated within the architecture of the building and screened for noise.

A qualified acoustical consultant shall be retained to review mechanical noise as these systems are selected to determine specific noise reduction measures necessary to reduce noise to comply with the City’s noise level requirements. Noise reduction measures could include, but are not limited to, selection of equipment that emits low

noise levels and/or installation of noise barriers, such as enclosures and parapet walls, to block the line-of-sight between the noise source and the nearest receptors.

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

**b) Generation of excessive groundborne vibration or groundborne noise levels? (Less than Significant with Mitigation Incorporated)**

Vibration from project construction could be perceptible at existing structures near the project site when heavy construction is located along property lines. While the City does not specify a construction vibration limit, the California Department of Transportation (DOT) recommends a vibration limit of 0.5 in/sec peak particle velocity (PPV) for new residential and modern/commercial structures, 0.3 in/sec PPV for older residential structures, and a conservative limit of 0.25 in/sec PPV for historic and some old buildings.

The closest structure to the project site is a commercial structure located approximately five feet from the site boundary. There are also multi-family residential structures located approximately 10 feet from the site boundary. **Table 14** presents vibration levels from construction equipment at the reference distance of 25 feet and levels calculated at various distances representing nearby buildings.

**Table 14      Vibration Levels for Construction Equipment at Various Distances**

Equipment		PPV at 25 ft. (in/sec)	PPV at 5 ft. (in/sec)	PPV at 10 ft. (in/sec)	PPV at 65 ft. (in/sec)
Clam shovel drop		0.202	<b>1.186</b>	<b>0.553</b>	0.071
Hydromill (slurry wall)	In soil	0.008	0.047	0.022	0.003
	In rock	0.017	0.100	0.047	0.006
Vibratory Roller		0.21	<b>1.233</b>	<b>0.575</b>	0.073
Hoe Ram		0.089	<b>0.523</b>	0.244	0.031
Large bulldozer		0.089	<b>0.523</b>	0.244	0.031
Caisson drilling		0.089	<b>0.523</b>	0.244	0.031
Loaded trucks		0.076	<b>0.446</b>	0.208	0.027
Jackhammer		0.035	0.206	0.096	0.012
Small bulldozer		0.003	0.018	0.008	0.001



Source: Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration, October 2018 as modified by Illingworth & Rodkin, Inc., November 2019.

As indicated in **Table 14**, equipment such as clam shovel drops, and vibratory rollers would exceed the 0.5 in/sec PPV and 0.3 in/sec PPV maximum vibration levels. At these levels, structural damage at nearby buildings would be possible. Therefore, **Mitigation Measure NOI-2** would be required.

**Mitigation Measure NOI-2:** As required under Section 9.9.20 of the City of Burlingame DSP, loaded truck and other vibration-generating equipment shall avoid areas of the project site that are located near existing residential uses to the maximum extent possible to still meet construction goals.

Additionally, the following measures would be implemented during construction:

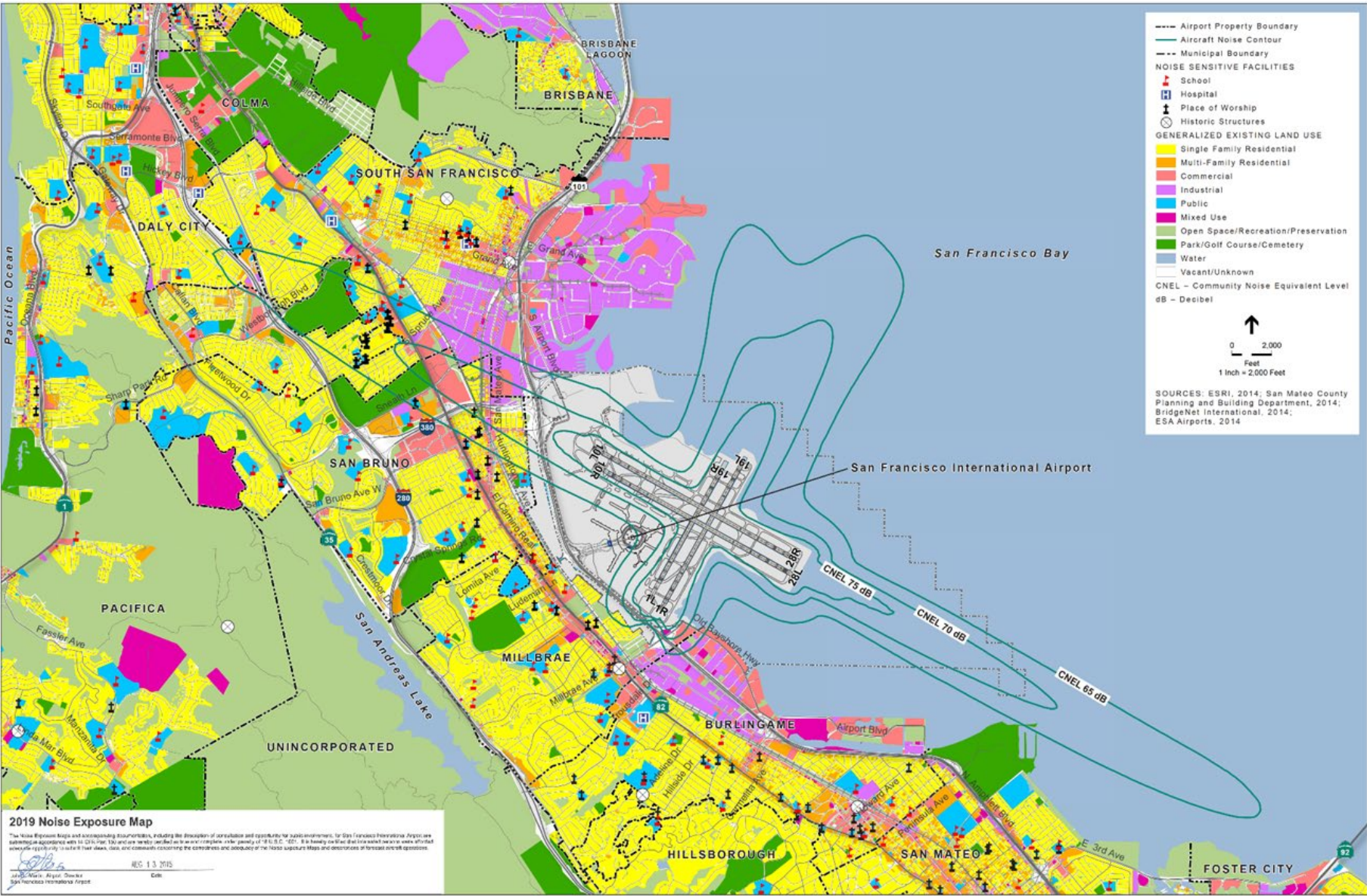
- Operating equipment on the construction site shall be placed as far as possible from vibration-sensitive receptors.
- Smaller equipment shall be used to the extent feasible to minimize vibration levels below the limits.
- Use of vibratory rollers, tampers, and impact tools near sensitive areas shall be avoided to the extent feasible.
- Neighbors within 500 feet of the construction site shall be notified of the construction schedule and that there could be noticeable vibration levels during project construction activities.
- If heavy construction is proposed within 12 feet of commercial structures and/or 18 feet of residential structures, a construction vibration-monitoring plan shall be implemented prior to, during, and after vibration generating construction activities located within these setbacks. All plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry accepted standard methods. The construction vibration monitoring plan should be implemented to include the following tasks:
  - The contractor shall conduct a photo survey, elevation survey, and crack monitoring survey for structures located within 25 feet of construction. Surveys shall be performed prior to and after completion of vibration generating construction activities located within 25 feet of the structure. The surveys shall include internal and external crack monitoring in the structure, settlement, and distress, and shall document the condition of the foundation, walls and other structural elements in the interior and exterior of the structure.
  - The contractor shall conduct a post-survey on the structure where either monitoring has indicated high levels or complaints of damage. Make appropriate repairs in accordance with the Secretary of the Interior's Standards where damage has occurred as a result of construction activities.
  - The contractor shall designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

