

# 1499 Bayshore Highway Project

## Initial Study/Mitigated Negative Declaration

July 2019



Prepared for: **City of Burlingame**





# **CEQA INITIAL STUDY/MITIGATED NEGATIVE DECLARATION 1499 BAYSHORE HIGHWAY PROJECT**

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## Acronyms and Abbreviations

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AB	Assembly Bill
ABAG	Association of Bay Area Governments
ALUCP	Airport Land Use Compatibility Plan
APN	assessor's parcel number
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
Bay	San Francisco Bay
Bay Trail	San Francisco Bay Trail
bgs	below ground surface
BMPs	best management practices
BPD	Burlingame Police Department
BSD	Burlingame School District
C/CAG	City/County Association of Governments
CAAQS	California ambient air quality standards
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBIA	California Building Industry Association
CCFD	Central County Fire Department
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Responsibility, Compensation, and Liability Act of 1980
CH <sub>4</sub>	methane
CHRIS	California Historical Resources System
City	City of Burlingame
CNDDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
dba	A-weighted decibels
dbh	diameter at breast height
DPR	Department of Parks and Recreation
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency

EVA	emergency vehicles access
FAA	Federal Aviation Administration
Farmland	Prime Farmland, Unique Farmland, or Farmland of Statewide Importance
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GHG	greenhouse gas
gsf	gross square feet
GWP	global warming potential
HCM	Highway Capacity Manual
HVAC	heating, ventilation, and air-conditioning
I	Interstate
IPCC	Intergovernmental Panel on Climate Change
ITE	Institute of Transportation Engineers
$L_{dn}$	day-night level
$L_{eq}$	equivalent sound level
LID	low-impact development
$L_{max}$	maximum sound level
$L_{min}$	minimum sound level
LOS	level of service
LT	long term
LUST	leaking underground storage tank
mgd	million gallons per day
MRP	Municipal Regional Stormwater Permit
MRZ	Mineral Resource Zone
msl	mean sea level
$N_2O$	nitrous oxide
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
$NO_2$	nitrogen dioxide
$NO_x$	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NWIC	Northwest Information Center
PM <sub>10</sub>	particulate matter no more than 10 microns in diameter
PM <sub>2.5</sub>	particulate matter no more than 2.5 microns in diameter
ppm	parts per million
Project	1499 Bayshore Highway Project
RCRA	Resource Conservation and Recovery Act of 1976
REC	recognized environmental condition
ROGs	reactive organic gases

RWQCB	Regional Water Quality Control Board
RWS	Regional Water System
SB	Senate Bill
sf	square feet
SFBAAB	San Francisco Bay Area Air Basin
SFO	San Francisco International Airport
SFPUC	San Francisco Public Utilities Commission
Shorebird Sanctuary	City of Burlingame Shorebird Sanctuary
SLF	Sacred Land File
SMCEHD	San Mateo County Environmental Health Department
SMCWPPP	San Mateo Countywide Pollution Prevention Program
SMUHSD	San Mateo Union High School District
ST	short term
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
TIA	transportation impact analysis
US 101	U.S. Highway 101
UST	underground storage tank
UWMP	Urban Water Management Plan
WWTP	wastewater treatment plant
µg/m <sup>3</sup>	micrograms per cubic meter



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## Section 1

# Background and Project Description

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1. **Project Title:**  
1499 Bayshore Highway Project
2. **Lead Agency/Sponsor's Name and Address:**  
City of Burlingame  
501 Primrose Road  
Burlingame, CA 94010
3. **Contact Person and Phone Number:**  
Kevin Gardiner, Director of Community Development  
Telephone: (650) 558-7253  
email: kgardiner@burlingame.org
4. **Project Location:**  
The 1499 Bayshore Highway Project (Project) would be located on 1499 Old Bayshore Highway in the city of Burlingame. The Project site is bound by Mahler Road to the north, Old Bayshore Highway to the east, and Mills Creek to the south.
5. **San Mateo County Assessor's Parcel Number:**  
026-322-150
6. **Project Sponsor's Name and Address:**  
EKN Development Group  
220 Newport Center Drive, Suite 11-262  
Newport Beach, CA 92660
7. **General Plan Designation:**  
Office Use – Bayfront Specific Plan Area
8. **Zoning:**  
Inner Bayshore
9. **Description of Project:**  
See Project Description.
10. **Surrounding Land Uses and Setting:**  
  
The surrounding land uses near the Project site include mostly commercial, office, and industrial land uses. Open space and recreational land uses (San Francisco Bay Trail) are located east of the Project site, and one school (The Avalon Academy) is located north of the Project site.
11. **Other Public Agencies Whose Approval May Be Required (e.g., permits, financing approval, or participation agreement):**  
  
See Table 1-1.

**Table 1-1. Anticipated Permits and Approvals**

<b>Agency</b>	<b>Anticipated Permit/Approval</b>
City of Burlingame	<p>Design review – required for new commercial buildings (Burlingame Municipal Code Section 25.57.010(c)). Planning Commission will consider design features, compatibility with nearby structures, and character.</p> <hr/> <p>Conditional use permit for:</p> <ul style="list-style-type: none"> <li>• Exceeding the density for hotels (65 rooms per acre) (142 rooms permitted versus 404 rooms proposed),</li> <li>• Operation of a restaurant that sells alcoholic beverages,</li> <li>• Additional height exceeding 35 feet (136 feet) (147 feet above mean sea level), and</li> <li>• Incidental food-service building exceeding 1,500 gross square feet.</li> <li>• Parking reduction for number of onsite spaces</li> </ul> <hr/> <p>Adoption of a mitigated negative declaration – California Environmental Quality Act clearance.</p> <hr/> <p>Grading and excavation permit.</p> <hr/> <p>Building permit.</p>
San Francisco Bay Conservation and Development Commission	Permit for work within 100 feet of the San Francisco Bay shoreline.
Federal Aviation Administration	Determination of No Hazard to Air Navigation for 24 Aeronautical Study Numbers.
City/County Association of Governments of San Mateo County, Airport Land Use Committee	Approval.
City/County Association of Governments of San Mateo County, Congestion Management Agency	Project review for consistency with the San Mateo County Congestion Management Plan.

**12. Have California Native American tribes that have been traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun?**

The California Native American Heritage Commission (NAHC) was contacted on April 4, 2018, to identify any areas of concern within the vicinity of the Project or resources that may be listed in the NAHC's Sacred Land File. The NAHC responded on May 4, 2018, stating that a search of its files failed to indicate the presence of Native American cultural resources in the immediate Project area.

The NAHC provided a list of five Native American contacts who might have information that would be pertinent to this Project or concerns regarding the proposed actions. A letter explaining the Project, along with a map depicting the Project area, was sent on May 7, 2018, to all contacts listed by the NAHC. The letter solicited responses from each of the contacts, including questions, comments, or concerns regarding the Project.



Letters were sent to the following contacts:

- Irenne Zwierlein, Chairperson of Amah Mutsun Tribal Band of Mission San Juan Bautista
- Tony Cerda, Chairperson of Costanoan Rumsen Carmel Tribe
- Ann Marie Sayers, Chairperson of Indian Canyon Mutsun Band of Costanoan
- Rosemary Cambra, Chairperson of Muwekma Ohlone Indian Tribe of the Bay Area
- Andrew Galvan, Ohlone Indian Tribe

These five contacts have not provided a response to the letters that were sent on May 7, 2018.

## Project Description

The Project would be located on a 2.19-acre parcel (assessor's parcel number [APN] 026-322-150) in the Bayfront area of the city of Burlingame (see Figure 1). East<sup>1</sup> of the Project site, across Old Bayshore Highway, is the City of Burlingame Shorebird Sanctuary, a marshland at the mouth of Mills Creek that serves as a sanctuary for 10 to 15 species of birds,<sup>2</sup> and a segment of the San Francisco Bay Trail (Bay Trail). South of the Project site is Mills Creek; beyond the creek is a single-story industrial building. Single-story commercial buildings are located north of the Project site, along Mahler Road, as is The Avalon Academy, a school for children with movement disorders. Within the vicinity of the Project site are various multi-story buildings for office, commercial, and hospitality uses.

## Existing Conditions at the Project Site

The Project site is in the northeast portion of the city and within 100 feet of San Francisco Bay (Bay). The site is developed with two office and commercial buildings (8,000 gross square feet [gsf] and 37,000 gsf) that were constructed in 1960. Approximately 115 employees currently work at the Project site. Minimal landscape vegetation exists at the site in areas adjacent to the sidewalk off Mahler Road and in front of the entrance to one of the buildings. The site also includes a parking lot with approximately 118 parking spaces for the two buildings. Access to the site is provided from three driveways on Mahler Road, with a fourth driveway on Old Bayshore Highway being for egress only.

The Burlingame General Plan land use designation for the site is Office.<sup>3</sup> The Project site is within the boundaries of the Bayfront Specific Plan. The Bayfront Specific Plan provides specific land use direction for this area. The Project site is also within the Inner Bayshore area of the Bayfront Specific Plan and zoned Inner Bayshore. The Bayfront Specific Plan states that land uses in the Inner Bayshore area should focus on light industrial, office, and manufacturing uses. Along Old Bayshore Highway, the following uses are encouraged to attract visitors to the area: hotels; offices, including research and development facilities with associated laboratories; destination restaurants; and smaller, scattered employee-serving retail uses. The Bayfront Specific Plan also states that street frontages on Old Bayshore Highway should support Burlingame's "Tree City" image. Landscaping design guidelines are identified in the Bayfront Specific Plan to support this image. The density for hotels in the Inner Bayshore area is 65 rooms per acre.

## Project Components

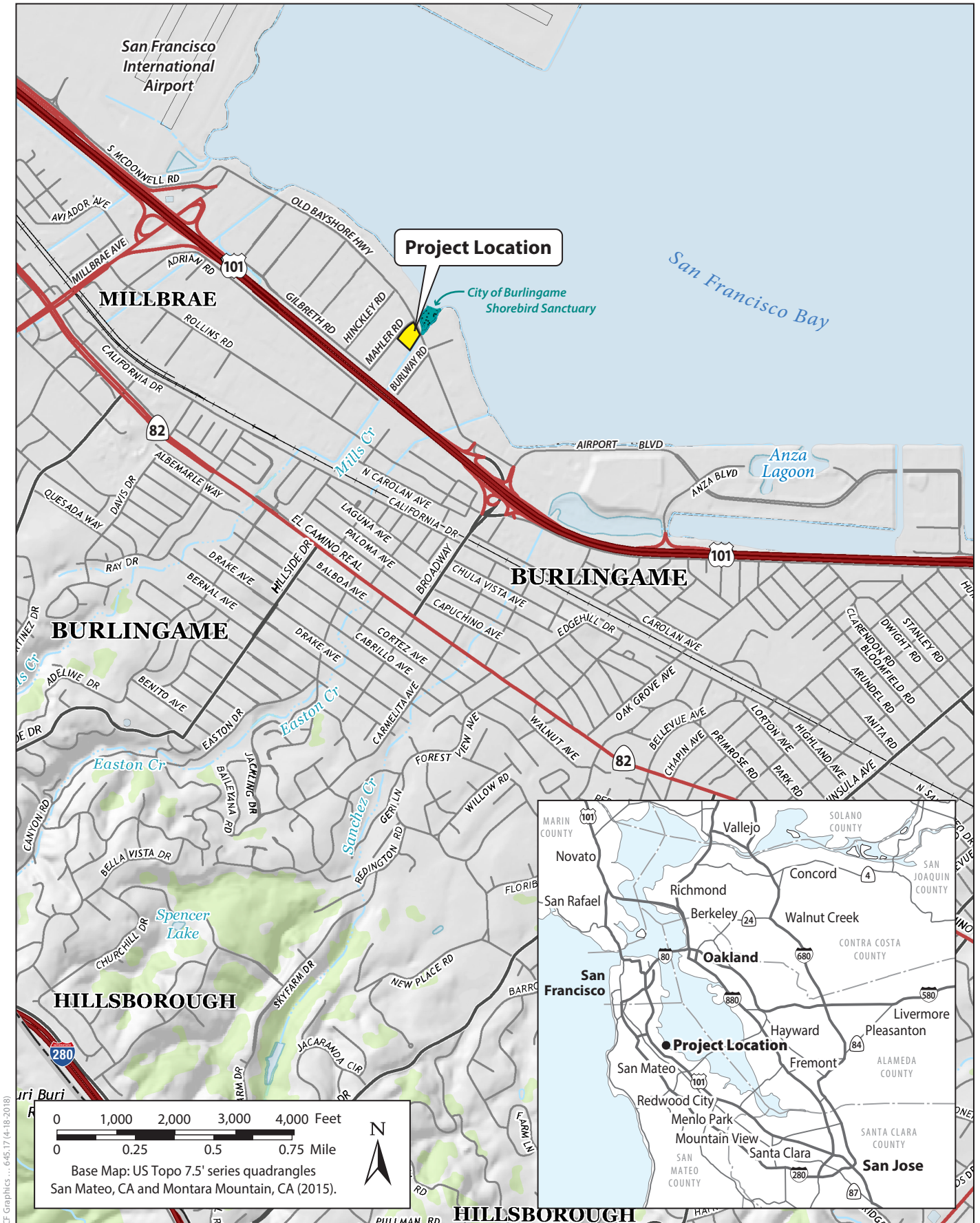
The Project would demolish the two existing two-story office buildings and other onsite features, such as utilities, paving, and landscaping. The Project would also include construction of an 11-story hotel with 404 guestrooms; an attached above-grade, four-level parking structure for 289 vehicles; and a free-standing restaurant. In total, the Project would involve approximately 400,000 gsf of development. The maximum number of people expected at the Project site during operation of the three buildings, including employees and visitors, would be 490.

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<sup>1</sup> For the purposes of this analysis, Old Bayshore Highway is assumed to run in a north-south direction.

<sup>2</sup> Burlingame Parks & Recreation. 2018. *Parks & Amenities*. Available: [https://www.burlingame.org/parksandrec/facilities/parks\\_and\\_playgrounds/index.php](https://www.burlingame.org/parksandrec/facilities/parks_and_playgrounds/index.php). Accessed: March 30, 2018.

<sup>3</sup> City Council adopted the 2040 General Plan in January 2019. However, the application for the 1499 Bayshore Highway Project was submitted to the City and deemed complete prior to the adoption of the 2040 General Plan. Therefore, the Project has been analyzed throughout this document under the previous general plan and zoning regulations.



**Figure 1**  
**Project Location**  
1499 Bayshore Highway Project

Table 1-2 summarizes the development plan for the Project site, including the heights and gross building areas for the three Project components. Figure 2 shows the Project site plan.

**Table 1-2. Summary of Project Components**

Building	Gross Building Area (gsf)	Height (feet)	Number of Stories <sup>d</sup>
Hotel	279,181	136 <sup>a,b</sup>	11
Parking Structure	117,800	30 <sup>c</sup>	3
Restaurant	2,900	18 <sup>a</sup>	1

a. The height is calculated from the ground floor. The Project site would be raised to 11 feet above mean sea level; therefore, the ground floor is defined as 11 feet above mean sea level.

b. This height does not include the 6-foot trellis at the top of the building.

c. The height is calculated from the ground floor. The ground floor for the parking structure is defined as 8 feet above mean sea level.

d. Includes the ground floor.