The results of any vibration monitoring shall be summarized and submitted in a report shortly after substantial completion of each phase identified in the project schedule. The report will include a description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration-monitoring locations. An explanation of all events that exceeded vibration limits will be included together with proper documentation supporting any such claims.

Implementation of the measures included in **Mitigation Measure NOI-2** would reduce the impact to a less-than-significant level.

- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Less than Significant)**

The closest airport to the project site is SFO located approximately 2.1 miles northwest. The project site lies outside the Comprehensive Airport Land Use Compatibility Plan boundaries for SFO that indicate that aircraft noise levels of 65 dBA CNEL or less are considered compatible with residential land uses as shown in **Figure 10**. While aircraft-related noise is audible at the project site, it does not substantially contribute to ambient noise levels. Therefore, the impact would be less than significant.



Comprehensive Airport Land Use

Figure

10

Source: Illingworth&Rodkin, 2019

## 14 Population and Housing

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

### ***Setting***

According to the California Department of Finance (DOF) the population of Burlingame in 2018 was 30,345, slightly declining 0.09 percent by 2019 to 30,317. Jobs in the City are expected to increase by 6,340 between 2010 and 2030. While population has been relatively stable in recent years, the 2019 General Plan anticipates a population of approximately 36,600 by 2040 due to areas of the city being reclassified or upzoned to allow additional residential development.

### ***Discussion***

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

The DOF estimates that the current population of Burlingame is 30,317 (DOF 2019) with 13,120 housing units and an average of 2.40 persons per household (DOF 2019). Existing residences on the project site include 4 total units and approximately 10 existing residents within the project site (4 units x 2.40 persons per household). The project is expected to add approximately 30 residents and 12 commercial employees. Considering the replacement of existing residences, the project would result in a net population growth of 20 residents. The introduction of 20 additional residents and 12 new employees to the area would not constitute substantial population growth. Furthermore, the project site is completely urbanized and would not require the extension of roads or infrastructure into previously undeveloped areas. Finally, the project would require amendments to the DSP and the Zoning Code to allow the proposed residential units. With the approval of these changes, project-related growth would be accounted for in the relevant local planning documents. Therefore, this impact would be less than significant.

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

The project would replace two largely vacant lots and 4 residential units. These units would be replaced with 14 new housing units, which would result in a net increase of 10 units to the City's housing stock. For context, Burlingame has added an average of approximately 11 new units per year since 2010 (DOF 2018). No additional replacement housing would be required. Additionally, removal of existing residential units would not displace a substantial number of people that would trigger the construction of replacement housing elsewhere in the region. Therefore, this impact would be less than significant.

## 15 Public Services

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

### ***Setting***

The Central County Fire Department (CCFD) provides fire protection services for Burlingame, Millbrae, and Hillsborough. Currently, the department operates six Engine Companies and one Truck Company out of six fire stations, with two stations in each city. CCFD's daily staffing consists of seven captains, seven firefighter/paramedics, eight firefighters, and one battalion chief on duty to provide fire, emergency medical services (EMS), and rescue services to approximately 70,000 residents and visitors. The closest fire station is located 0.4-mile northwest of the project site at 799 California Drive. This station houses a fire engine, fire truck, and a battalion chief with a total of seven employees. CCFD's general standard for emergency response times is seven minutes; however, a realistic average response time for the project site would be significantly less due to the proximity of the fire station (Reed 2020).

The Burlingame Police Department (BPD) provides emergency services to the City. BPD has one police station located at 1111 Trousdale Drive. The BPD employs 70 total employees, including 40 sworn officers. The average emergency response time as of February 2018 was 4 minutes and 37 seconds (Kiely 2020).

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

## ***Discussion***

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

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

According to the Central County Fire Department, the introduction of a mixed-use building containing 14 residential units at 1214 Donnelly Avenue would not require the construction of new or expanded fire facilities in order to maintain acceptable service ratios, response times, or other performance objectives. Therefore, there would be no impact (Reed 2020).

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

The new development proposed would not result in a substantial population increase on-site. The BPD would continue to serve the project site, and no additional staff, facilities, or equipment would be needed as a result of project implementation (Kiely 2020). Therefore, no impact to police protection services would occur.

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

Introduction of 14 new housing units would contribute to increased enrollment at nearby schools. Burlingame School District uses a generation rate of 0.2 new students per housing unit for elementary schools. Therefore, the project would be expected to generate approximately 3 new students. McKinley Elementary School is currently slightly under capacity with an enrollment of 563 and a capacity of 583. Development of the project alone would not cause the necessity for expanded schools; however, taken with the addition of other developments, it is possible that additional classrooms would be needed (Hellier 2020).

San Mateo Unified High School District (SMUHSD) serves Burlingame's High School, which has approximately 1,529 students (SMUHSD 2019). The State of California has determined that housing units yield approximately 0.7 students per unit, resulting in about 613 to 862 new students added to the Burlingame School District (BSD) and/or the SMUHSD under the DSP by 2030. According to the BSD, the school district has not been at capacity and, as district policy, would not turn away students as long as they show proof of residency in the City. The BSD specifies that if the closest schools to Downtown Burlingame were at capacity, the students would be accommodated at another neighborhood school that is not at capacity (City of Burlingame, 2010).

Under Section 65996 of the State Government Code, payment of school impact fees established by SB 50 is deemed to constitute full and complete mitigation for school impacts from development. Developers would be required to pay school impact fees commensurate with the project size at the time of building permit issuance. Fulfillment of this requirement would mitigate the development of residential uses' impacts to schools to a less-than-significant level.

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

The City's Parks and Recreation Department manages the following facilities:

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

The project does not include new park space, but it is located approximately 0.3 mile from Washington Park. The project would result in 20 net new residents and would yield increased tax revenue, which would contribute to the improvement of local recreational facilities. Additionally, the DSP contains open space policies that envision new public parks, open spaces, and landscaped areas that would help maintain access to parks and recreation facilities in the planning area. Therefore, no additional parks would be required and impacts to parks would be less than significant.

**and**

**v) Other Public facilities (Less than Significant)**

The proposed project could create a potential increase in the demand for other public facilities such as libraries, childcare centers and hospitals. However, the new development would result in an expanded tax base that would provide support for the increased need for other public facilities. Therefore, the impacts to other public facilities would be less than significant.



## 16 Recreation

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

### *Setting*

Burlingame has approximately 20 recreation sites that consist of 14 parks and open space, 12 playgrounds, a community garden, bocce ball courts, soccer fields, a golf range, a recreation center, and an aquatic center (Burlingame Parks and Recreation Foundation 2018). Washington Park (18.9 acres) is located approximately 0.32 miles northeast of the project site. Pershing Park (1.1 acres) is located approximately 0.45 miles south of the project site.

### *Discussion*

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

and

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

The project would create 14 new housing units and may result in approximately 20 net new residents. This small increase in population would have a minimal impact on existing neighborhood parks and recreational facilities. To further minimize impacts from new residents, the City will collect Development Impact Fees as part of the entitlement process. A portion of these fees will be dedicated directly to the Parks and Recreation Department, allowing Burlingame to implement public improvement, public services, and community amenities at the City parks; therefore, this impact would be less than significant.

## 17 Transportation

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

### *Setting*

W-Trans prepared a Transportation Impact Analysis (TIA) for the project in February 2020 (see **Appendix E**). The TIA estimates the expected trip generation potential for the proposed project and analyzes the project's potential impacts at proposed access points and on alternative modes of transportation.

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

- California Drive/Broadway
- El Camino Real/Chapin Avenue
- California Drive/Lorton Avenue-Bellevue Avenue
- Primrose Road/Donnelly Avenue
- Lorton Avenue/Donnelly Avenue
- El Camino Real/Burlingame Avenue
- California Drive/Burlingame Avenue
- California Drive/Peninsula Avenue

The project site is located in the DSP Area, which has continuous sidewalks provided in the Downtown area and to surrounding residential neighborhoods. The City also has Class III bicycle routes for shared use with motor vehicles within the same travel lane on a street or highway, along Primrose Road, Chapin Avenue, and California Drive.

The San Mateo County Transit District (SamTrans) provides regional and local fixed-route bus transit. Routes near the project site provide direct service to Bay Area Rapid Transit (BART) stations and Caltrain stations, in addition to cities along the peninsula from Palo Alto to San Francisco. SamTrans Routes 46, 292, 397, ECR, and ECR Rapid provide access near the project

site. Routes 46 and 242 are located 0.13 miles from the project site and Routes 397, ECR, and ECR Rapid are located 0.27 miles from the site. The project is also located 0.18 miles southwest of the Burlingame Caltrain station.

## ***Discussion***

- a) **Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (Less than Significant)**

### ***Roadway Facilities***

The project would result in the development of three parcels of land along Donnelly Avenue. The development would result in seven new a.m. trips and 22 new p.m. trips while degrading study intersection operations by 1.4 seconds or less. Therefore, the impact to roadway facilities would be less than significant.

### ***Pedestrian Facilities***

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. The project includes widening the existing sidewalk and providing several access points from the sidewalk. Trees are proposed to be planted between the sidewalk and roadway, providing shade and separation for pedestrians from the roadway, therefore, impacts to pedestrian facilities would be less than significant.

### ***Bicycle Facilities***

Bicycle parking is proposed on the project site including the addition of publicly available bicycle parking spaces and private enclosed bicycle parking spaces. There are no proposed changes to roadway bicycle facilities; therefore, impacts to bicycle facilities would be less than significant.

### ***Transit Facilities***

SamTrans provides fixed-service bus routes near the project site and the Burlingame Caltrain Station is located within a quarter mile of the project site. The project would primarily involve off-street improvements. As there are no fixed routes serving Donnelly Avenue, transit impacts would be less than significant.

- b) **Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? (Less than significant)**

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

Operating conditions during the a.m. and p.m. peak periods were evaluated to capture the highest potential impacts for the proposed project as well as the highest volumes on the local

transportation network. Morning peak hours occur between 7:00 and 9:00 am while evening peak hours are between 4:00 and 6:00 p.m. After deductions are considered for the existing land use, the project would be expected to generate 242 new trips daily, including seven during the morning peak hours and 22 during the evening peak hours. The trip generation summary, which shows the increase in traffic associated with the project compared to existing volumes can be found in **Table 15**.