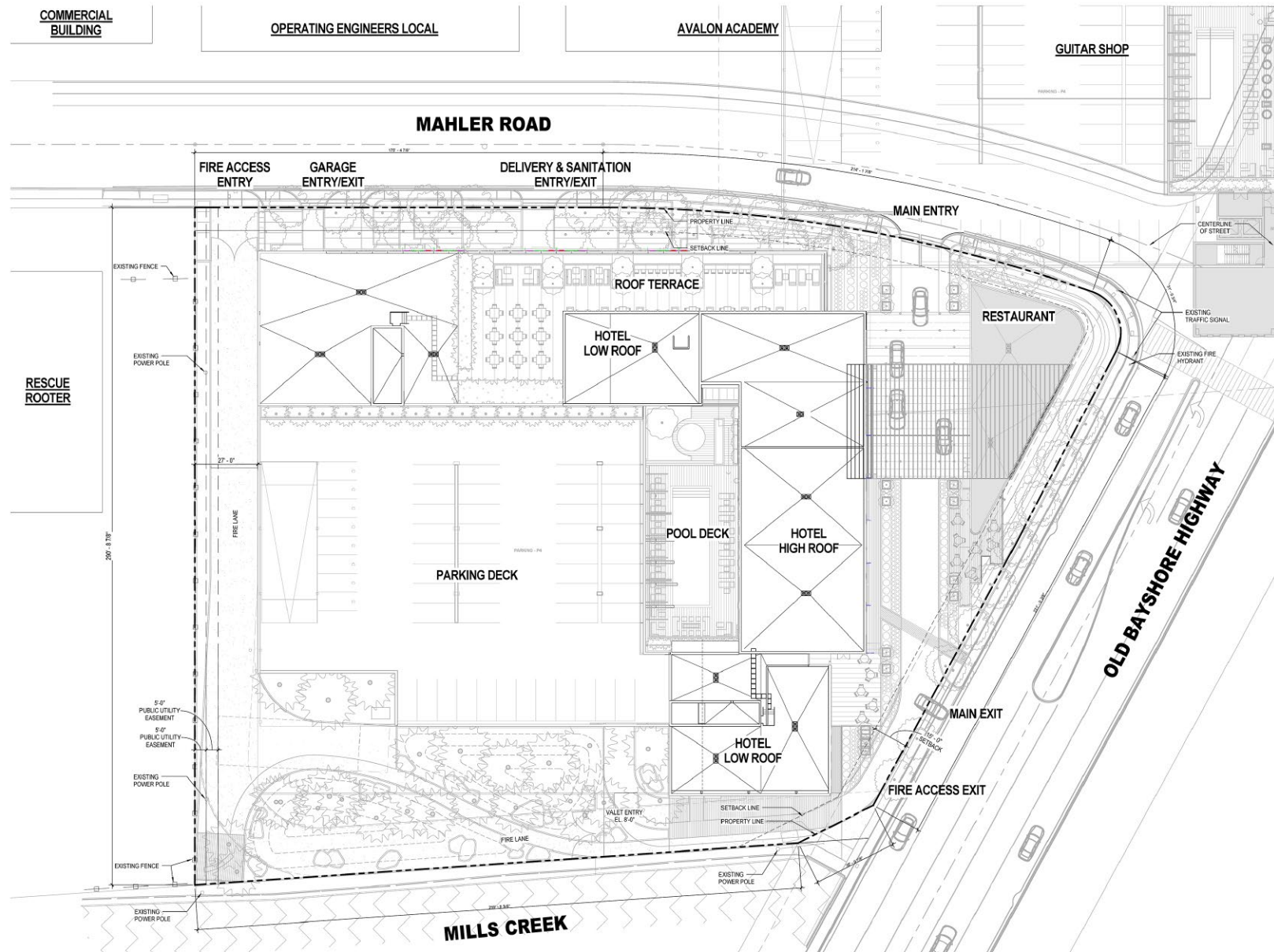
## Proposed Buildings

### Hotel

The 279,181 gsf hotel would include 404 guestrooms, which would be available for both transient-occupancy users and extended-stay users. The ground floor would include a lobby/lounge, gallery/gathering areas, employee areas, and kitchens. A loading dock would be located on the north side of the building, along Mahler Road. The second level would include guest rooms and food and beverage areas, while the third level would include meeting rooms and an outdoor deck with a pool and spa adjacent to a fitness center and guest rooms. A roof terrace and rooftop bar would be located in the western portion of the building, on the 11<sup>th</sup> level (at an elevation of 123 feet), with guestrooms occupying the rest of the floor. The hotel roof would reach a maximum of 136 feet (including mechanical equipment).

The Burlingame Municipal Code states that buildings that exceed a height of 35 feet are allowed with a conditional use permit. The Project would, therefore, conform to City of Burlingame (City) height requirements if a conditional use permit is obtained. Furthermore, the height of the proposed hotel (136 feet) would conform to the 161-foot height limit established by the Federal Aviation Administration in the Airport Land Use Compatibility Plan. Figures 3 and 4 include a preliminary schematic design of the hotel, including the height of the building.

The Burlingame Municipal Code identifies a standard of 65 rooms per acre for hotels with frontage on Old Bayshore Highway. The Project site is 2.19 acres; therefore, the ordinance would allow 142 rooms at the Project site. However, the Project would result in the construction of 404 rooms, which would exceed the allowable density for hotels. A conditional use permit would be required to exceed the allowable density. The hotel would include a restaurant and bar that would serve alcoholic beverages; therefore, a conditional use permit would be required for operation of a restaurant that sells alcoholic beverages.



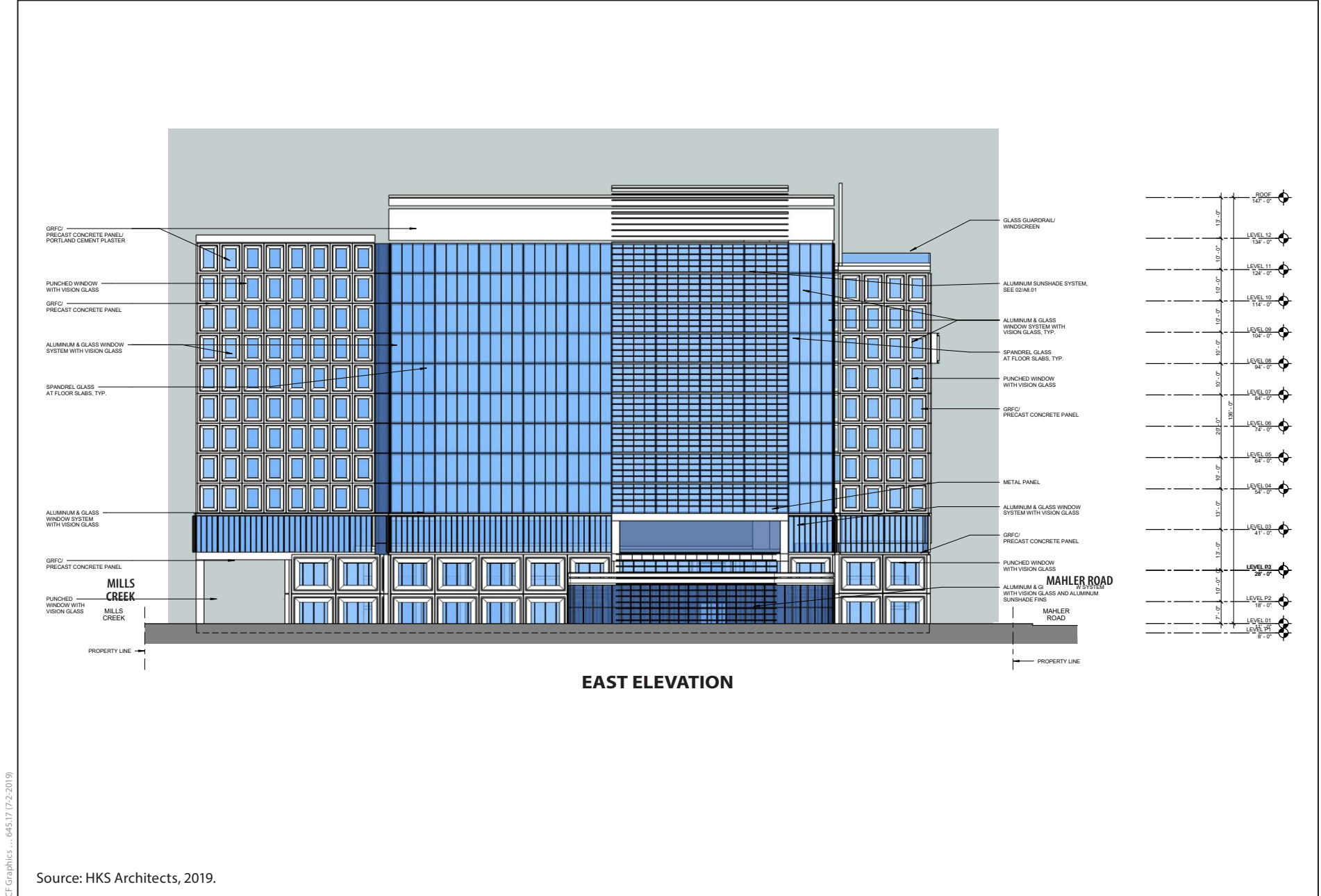
Source: HKS Architects, 2019.