**Table 15 Trip Generation Summary**

Land Use	Units	Daily		Rate	AM Peak Hour			Rate	PM Peak Hour		
		Rate	Trips		Trips In	Out	Trips In		Trips In	Out	Trips In
Existing											
Single-Family Units	-4 du	9.44	-38	0.74	-3	-1	-2	0.99	-4	-2	-2
Proposed											
Condominiums	14 du	7.32	102	0.46	6	1	5	0.56	8	5	3
Commercial Retail	4.704 ksf	37.75	178	0.94	4	3	1	3.81	18	9	9
Total		242			7	3	4		22	12	10

Note: du = dwelling unit; ksf = 1,000 square feet

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, LOS A represents free flow conditions and LOS F represents forced flow or breakdown conditions. The threshold used to determine whether project-related impacts at signalized intersections would be considered adverse according to the City General Plan Draft Environmental Impact Report is if additional traffic associated with the project would:

- Degrade the AM or PM peak hour from an acceptable LOS D (55 seconds/vehicle) or better under Existing or No Project Conditions to an unacceptable LOS E or worse under Project Conditions except when LOS E is determined by the City of Burlingame as acceptable due to costs of mitigation or when there would be other unacceptable impacts; or
- Degrade the AM or PM peak hour operating at LOS E or F under Existing or No Project Conditions by increasing the delay per vehicle by five (5) seconds or more.

The project site is near El Camino Real (State Route 82), which is a corridor in the Congestion Management Program (CMP) and has an operational threshold of LOS E or better throughout the City. Under existing conditions, all intersections in the project area are operating at LOS C or better. **Table 16** shows the existing peak hour intersection LOS.

**Table 16 Existing Peak Hour Intersection Levels of Service**

Study Intersection <i>Approach</i>	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. California Dr/Broadway	23.5	C	25.5	C
2. El Camino Real/Chapin Ave	6.1	A	8.3	A
3. California Dr/Lorton Ave-Bellevue Ave	3.0	A	3.1	A
4. Primrose Rd/Donnelly Ave <i>Westbound Approach</i>	2.3 11.1	- B	4.3 14.8	- B
5. Lorton Ave/Donnelly Ave <i>Eastbound Approach</i>	2.9 9.9	- A	3.9 12.7	- B
6. El Camino Real/Burlingame Ave	4.8	A	6.1	A
7. California Dr/Burlingame Ave	9.0	A	10.7	B
8. California Dr/Peninsula Ave	8.4	A	9.2	A

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

Near-Term traffic volumes were developed from nearby approved and proposed projects in the City of Burlingame, in addition to a five-year growth factor applied to the Existing volumes based on anticipated growth from the City/County Association of Governments 2040 Travel Forecast Model. As shown in **Table 17**, all eight study intersections would be expected to continue to operate at an acceptable LOS D or better under these conditions.

**Table 17 Near-Term Peak Hour Intersection Levels of Service**

Study Intersection <i>Approach</i>	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. California Dr/Broadway	38.8	D	36.5	D
2. El Camino Real/Chapin Ave	6.1	A	8.4	A
3. California Dr/Lorton Ave-Bellevue Ave	3.5	A	3.7	A
4. Primrose Rd/Donnelly Ave <i>Westbound Approach</i>	2.3 11.2	- B	4.4 15.1	- C

Study Intersection <i>Approach</i>	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
5. Lorton Ave/Donnelly Ave <i>Eastbound Approach</i>	2.6 <i>10.2</i>	- <i>B</i>	3.6 <i>13.6</i>	- <i>B</i>
6. El Camino Real/Burlingame Ave	5.0	A	6.3	A
7. California Dr/Burlingame Ave	9.3	A	11.0	B
8. California Dr/Peninsula Ave	9.4	A	10.7	B

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

Near-term traffic volumes with the addition of project-generated traffic are shown in **Table 18**. Both the a.m. and p.m. peak hours delay are expected to increase slightly for California Drive/Broadway, Primrose Road/Donnelly Avenue westbound approach, and Lorton Avenue/Donnelly Avenue with the implementation of the project. However, the LOS grade for these intersections would not be affected. Because the eight study intersections are expected to continue operating acceptably at the same LOS with implementation of the project, this impact would be less than significant.

**Table 18      Near-Term Plus Project Peak Hour Intersection Levels of Service**

Study Intersection <i>Approach</i>	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. California Dr/Broadway	39.0	D	37.9	D
2. El Camino Real/Chapin Ave	6.1	A	8.4	A
3. California Dr/Lorton Ave-Bellevue Ave	3.5	A	3.7	A
4. Primrose Rd/Donnelly Ave <i>Westbound Approach</i>	2.3 <i>11.2</i>	- <i>B</i>	4.5 <i>15.4</i>	- <i>C</i>
5. Lorton Ave/Donnelly Ave <i>Eastbound Approach</i>	2.7 <i>10.3</i>	- <i>B</i>	3.8 <i>13.9</i>	- <i>B</i>
6. El Camino Real/Burlingame Ave	5.0	A	6.3	A
7. California Dr/Burlingame Ave	9.4	A	11.0	B

Study Intersection <i>Approach</i>	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
8. California Dr/Peninsula Ave	9.4	A	10.7	B

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

### *Informational VMT Analysis*

VMT refers to the amount and distance of automobile travel associated with a project. VMT is the most appropriate measure of transportation impacts under CEQA. CEQA Guidelines section 15064.3, subdivision (b) states that land use projects would have a significant impact if the project would result in VMT exceeding an applicable significance threshold. The City has not yet adopted an applicable threshold of significance regarding VMT analysis, but generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact under CEQA.

The project site is located within a quarter mile of the Burlingame Caltrain Station and within half a mile of El Camino Real, which has frequent transit service. A vehicle miles traveled (VMT) analysis indicates that the project would contribute 13.43 VMT per capita, which is greater than the citywide average of 8.18 VMT per capita. However, given the project's proximity to the Burlingame Caltrain Station and the small size of the commercial land use, VMT impacts would likely be minimal.

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

The project would reconstruct an existing driveway and modify the sidewalk and curb to eliminate several other driveways. There are no other proposed changes to vehicle infrastructure and any other site improvements would need to be built to current design standards. Therefore, the impact related to an increase in hazards due to design features would be less than significant.

The project proposes a mixture of residential and commercial uses. The surrounding area already contains both land use types, therefore, the impact with regard to incompatible uses would be less than significant.

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

Emergency access would be provided via Donnelly Avenue. The project would not impact emergency access on Donnelly Avenue or nearby streets. Therefore, the impact on emergency access would be less than significant.

## 18 Tribal Cultural Resources

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

### ***Setting***

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

### ***Discussion***

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

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



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

A Sacred Lands File search was requested on October 3, 2018. The Sacred Lands File, operated by the California Native American Heritage Commission (NAHC), is a confidential set of records containing places of religious or social significance to Native Americans. A response from the NAHC was received on October 10, 2018. This response indicated that no Native American cultural sites had previously been identified on the project site. The NAHC recommended that the City consult with five tribes associated with the region. Accordingly, on October 30, 2019, the City sent letters to the following five Native American tribes: Coastanoan Rumsen Carmel Tribe, Muwekma Ohlone Indian Tribe of the SF Bay Area, Ohlone Indian Tribe, and Indian Canyon Mutsun Band of Coastanoan. The letters contained information about the project; an inquiry for any unrecorded Native American cultural resources or other areas of concern within or adjacent to the project site; and a solicitation of comments, questions, or concerns with regard to the project. To date, no responses have been received. The tribes that were identified and contacted by the City will be given a copy of the IS/Proposed MND to ensure that they have the opportunity to comment on the project during the public circulation period.

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

In addition to tribal consultation, implementation of **Mitigation Measures CUL-1** and **CUL-2** would ensure any previously unidentified Native American archeological resources or remains encountered during construction are handled appropriately. With implementation of these mitigation measures, impacts to tribal cultural resources would be less than significant.

## 19 Utilities and Service Systems

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

### *Setting*

The Burlingame Public Works Department administers the City's water system. According to the DSP IS/MND, the City receives its water supply from the San Francisco Public Utilities Commission (SFPUC) which obtains 85 percent of its water supply from Hetch Hetchy Reservoir and 15 percent from local watersheds. The City also uses well water and recycled water for supplying non-potable water used for irrigation. According to the City of Burlingame 2015 Urban Water Management Plan, the City's average water demand is 3.99 million gallons per day (mgd), or 76 percent of the City's 5.23 mgd allotted supply (City of Burlingame 2016). Between 2011 and 2015, an average of 41 percent of water consumption came from single-family residential uses, 17 percent by multi-family residential uses, 13 percent by industrial uses, 12 percent from commercial uses, 5 percent from irrigation uses, and 5 percent from institutional uses.

The City's Public Works Department services the project site's water and wastewater system. Wastewater flows are carried to the Wastewater Treatment Plant (WWTP) at 1103 Airport Boulevard, which serves the entire City as well as approximately one-third of the Town of

Hillsborough. According to the DSP IS/MND, average daily flow through the WWTP is 3.2 mgd, or 58 percent of the facility's 5.5 mgd capacity. Average dry weather flow (ADFW) and planned and new residential developments are projected to increase to 4.4 mgd by 2020 (City of Burlingame 2010).

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

Recology San Mateo (Recology) provides solid waste, recycling, and organic materials collection, transportation, and disposal services to the City. Recology hauls recyclables and organic solid waste to the Shoreway Environmental Center in San Carlos for sorting. The solid waste and recyclables are processed and sent to the appropriate facility. Solid waste is sent to the Ox Mountain Landfill in Half Moon Bay. This facility has a maximum throughput of 3,598 tons per day and has a remaining capacity of 22,180,000 cubic yards (as of October 2018). Ox Mountain Landfill is estimated to cease operations by January 2034.<sup>6</sup>

The Burlingame Public Works Department provides water and wastewater service to the project site. The project site is connected to the City's utility infrastructure which would all be removed during demolition. The Project would implement a 2-inch water and fire service line, 10-inch sanitary sewer line, 15-inch storm drain, 2-inch gas line, and overhead electrical line. The project would comply with the 2019 California Building Code, 2019 California Mechanical Code, 2019 California Electrical Code, and 2019 California Plumbing Code, including all amendments as adopted in Ordinance 1889, as well as the 2019 California Energy Efficiency Standards.

## ***Discussion***

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

**and**

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

**and**

**c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected**

---

<sup>6</sup> CalRecycle, 2018 (<https://www2.calrecycle.ca.gov/SWFacilities/Directory/41-AA-0002/Detail>)

**demand in addition to the provider's existing commitments? (Less than Significant with Mitigation Incorporated)**

The project site is currently developed with a two-story structure and detached accessory residential structure. With implementation of the project, wastewater generated on the project site would continue to originate from residential and commercial uses and no industrial wastewater would be generated by the project. As a result, no specific changes to the wastewater treatment plan would be required to treat these flows. The project would increase water demand and wastewater generation because the square footage of the building would increase, and the number of housing units would increase from 3 residential units to 14 residential units and commercial units. The proposed project would increase contributions to existing wastewater volumes. Because the surrounding existing sewer system that will serve this project is undersized the project would result in a potentially significant impact.

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

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

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

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

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

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

The project site is developed with residential uses including paved parking lots. However, the project would decrease the number of impervious surfaces from 14,636 square feet to 13,968 square feet. Accordingly, the amount of pervious surface would be increased from 973 square feet to 1,641 square feet. This system would comply with all City stormwater regulations and would utilize BMPs such as bioretention flow through planters located on the north and south sides of the project, permeable pavers located along Donnelly Avenue, and stormwater media filters. These stormwater management improvements would ensure that drainage and surface runoff in the area would not be substantially increased such that flooding would result. Additionally, this system would treat stormwater runoff prior to draining into the local stormwater drainage system such that the project would not be an additional source of polluted runoff. Because stormwater would be treated on site, no new or expanded stormwater drainage facilities would be required and the impact would be less than significant.

**e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (Less than Significant)**

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

The Ox Mountain Landfill had a remaining capacity of 22 million tons in 2015. There is currently a 10-year agreement for this facility, which will expire in 2029. According to Republic Services, which owns and operates the Ox Mountain Landfill, the landfill has a remaining life period that extends beyond the existing 10-year agreement at current disposal rates. The proposed project would likely increase the overall solid waste generation for the site because the project would increase in size. However, such an increase would be negligible, and the landfill would continue to have ample capacity for such an increase. Therefore, impacts related to solid waste disposal would be less than significant.