01 SITE  
1/8" = 1'-0"



**Figure 2**  
**1499 Bayshore Highway Project Site Plans**  
1499 Bayshore Highway Project

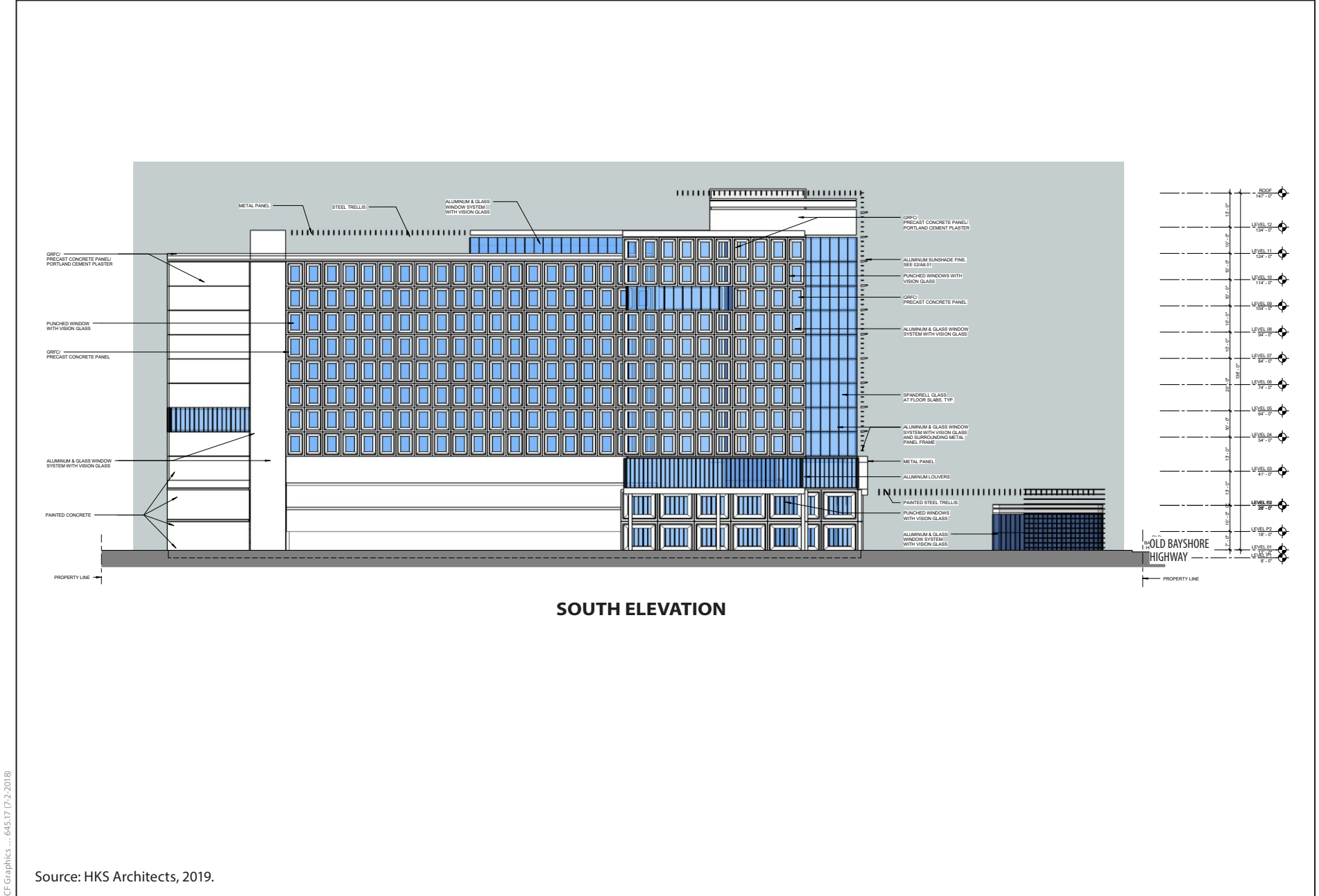




Source: HKS Architects, 2019.



**Figure 3**  
**1499 Bayshore Highway Project East Elevation as Viewed from Bayshore Highway**  
 1499 Bayshore Highway Project



Source: HKS Architects, 2019.



**Figure 4**  
**1499 Bayshore Highway Project South Elevation as Viewed from Mills Creek**  
 1499 Bayshore Highway Project

## Parking Structure

The parking structure would be attached to the hotel building on the south side and accessible to vehicles from Mahler Road. The ground floor of the parking garage would include pedestrian entries/exits at three locations, the north side of the garage, adjacent to the vehicle access point; the south side of the garage, leading to the exterior; and within the interior, leading to the hotel lobby. All other levels of the parking garage would be accessible for garage guests/pedestrians from a stairwell on the west side of the garage and an elevator area in the interior. In total, the parking garage would include 289 parking spaces on four levels.

The City Parking Ordinance requires 436<sup>4</sup> parking spaces for the Project. The Project would provide 289 parking spaces, resulting in a shortfall of 147 parking spaces. According to the Burlingame Zoning Code (25.70.034[d]), the number of parking spaces for hotels may be reduced through approval of a Conditional Use Permit.

## Restaurant

The one-story restaurant (18 feet in height) would be on the northeast corner of the site, adjacent to the intersection of Old Bayshore Highway and Mahler Road. The restaurant building would be detached from the hotel, except for the vehicular arrival court, which would be under a steel trellis. Pedestrians would be able to access the restaurant from Old Bayshore Highway. In addition to interior dining, the 2,900 gsf restaurant would include an outdoor dining area with a wooden deck and a seating area. A conditional use permit would be required because the restaurant would exceed the allowable area of 1,500 gsf for an incidental food-service building.

## Access and Circulation

The Project site is east of U.S. Highway 101 (US 101), a major traffic corridor that provides access to Burlingame. Vehicles would enter the site from the one-way driveway adjacent to the hotel entrance on Mahler Road and exit onto Old Bayshore Highway. This driveway would also serve as an access point to the garage on the south side and the valet service and the driveway would be 12 to 16 feet wide. The parking garage, the loading dock, and the trash/recycling area would be accessible from two driveways on Mahler Road with two-way travel. The main entry/exit to/from the parking garage would be 25 feet wide; the driveway for the loading dock and trash/recycling area would be approximately 38 feet wide. An emergency vehicle access (EVA) lane with bollards at the entry would be situated on the east side of the property. The Project would improve the existing sidewalks and driveways on the site. Furthermore, based on the San Mateo County Congestion Management Plan guidelines, the Project Sponsor would prepare a Transportation Demand Management Plan to satisfy the requirements outlined by the City/County Association of Governments of San Mateo County. In addition, in order to provide a more pedestrian-friendly environment, the existing sidewalk along the Old Bayshore Highway frontage would be widened to between 10 and 12 feet. Figure 2 shows the access locations on the Project site.

## Design and Landscaping

The hotel building would be an L-shaped design, with guestrooms on the upper floors and lobby lounges and other amenities, such as the pool, on levels one, two, and three. The inside of the L shape would face

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<sup>4</sup> Regarding the number of parking spaces, 404 parking spaces = (one parking space/one guestroom requirement for hotel) x 404 guestrooms; 29 parking spaces = (one parking space/100 sf required for restaurant) x 2,900 sf; three parking spaces = (one parking space/1,000 sf required for restaurant employees) x 2,900 sf.



south and west, with views of the Santa Cruz Mountains. The exterior of the L shape, fronting onto Old Bayshore Highway, would include views of the Bay. The base of the building would have a detailed, textured façade, with decorative screening elements on the parking levels that would be partially open for natural ventilation. An aluminum sunshade would cover a portion of the east elevation, extending from above the building parapet to the top of the third level. Similar sunshades would continue horizontally over the vehicular arrival court and street frontage of the proposed restaurant building.