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

## 20 Wildfire

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

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

### Setting

The project site is located in a developed urbanized area in the northern portion of the downtown area. The project site consists of three parcels: 1214, 1218, and 1220 Donnelly Avenue. Of the three parcels, 1214 Donnelly Avenue is vacant following demolition of the Gates House in 2018. The majority of the site is covered in concrete. 1218 Donnelly Avenue contains an accessory structure at the rear of the lot that is no longer in use, and the foundation of the building which was destroyed by the 2013 fire. 1220 Donnelly Avenue contains a two-story residential structure at the front of the lot and a detached accessory residential structure at the rear of the lot. The two-story structure includes three residential units, and the accessory structure contains one residential unit. The California Department of Forestry and Fire Protection identifies fire hazards based on relevant factors such as fuels, terrain, and weather. There are no Fire Hazard Severity Zones (FHSZ) within the urbanized portion of San Mateo County that are ranked with moderate to high fire susceptibility. The project site is located within an area of Local Responsibility Area (LRA), which extends throughout most of the City. Within the LRA, the project site is designated as Non-Very High Fire Hazard Severity Zone (VHFHSZ).

## ***Discussion***

- a) **Substantially impair an adopted emergency response plan or emergency evacuation plan? (Less than Significant)**

and

- b) **Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? (Less than Significant)**

and

- c) **Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (Less than Significant)**

and

- d) **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (Less than Significant)**

As mentioned above in **Section 9, Hazards and Hazardous Materials**, there are no formal evacuation routes or emergency response plans near the project site that would be impacted by the project. The existing land uses local to the project preclude factors such as slopes or strong winds from exacerbating wildfire risk. The topography of the surrounding area is generally flat and dense development prevents strong winds. Similarly, post-fire impacts such as drainage changes and landslides would not occur as the project site and its surroundings are highly urbanized and flat and do not have any steep slopes or hillsides that would be susceptible to landslides or flooding. The project would not require the installation or maintenance of infrastructure that may exacerbate fire risk. Further, the project site is not located within a FHSZ. Therefore, this impact would be less than significant.

## 21 Mandatory Findings of Significance

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

### Discussion

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

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



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

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

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

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

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

## REFERENCES

- Association of Bay Area Governments (ABAG), 2017. *Forecasts and Projections*. Available: <https://abag.ca.gov/planning/research/forecasts.html>. Accessed: April 16, 2018
- Association of Environmental Professionals (AEP), 2016. *Beyond Newhall and 2020: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets in California*. Available: [https://www.califaep.org/images/climate-change/AEP-2016\\_Final\\_White\\_Paper.pdf](https://www.califaep.org/images/climate-change/AEP-2016_Final_White_Paper.pdf). Accessed: April 16, 2018.
- Bay Area Air Quality Management District (BAAQMD), 2012. Understanding Particulate Matter: Protecting Public Health in the San Francisco Bay Area. Available: [http://www.baaqmd.gov/~media/files/planning-and-research/plans/pm-planning/understandingpm\\_draft\\_aug-23.pdf](http://www.baaqmd.gov/~media/files/planning-and-research/plans/pm-planning/understandingpm_draft_aug-23.pdf). Accessed: April 16, 2018.
- \_\_\_\_\_. 2017a. *California Environmental Quality Act (CEQA) Air Quality Guidelines*. Available: [http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa\\_guidelines\\_may2017-pdf.pdf?la=en](http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en). Accessed: April 16, 2018.
- \_\_\_\_\_. 2017b. *Final 2017 Clean Air Plan*. Available at: [https://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a\\_proposed-final-cap-vol-1-pdf.pdf?la=en](https://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_proposed-final-cap-vol-1-pdf.pdf?la=en). Accessed: December 2019
- Burlingame Parks & Recreation Foundation, 2018. *Burlingame Parks and Recreation Facilities Guide*. Available: <http://www.supportburlingameparks.org/facilities/>. Accessed: April 16, 2018.
- CalEEMod. *User's Guide*. 2016. Available: [www.aqmd.gov/docs/default-source/caleemod/01\\_user-39-s-guide2016-3-2\\_15november2017.pdf?sfvrsn=4](http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4). Accessed: January 2020.
- California Air Pollution Control Officers Association (CAPCOA), 2008. *CEQA & Climate Change*. Available: <http://www.capcoa.org/wp-content/uploads/downloads/2010/05/CAPCOA-White-Paper.pdf>. Accessed: April 16, 2018.
- \_\_\_\_\_. 2010. *Quantifying Greenhouse Gas Mitigation Measures*. Available: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>. Accessed: June 5, 2018.
- \_\_\_\_\_. 2016. *Air Toxic "Hot Spots" Program*. Available: <http://capcoa.org/wp-content/uploads/2016/08/CAPCOA%20Prioritization%20Guidelines%20-%20August%202016%20FINAL.pdf>. Accessed: June 5, 2018.
- California Air Resources Board (CARB), 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. Available: <https://www.arb.ca.gov/ch/handbook.pdf>. Accessed: June 6, 2018.
- \_\_\_\_\_. 2016. Summary: Diesel Particulate Matter Health Impacts. Available: [https://www.arb.ca.gov/research/diesel/diesel-health\\_summ.htm](https://www.arb.ca.gov/research/diesel/diesel-health_summ.htm). Accessed: April 16, 2018.

- California Building Standards Commission, 2019. *California Building Standards Code*. Available at: <https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo>. Accessed: December 2019.
- California Climate Action Registry (CCAR), 2009. *California Climate Action Registry General Reporting Protocol*. Available: [https://sfenvironment.org/sites/default/files/fliers/files/ccar\\_grp\\_3-1\\_january2009\\_sfe-web.pdf](https://sfenvironment.org/sites/default/files/fliers/files/ccar_grp_3-1_january2009_sfe-web.pdf). Accessed: April 16, 2018.
- California Department of Conservation (DOC), 2000. *Guidelines for Classification and Designation of Mineral Lands*. Available: <http://www.conservation.ca.gov/smgb/guidelines/documents/classdesig.pdf>. Accessed: April 16, 2018.
- \_\_\_\_\_. 2019. *Alquist-Priolo Earthquake Fault Zones*. Available at: <https://www.conservation.ca.gov/cgs/alquist-priolo>. Accessed: September 2019.
- California Department of Finance (DOF), 2019a. *E-1 Population Estimates for Cities, Counties, and the State – January 1, 2018 and 2019*. Available: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-1/>. Accessed: March 31, 2020.
- \_\_\_\_\_. 2019b. *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011-2019, with 2010 Benchmark*. Available: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>. Accessed: March 31, 2020.
- California Department of Fish and Wildlife (CDFW). 2019a. California Natural Diversity Database (CNDDDB) - Rarefind 5. Available at: <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data> (accessed August 2019).
- \_\_\_\_\_. 2019b. Biogeographic Information and Observation System (BIOS). Available at <http://bios.dfg.ca.gov> (accessed August 2019).
- \_\_\_\_\_. 2019c. Special Animals List. Biogeographic Data Branch, California Natural Diversity Database. August 2019.
- \_\_\_\_\_. 2019d. Special Vascular Plants, Bryophytes, and Lichens List. Biogeographic Data Branch, California Natural Diversity Database. August 2019.
- California Geological Survey (CGS), 2013. *Update of Mineral Land Classification: Aggregate Materials in the North San Francisco Bay Production-Consumption Region, Sonoma, Napa, Marin, and Southwestern Solano Counties, California*. Available: [ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR\\_205/SR%20205%20North%20Bay%20Report\\_Final.pdf](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_205/SR%20205%20North%20Bay%20Report_Final.pdf). Accessed: April 16, 2018.
- California Legislative Information. 1987. *California Health and Safety Code 7050.5*. 1987. Available at: [https://leginfo.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=HSC&sectionNum=7050.5](https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=HSC&sectionNum=7050.5). Accessed: December 2019.

- \_\_\_\_\_. *Public Resources Code 21080.3.1*. 2014. Available:  
[leginfo.legislature.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=PRCS&ionNum](http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRCS&ionNum).  
Accessed: January 2020
- California Native Plant Society (CNPS). Rare Plant Program. 2019. Inventory of Rare and Endangered Plants (online edition, v8-03 0.45). California Native Plant Society, Sacramento, CA. Available at: <http://www.rareplants.cnps.org> (accessed August 2019).
- California Regional Water Quality Control Board. *San Francisco Bay Region Municipal Regional Stormwater NPDES Permit*. 14 Oct. 2009. Available:  
[www.waterboards.ca.gov/sanfranciscobay/water\\_issues/programs/stormwater/Municipal/R2-2015-0049.pdf](http://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/stormwater/Municipal/R2-2015-0049.pdf). Accessed: January 2020
- CalRecycle, 2015. *Facility/Site Summary Details: Corinda Los Trancos Landfill (OX Mtn) (41-AA-0002)*. Available: <http://www.calrecycle.ca.gov/SWFacilities/Directory/41-AA-0002/Detail>. Accessed September 22, 2016.
- CEC (California Energy Commission). 2017. *Transportation Energy Demand Forecast, 2018-2030*. November 2017. Available: <https://efiling.energy.ca.gov/getdocument.aspx?tn=221893>. Accessed July 10, 2019
- \_\_\_\_\_. 2018a. *California Energy Demand 2018-2030 Revised Forecast*. February 2018. Available: <https://efiling.energy.ca.gov/getdocument.aspx?tn=223244>. Accessed July 10, 2019.
- CEQA Statute and Guidelines*. 2019. Available:  
[resources.ca.gov/ceqa/docs/2019\\_CEQA\\_Statutes\\_and\\_Guidelines.pdf](http://resources.ca.gov/ceqa/docs/2019_CEQA_Statutes_and_Guidelines.pdf). Accessed February 2020.
- City of Burlingame, 2009. *Burlingame Climate Action Plan*. Available: [http://www.ca-ilg.org/sites/main/files/file-attachments/burlingame-climate\\_action\\_plan.pdf](http://www.ca-ilg.org/sites/main/files/file-attachments/burlingame-climate_action_plan.pdf). Accessed: April 16, 2018.
- \_\_\_\_\_. 2010. *Burlingame Downtown Specific Plan Initial Study/Mitigated Negative Declaration*. Available:  
[https://www.burlingame.org/document\\_center/Planning/General%20and%20Specific%20Plans/Draft%20Initial%20Study%20Mitigated%20Negative%20Declaration.pdf](https://www.burlingame.org/document_center/Planning/General%20and%20Specific%20Plans/Draft%20Initial%20Study%20Mitigated%20Negative%20Declaration.pdf). Accessed: April 16, 2018.
- \_\_\_\_\_. 2016. *2015 Urban Water Management Plan for the City of Burlingame*. Available:  
[https://www.burlingame.org/document\\_center/Water/2015%20Urban%20Water%20Management%20Plan.pdf](https://www.burlingame.org/document_center/Water/2015%20Urban%20Water%20Management%20Plan.pdf). Accessed: June 6, 2018.
- \_\_\_\_\_. 2019a. *Municipal Code*. Available at: <http://qcode.us/codes/burlingame/>.
- \_\_\_\_\_. 2019b. *Burlingame General Plan*. Available at:  
[https://www.burlingame.org/document\\_center/Planning/General%20and%20Specific%20Plans/BurlingameGP\\_Adopted\\_Jan2019\\_Full.pdf](https://www.burlingame.org/document_center/Planning/General%20and%20Specific%20Plans/BurlingameGP_Adopted_Jan2019_Full.pdf). Accessed: December 2019
- City of Hillsborough, 2007. *Emergency Operations Plan*. Available:  
<http://www.hillsborough.net/DocumentCenter/View/591>. Accessed: April 16, 2018.

Cleary, John et al, 2014. *Final Report on Vibrations Due to Pile Driving at the Mobile River Bridge Site. Research Project 930-839R*. Department of Civil Engineering, University of Southern Alabama. Available: <https://mobileriverbridge.com/wp-content/uploads/2015/11/MRB-Final-Vibration-Study-01142016.pdf>. Accessed: April 16, 2018.