During Project construction, a total of 10 trees, with a diameter at breast height (dbh) ranging from 25 to 126 inches, would be removed. However, the Project would increase the landscaped area, compared with current conditions, by providing a total of 89 trees throughout the Project site. The Project proposes approximately 32,126 square feet (sf) of landscaping on three different levels of the hotel. The ground floor would have a succulent garden, ornamental grass bands, sycamore street trees, a Monterey cypress pine grove, bay trail along Mills Creek, and landscaped berms with native/beneficial plants for local wildlife species. Figure 5 shows the landscape plan for the ground floor. The third-level pool deck/outdoor lounge would provide a trellis with vines, a green vegetated wall with hedges, planter pots, ornamental trees, and a bamboo screen. The rooftop bar and terrace on the 11<sup>th</sup> level would have a bamboo screen, citrus trees, planter pots, and a sensory garden with herbs.

## Exterior Lighting

Lighting would be designed to meet the requirements of Burlingame Municipal Code Section 18.16.030 to prevent light spillage offsite and comply with the City of Burlingame Exterior Illumination Ordinance.

## Utilities

The Burlingame Public Works Department provides water and wastewater service at the Project site. Existing sewer lines, storm drains, and water lines are located on Mahler Road and Old Bayshore Highway. The hotel, parking garage, and restaurant would tie into the existing utility lines.

The Project proposes to construct new onsite utilities, including sewer, water, storm drain, gas, electric, cable, and telephone, to serve the buildings. A water line for fire protection services, new fire hydrants, a new storm drain, and an underground best management practice (BMP) rain-harvesting storm drainage system are proposed. These new utilities would be in the proposed emergency access area. Trench drains would be installed at the four driveways (i.e., at the hotel entrance, parking garage entrance, loading dock, and EVA) to prevent onsite flows from leaving the Project site. The roof surface of the hotel, parking structure, and restaurant would include drains that would be routed to a pre-treatment continuous deflection separator unit with a direct connection to the underground rain-harvesting system.

With the rain-harvesting system, stormwater runoff would be captured and detained, then used to irrigate the landscaped areas and proposed turf block system for the EVA lane along the west side of the Project site. The proposed turf block system would be a self-treating area, as defined in Provision C.3, Stormwater Technical Guidance, of the Municipal Regional Stormwater Permit. The self-treating area would not receive runoff from other impervious areas on the site. Any storm runoff would be discharged to the storm drain in Old Bayshore Highway. All onsite utilities would be designed in accordance with applicable codes from authorities with jurisdiction over the Project and in accordance with current engineering practices.



**Figure 5**  
**1499 Bayshore Highway Project Preliminary Landscape Plan**  
**1499 Bayshore Highway Project**

Overall, the Project would increase the area of pervious surfaces. Out of the 2.19 acres (95,400 sf) at the Project site, approximately 0.22 acre (9,600 sf) is pervious. The Project would increase the area of pervious surfaces to approximately 0.63 acre (27,600 sf) by adding landscaped areas and pervious paving for the EVA lane.

## Employment

The three new buildings (hotel, parking structure, and restaurant) would generate the need for employees. The Project would generate a total of 70 new employees. It is expected that a maximum of 40 employees would be present at the Project site at any one time.

## Construction

The proposed construction methods are considered conceptual and subject to review and approval by the City of Burlingame. For the purposes of this environmental document, the analysis considers the construction plan described subsequently.

### Construction Schedule and Phasing

The Project would consist of six construction phases, which may occur at the same time or overlap. Table 1-3 identifies the six different construction phases; the start and end dates for the phases; and the number of work days required for each of the phases. As shown in Table 1-3, construction is expected to conclude in August 2021, lasting approximately 826 work days. The longest construction phase, the Interior Fit Out phase, would last approximately 341 work days.

During the Excavations and Foundations phase, the Project site would be raised to 11 feet above mean sea level (msl).

**Table 1-3. Construction Schedule and Duration**

Phase	Start Date	End Date	Number of Work Days
Demolition	10/14/2019	12/03/2019	50
Excavation and Foundations	12/09/2019	03/18/2020	100
Superstructure	03/23/2020	07/26/2020	125
Façade	07/27/2020	12/04/2020	130
Interior Fit Out	08/13/2020	07/20/2021	341
Site Improvements	10/02/2020	08/27/2021	80
			<b>Total = 826</b>

Construction would occur during the hours allowed by the Burlingame Municipal Code, Section 18.07.110, specifically:

- Weekdays: 7:00 a.m.–7:00 p.m.
- Saturdays: 9:00 a.m.–6:00 p.m.
- Sunday and Holidays: 10:00 a.m.–6:00 p.m.

## Construction Spoils and Debris

The Project would require demolition of the two existing two-story office buildings, utilities, paving, and landscaping on the Project site. The Project would generate 20,000 cubic yards of building debris, approximately 60 percent of which would be recycled. Construction of the Project would require disposal of these materials at a permitted landfill. All soil and debris, including contaminated soil, would be off-hauled to the Coyote area of San José, the West Livermore disposal site, or a similar facility. The haul trucks would access the site by traveling down Old Bayshore Highway from Broadway, turning left on Mahler Road, then turning left to the site. The haul trucks would exit the site by turning right on Mahler Road, turning right on Old Bayshore Highway, then heading back to US 101. The West Livermore disposal site is 47 miles from the Project site. Haul trucks would be required to make approximately 1,000 one-way trips to dispose of demolition materials.

The Project would require soil excavation, extending to depths of two feet or less. This would generate approximately 2,799 cubic yards of excavated material, which would be used as backfill or grading material in landscaped areas within the Project site. An additional 4,436 cubic yards of fill material would be imported. The new and reused fill material would elevate the site to 11.1 feet above msl. Haul trucks would be required to make approximately 1,250 one-way trips.

The Project would implement the following BMPs related to building and demolition materials.

- Use at least 10 percent local building materials
- Recycle at least 50 percent of construction waste or demolition materials

## Construction Equipment and Staging

Typical equipment would be used during Project construction, including excavators, backhoes, dump trucks, semi-trucks, concrete trucks, pile rigs, and cranes. At a minimum, the Project would use alternative-fueled (e.g., biodiesel, electric) construction vehicles/equipment in at least 15 percent of the fleet. Potential construction laydown and staging areas would be located primarily within the Project site. In addition, adjacent sidewalks and streets would intermittently be used during construction.

## Construction Employment

The size of the construction workforce would vary during the different phases of construction. The average number of construction workers per day would be approximately 200, and the maximum number of construction workers on a peak day would be approximately 300, which would occur during the Interior Fit Out phase.

## Project Approvals

Table 1-1 identifies the approvals required by the Project.

## Section 2

# Environmental Factors Potentially Affected

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The 1499 Bayshore Highway Project could result in one or more of the following environmental effects:

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

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\* An analysis of wildfire is required only if a project site is in or near state responsibility areas or lands that have been classified as Very High Fire Hazard Severity Zones. Because the Project site is urbanized and not in one of these areas, an analysis of this topic is not included in this document.

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### **Determination** (to be completed by the Lead Agency).

On the basis of this initial evaluation:

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

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Kevin Gardiner, Community Development Director  
City of Burlingame

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Date

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## Section 3

# Evaluation of Environmental Impacts

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This section identifies the environmental impacts of the 1499 Bayshore Highway Project (Project) by answering questions from Appendix G of the California Environmental Quality Act (CEQA) Guidelines, the Environmental Checklist Form. The environmental issues evaluated in this chapter include:

- Aesthetics
- Air Quality
- Cultural Resources
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Mineral Resources
- Population and Housing
- Recreation
- Tribal Cultural Resources
- Mandatory Findings of Significance
- Agricultural Resources
- Biology
- Geology
- Hazards and Hazardous Materials
- Land Use/Planning
- Noise
- Public Services
- Transportation/Traffic
- Utilities and Service Systems

The analysis in this document considers all phases of Project planning, construction, implementation, and operation. Pursuant to Section 15063(d) of the CEQA Guidelines, the document identifies the Project's environmental setting and discusses its environmental effects. For each impact identified, a level of significance is determined using the following classifications:

- **Potentially Significant Impact** is appropriate if there is substantial evidence that an effect is significant or the established threshold has been exceeded. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) may be required.
- **Less than Significant with Mitigation Incorporated** applies where the incorporation of mitigation measures would reduce an effect from Potentially Significant Impact to Less-than-Significant Impact. Mitigation measures are prescribed to reduce the effect to a less-than-significant level.
- **Less than Significant** applies when the Project would affect or be affected by the environment, but based on sources cited in the report, the impact would not have an adverse effect and would not exceed the established thresholds.
- **No Impact** denotes situations in which there is no adverse effect on the environment. Referenced sources show that the impact does not apply to the Project.
- **Not a CEQA Impact** applies to impacts related to the environment that would affect the Project. Pursuant to the recent Supreme Court case decision in the *California Building Industry Association (CBIA) vs. Bay Area Air Quality Management District (BAAQMD)* case, CEQA does not require an analysis of how the existing environmental conditions would affect a Project's residents or users unless the Project would exacerbate those conditions. Therefore, when discussing impacts of the environment on the Project, the analysis first determines if there is potential for the Project to exacerbate the issue. If evidence indicates that it would not, then the analysis concludes by stating such. If it could exacerbate the issue, then evidence is provided to determine if the exacerbation would or would not be significant.

<b>I. AESTHETICS</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less-than- Significant Impact</b>	<b>No Impact</b>
Would the Project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. 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 that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Setting

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

The Project site is in the northeast portion of the city and within 100 feet of the Bay. The visual and urban character within the relatively flat Bayfront area is influenced by both the visually attractive landscape along the Bay and the mix of manmade elements, including industrial, office, and recreational uses. East of the Project site, across Old Bayshore Highway, is the City of Burlingame Shorebird Sanctuary (Shorebird Sanctuary) and a segment of the San Francisco Bay Trail (Bay Trail). South of the Project site is Mills Creek. Beyond the creek, to the south, is a single-story industrial building. Utility poles and wires run along the southern perimeter of the Project site, immediately adjacent to Mills Creek. Single-story commercial buildings and a school are north of the Project site, along Mahler Road.

The Shorebird Sanctuary is at the mouth of Mills Creek and adjacent to a restaurant (Benihana). Although the Shorebird Sanctuary provides habitat for 10 to 15 species of migratory birds,<sup>5</sup> it also affords panoramic views of the Bay, the East Bay Hills, and San Francisco International Airport. A portion of the Bay Trail runs through the Shorebird Sanctuary. The Bay Trail, on the perimeter of San Francisco and San Pablo Bays, is a series of existing and planned regional hiking and bicycle trails that will eventually connect. This segment of the Bay Trail includes a paved path with benches, trash receptacles, signage, and landscaping. A bridge for bicycle and pedestrian use spans the mouth of Mills Creek.

The Project site is on a flat, urbanized parcel with two office and commercial buildings (8,000 gross square feet [gsf] and 37,000 gsf) that were constructed in 1960. Minimal landscape vegetation exists at the site in areas adjacent to the sidewalk off Mahler Road and in front of the entrance to one of the onsite

<sup>5</sup> City of Burlingame. 2018. *Parks & Amenities*. Available: [https://www.burlingame.org/parksandrec/facilities/parks\\_and\\_playgrounds/index.php](https://www.burlingame.org/parksandrec/facilities/parks_and_playgrounds/index.php). Accessed: March 30, 2018.



commercial buildings. Some ornamental trees are scattered throughout the site. The Project site also includes a parking lot with approximately 118 parking spaces for the two buildings. Access to the site is provided from two driveways on Mahler Road.

Figure 6 provides photos of existing conditions at the Project site.

## Discussion

### *a) Have a substantial adverse effect on a scenic vista?*

**Less than Significant.** According to the Burlingame General Plan (Open Space Element, Policy OS[C]), important vistas include the hillside leading to Skyline Ridge, as seen from the Bay plain, and the Bay, as seen from the hillside. In the vicinity of the Project site, views of the Santa Cruz Mountains and Skyline Ridge (collectively referred to as “the hillsides”) are visible when facing west on the Bay Trail. However, the hillsides are viewed mainly through channelized view corridors, between the buildings and vegetation that front Old Bayshore Highway. The proposed buildings would partially block views of the hillsides, as seen from the Bay Trail and the Shorebird Sanctuary, because of the increase in height, bulk, and massing. However, the size and scale of existing hotels in the Bayfront area would be similar to the size and scale of the Project’s proposed structures. The new height and bulk associated with the Project would not contribute to significant additional blockage of views to the hillsides. As such, although height and massing would increase, this would affect an insignificant part of the overall view available from the Bay Trail.

The higher elevations of Burlingame provide vistas of the city, the Bay, and the East Bay Hills when looking east. The heights of the proposed buildings would not substantially affect these vistas because of the distance between the viewers and the Project site; the superior position of the viewers (i.e., at a higher elevation), relative to the Project site; the built-out urban nature of the city; and the vast expanse of the Bay views. The proposed structures would be a minor element of the views from higher elevations in the city. Therefore, the Project would have a ***less-than-significant*** impact on views of the Bay, as seen from the hillsides.

### *b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

**No Impact.** The Project site is not adjacent to or in view of a designated state scenic highway or corridor. The closest designated scenic highway is Interstate (I) 280, which is approximately 2.5 miles to the west. The Project site cannot be seen from any portion of I-280. Therefore, ***no impacts*** related to scenic resources within a state scenic highway corridor would occur.

### *c) Conflict with applicable zoning and other regulations governing scenic quality?*

**Less than Significant.** For the purposes of this analysis, substantial degradation of the existing visual character or quality of the Project site would occur if the Project were to introduce a new visible element that would be inconsistent with the overall quality, scale, and character of surrounding development. As described previously, the Project site is developed with two office and commercial buildings, a surface parking lot, and minimal landscaping. As such, the site does not



**Figure 6**  
**Existing Project Site Conditions**  
 1499 Bayshore Highway Project



currently represent a visually significant area. The Project site is close to the Bay; however, it is separated from the Bay and the Shorebird Sanctuary by Old Bayshore Highway and existing development. Although the upper reaches of Mills Creek are considered a visual amenity in the Burlingame General Plan, Open Space Element, the lower reaches are not because of the developed nature of the surroundings and the utility poles and wires that run parallel to the creek. Therefore, the portion of Mills Creek adjacent to and south of the Project site is not representative of a visually significant feature.

With implementation of the Project, the site would be developed with a hotel, an attached parking structure, and a restaurant building. The 136-foot-tall hotel building would be an L-shaped design. The base of the building would have a detailed, textured façade, with decorative screening elements on the parking levels that would be partially open for natural ventilation. An aluminum sunshade would cover a portion of the east elevation, extending from above the building parapet to the top of the third level. Similar sunshades would continue horizontally over the vehicular arrival court and the street frontage of the proposed restaurant building. The Project would result in a substantial increase in building mass and height, which would alter the visual character of the area. However, this change in visual character has been encouraged by the City of Burlingame (City) through policies and design guidelines in the Bayfront Specific Plan.

During Project construction, a total of 10 trees, with a diameter at breast height (dbh) ranging from 25 to 126 inches, would be removed. However, the Project would increase the amount of landscaped area, compared with current conditions, by providing a total of 89 trees throughout the Project site. The Project proposes approximately 32,126 square feet (sf) of landscaping on three different levels of the hotel building. The ground floor would have a succulent garden, ornamental grass bands, sycamore street trees, a Monterey cypress pine grove, and a 6-foot-tall perimeter fence with hedges.

Although the Project would substantially increase onsite building height, massing, and bulk, the Project would not have a significant impact on visual character. Currently, the area consists of a variety of buildings that range from older low-rise office and industrial buildings to newer multi-story office and hotel buildings. Although the proposed hotel building would be taller than the surrounding development, it would replace existing site features with enhanced landscaping and structures that would complement the surrounding buildings. The proposed development would increase unity with surrounding development by creating new landscaped areas and buildings that would reflect similar architectural designs.

Consistent with Burlingame Municipal Code Section 25.43.052, the Planning Commission would review the Project for consistency with the exterior building design guidelines in the Bayfront Specific Plan for the Inner Bayshore subarea. In particular, the proposed architecture and landscaping would be reviewed for compatibility with respect to the materials used in existing development, the location and use of plant materials, and the transitions where changes in land use occur. Adherence to Bayfront Specific Plan design guidelines, Specific Plan Goals B and F, and Policies B-1 through B-4 and F-1 through F-5 (see Section X, *Land Use and Planning*) would ensure that the Project would not result in substantial degradation of the existing visual character or quality of the Project site and its surroundings. The Project would comply with the City's design review process and landscaping standards to ensure that it would be visually compatible with the character of the surrounding area. Therefore, the Project would not conflict with applicable zoning and other regulations governing scenic quality, and the impact would be considered ***less than significant***.