County of San Mateo Public Works, 2015. *Crystal Springs Dam Bridge Replacement Project*. Available: <http://publicworks.smcgov.org/crystal-springs-dam-bridge-replacement-project>. Accessed September 22, 2016.

Echo Barrier. 2018. *H2O Acoustic Enclosure*. Accessed May 2018 at: <http://www.echobarrier.com/product/h2o-acoustic-tent-enclosure/>

Ellam, Rubina 2016. Rubina Ellam, Administrative Assistant; Central County Fire Department; Personal Communication; July 27, 2016.

ENGEO, 2017. *920 Bayswater Preliminary Geotechnical Exploration*.

Federal Highway Administration (FHWA), 2006. *Construction Noise Handbook*. August 2006. Available: [https://www.fhwa.dot.gov/Environment/noise/construction\\_noise/handbook/](https://www.fhwa.dot.gov/Environment/noise/construction_noise/handbook/). Accessed: April 16, 2018.

Federal Transit Administration (FTA), 2006. *Transit Noise Impact and Vibration Assessment*. Available: [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA\\_Noise\\_and\\_Vibration\\_Manual.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf). Accessed: April 16, 2018.

Hellier, Gaby 2018. Hellier, Gaby; Assistant Superintendent/CBO; Burlingame School District; Personal Communication April, 2018

Icc. 2016. *California Green Building Standards Code*. Digital Codes Library. 2016. Available: [codes.iccsafe.org/content/document/657?site\\_type=public](https://codes.iccsafe.org/content/document/657?site_type=public). Accessed: January 2020

Illingworth & Rodkin, 2009. *Environmental Noise Assessment for a Wal-Mart Expansion in Antioch*. Available: <http://www.ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/docs/Walmart/DEIR-VOLII-APPENDICES-C-H/Appendix%20G%20Noise%20Assessment.pdf>. Accessed: April 16, 2018.

\_\_\_\_\_. 2019. *1214 Donnelly Avenue Air Quality and Greenhouse Gas Assessment*.

\_\_\_\_\_. 2019. *1214 Donnelly Avenue Mixed-Use Noise and Vibration Assessment*.

Kiely, John 2020. Jay Kiely, Police Lieutenant; Burlingame Police Department; Personal Communication; April 7, 2020.

Laundry Locker, 2018. *How Laundry Locker Works*. Available: <https://laundrylocker.com/>. Accessed: June 6, 2018.

Native American Heritage Commission (NAHC), 2018. Record search of the NAHC Sacred Lands File.

- Naval Facilities Engineering Command Atlantic (NAVFAC). 2017. *Final Report, Pile-Driving Noise Measurements at Atlantic Fleet Naval Installations: 28 May 2013 – 28 April 2016*. Prepared by Illingworth & Rodkin, Inc. January 2017.  
[https://www.navymarinespeciesmonitoring.us/files/4814/9089/8563/Pile-driving\\_Noise\\_Measurements\\_Final\\_Report\\_12Jan2017.pdf](https://www.navymarinespeciesmonitoring.us/files/4814/9089/8563/Pile-driving_Noise_Measurements_Final_Report_12Jan2017.pdf)
- Noise Meters Inc., 2018. *Ldn, Lden, CNEL – Community Noise Calculators*. Available: <http://noisemeters.com/apps/ldn-calculator.asp>. Accessed: June 6, 2018.
- Northwest Information Center, 2018. California Historical Resources Information System (CHRIS) records search.
- Protech, 2016. *Phase I – Environmental Site Assessment*.
- Reed, Christine 2020. Christine Reed, Deputy Fire Marshall; Central County Fire Department; Personal Communication; April 6, 2020.
- Romig Engineers Inc, 2016. *Geotechnical Investigation for Mixed-Use Building*.
- San Francisco, City and County of, 2017. *Draft San Francisco International Airport 14 Code of Federal Regulations (CFR) Part 150 Study Update Noise Compatibility Program*. Available: [http://media.flysfo.com.s3.amazonaws.com/pdf/SFO\\_P150\\_NCP\\_complete\\_ada.pdf](http://media.flysfo.com.s3.amazonaws.com/pdf/SFO_P150_NCP_complete_ada.pdf). Accessed: April 16, 2018.
- San Mateo County, 1986. *San Mateo County General Plan*. Available: <https://planning.smcgov.org/general-plan>. Accessed: April 16, 2018.
- \_\_\_\_\_. 2016. *C.3 Stormwater Technical Guidance, Version 5.0*. Available: [http://www.flowstobay.org/sites/default/files/C3TG5/SMCWPPP\\_C3TG%20V.5.0.pdf](http://www.flowstobay.org/sites/default/files/C3TG5/SMCWPPP_C3TG%20V.5.0.pdf). Accessed: April 16, 2018
- San Mateo Union High School District (SMUHSD), 2018. *Burlingame High School Profile 2017-2018*. Available: <https://www.smuhsd.org/site/handlers/filedownload.ashx?moduleinstanceid=1813&dataid=264&FileName=BHS%20Profile%202017-18.pdf>. Accessed: April 11, 2018.
- The City/County Association of Governments of San Mateo County (C/CAG), 2012. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*. Available: [http://ccag.ca.gov/wp-content/uploads/2014/10/Consolidated\\_CCAG\\_ALUCP\\_November-20121.pdf](http://ccag.ca.gov/wp-content/uploads/2014/10/Consolidated_CCAG_ALUCP_November-20121.pdf). Accessed: April 16, 2018.
- United States Fish and Wildlife Service (USFWS). 2019a. Information for Planning and Consultation. Available at: <https://ecos.fws.gov/ipac/> (accessed August 2019).
- \_\_\_\_\_. 2019b. Critical Habitat Portal. Available at: <https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77> (accessed August 2019).
- \_\_\_\_\_. 2019c. National Wetlands Inventory (NWI). Version 2. Updated March 18, 2019. Available at: <https://www.fws.gov/wetlands/Data/Mapper.html> (accessed August 2019).

United States Geological Survey (USGS). 2019. National Hydrography Dataset. Available at:  
<https://nhd.usgs.gov/data.html> (accessed August 2019).

W-Trans, 2020. *Draft 1214 Donnelly Avenue Traffic Impact Study*.

*This page intentionally left blank.*