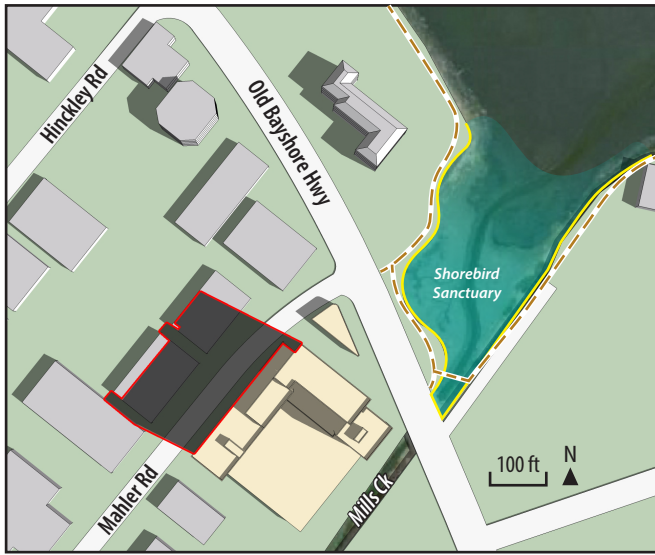
Although a shadow analysis is not required under CEQA, it is included here for informational purposes. Significant shading of public open spaces could be considered an impact if new shadows were to change the usability or comfort of a space. Recreational fields, pathways, plazas, and courtyards that are open to the public could be affected by new shadows. Within the Project vicinity, the Bay Trail, which is across Old Bayshore Highway and to the east, is the closest public area that could be affected by shadows.

Shadow simulations have been created for critical periods of the day (i.e., March 21 [spring equinox], June 21 [summer solstice], September 21 [fall equinox], and December 21 [winter solstice]) to depict the maximum and minimum shadows cast by Project buildings. Because shadow impacts are most noticeable during the day between 9:00 a.m. and 5:00 p.m., the simulations include those times, as presented in Figures 7a through 7d. As shown, the proposed hotel building would cast shadows on the Bay Trail and the Shorebird Sanctuary year-round in mid- to late afternoon. However, the shadows would be on only a small portion of the Bay Trail. Users of this segment of the Bay Trail, cyclists and pedestrians, would be shaded only briefly as they pass through. The Project would not substantially alter shadow conditions on the Bay Trail.

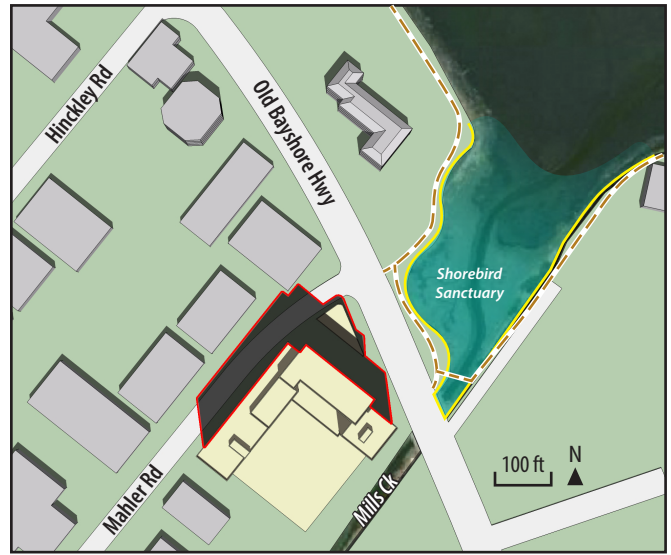
**d) *Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?***

**Less than Significant.** The Project site is currently developed and urbanized. Streetlights, exterior commercial lighting, and vehicular lights exist in the surrounding area and along adjacent corridors, particularly Old Bayshore Highway and U.S. Highway 101 (US 101). The new buildings would contribute additional sources of light; however, exterior lighting would be designed and installed to comply with existing regulations to reduce light pollution. The exterior lighting fixtures for the Project would be required to comply with the California Building Standards Code (Title 24, Building Energy Efficiency Standards), which requires new lighting fixtures to reduce the lateral spreading of light to surrounding uses. This is consistent with Burlingame Municipal Code Section 18.16.030, which requires all new exterior lighting for commercial developments to 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 general, the light footprint would not extend beyond the periphery of each property.

Glass surfaces on the proposed structures would increase reflected sunlight, ambient light, and glare compared with existing conditions. However, as described above, the new exterior lighting for the Project would be designed to minimize light and glare, per existing regulations. Thus, impacts due to light and glare would be ***less than significant***.



9:00 am



12 noon



3:00 pm



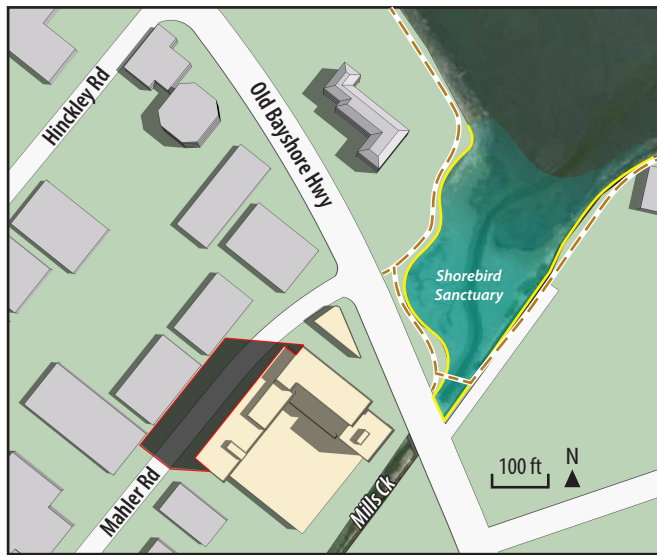
5:00 pm

#### Legend

- Proposed Project (model based on project plans)
- Shadow from Proposed Project
- Existing Buildings (approximate shapes and heights)
- Shadows from Existing Buildings

- Shorebird Sanctuary
- Bay Trail

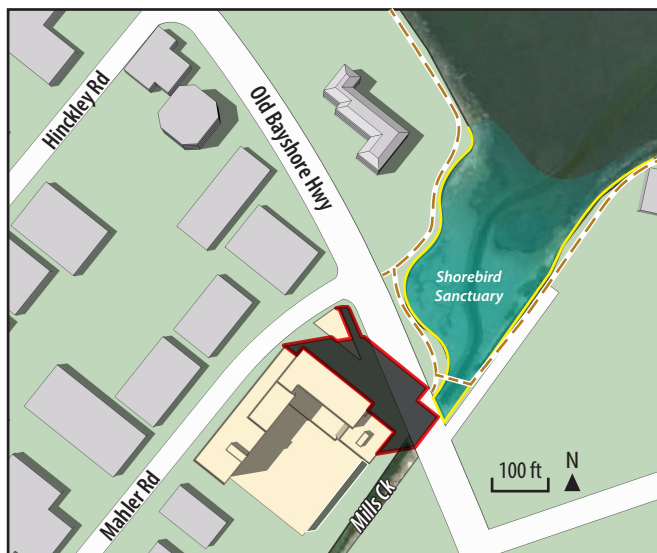
**Figure 7a**  
**Shadows on March 21 (Spring Equinox)**  
 1499 Bayshore Highway Project



9:00 am



12 noon



3:00 pm



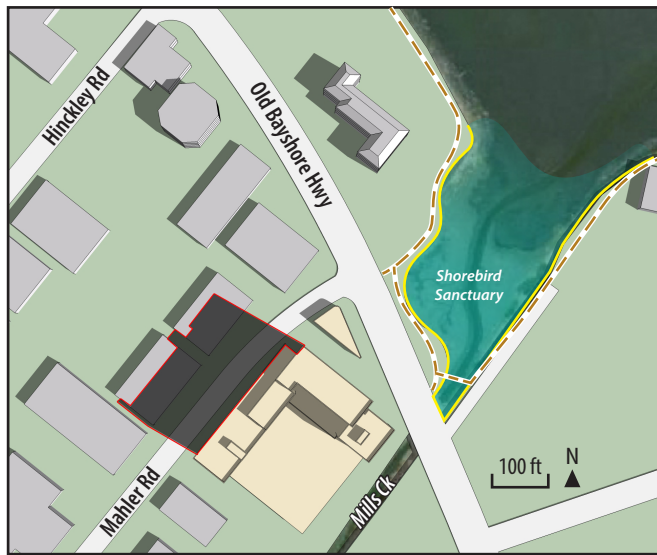
5:00 pm

#### Legend

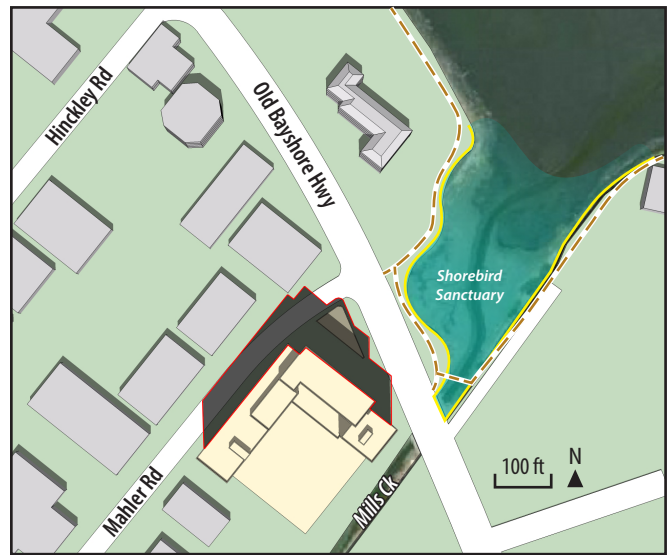
- Proposed Project (model based on project plans)
- Shadow from Proposed Project
- Existing Buildings (approximate shapes and heights)
- Shadows from Existing Buildings

- Shorebird Sanctuary
- Bay Trail

**Figure 7b**  
**Shadows on June 21 (Summer Solstice)**  
 1499 Bayshore Highway Project



9:00 am



12 noon



3:00 pm



5:00 pm

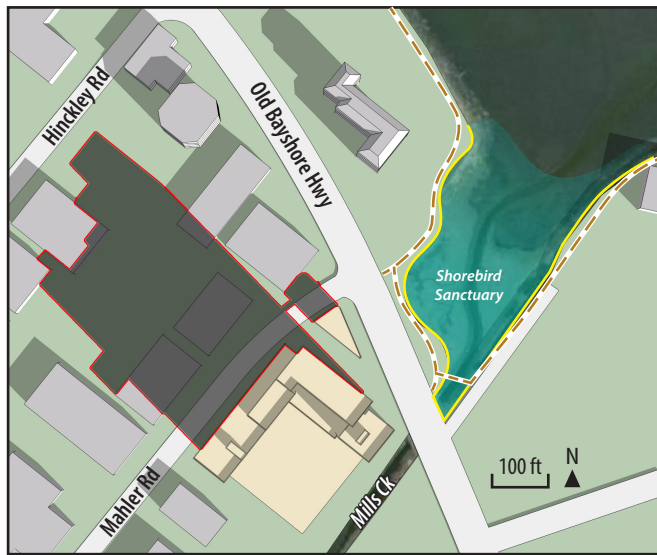
#### Legend

- Proposed Project (model based on project plans)
- Shadow from Proposed Project
- Existing Buildings (approximate shapes and heights)
- Shadows from Existing Buildings

- Shorebird Sanctuary
- Bay Trail

**Figure 7c**  
**Shadows on September 21 (Fall Equinox)**  
 1499 Bayshore Highway Project

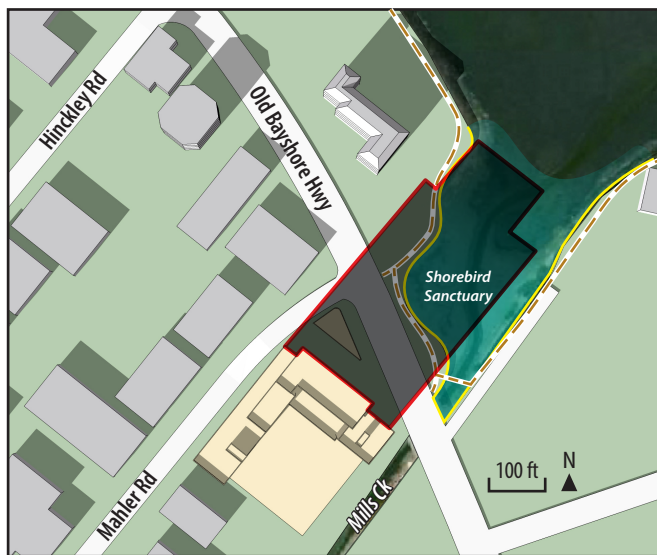




9:00 am



12 noon



3:00 pm



5:00 pm (no shadows from sun after 4:55 pm sunset)

#### Legend

- Proposed Project (model based on project plans)
- Shadow from Proposed Project
- Existing Buildings (approximate shapes and heights)
- Shadows from Existing Buildings

- Shorebird Sanctuary
- Bay Trail

**Figure 7d**  
**Shadows on December 21 (Winter Solstice)**  
 1499 Bayshore Highway Project



II. AGRICULTURAL AND FORESTRY RESOURCES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.				
Would the Project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in a loss of forestland or conversion of forestland 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 that, because of their location or nature, could result in the conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Setting

The Project site is fully developed with two office buildings and a surface parking lot. The U.S. Department of Agriculture, Natural Resources Conservation Service, soil map identifies the Project site as Urban Land.<sup>6</sup> The California Department of Conservation 2016 map of Important Farmland identifies the city of Burlingame, including the Project site, as Urban and Built-up Land.<sup>7</sup>

<sup>6</sup> U.S. Department of Agriculture. 2018. *Web Soil Survey*. Natural Resources Conservation Service Available: <https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>. Accessed: April 30, 2018.

<sup>7</sup> California Department of Conservation. 2016. *San Mateo County Important Farmland 2016*. Division of Land Resource Protection. Available: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/smt16.pdf>. Accessed: April 30, 2018.

## 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 a non-agricultural use?*

**No Impact.** The Project site is on land mapped as Urban and Built-up Land by the California Department of Conservation California.<sup>8</sup> No Important Farmland exists at the Project site. There is no potential for the Project to convert Important Farmland to nonagricultural use, and accordingly, there would be **no impact**.

- b) *Conflict with existing zoning for agricultural use or a Williamson Act contract?*

**No Impact.** Because no agricultural land exists at the Project site, no parcels of farmland that are under a Williamson Act or Farmland Security Zone contract can exist at the Project site.<sup>9</sup> The site is not zoned for agricultural use.<sup>10</sup> Therefore, Project construction would not result in a conflict with existing zoning for agricultural use or a Williamson Act contract, and accordingly, there would be **no impact**.

- c) *Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*

**No Impact.** The site is not zoned for forestland, timberland, or Timberland Production.<sup>11</sup> Therefore, Project construction would not result in a conflict with zoning for such land, and accordingly, there would be **no impact**.

- d) *Result in the loss of forestland or conversion of forestland to non-forest use?*

**No Impact.** No forestland, timberland, or Timberland Production zone exists at the Project site.<sup>12</sup> Therefore, construction at the Project site would not result in the loss of forestland or conversion of forestland to nonforest use. Accordingly, there would be **no impact**.

- e) *Involve other changes in the existing environment that, because of their location or nature, could result in the conversion of Farmland to non-agricultural use or conversion of forestland to nonforest use?*

**No Impact.** Other changes in the existing environment that, because of their location or nature, could result in the conversion of Farmland to non-agricultural use or conversion of forestland to nonforest use could include actions that would affect livestock on Farmland of Local Importance or actions that would affect forest health. Because there is no livestock present at the Project site, there would be no impact related to the conversion of Important Farmland to nonagricultural use. Because there is no forestland at the Project site, there would be **no impact** related to the conversion of forestland to nonforest use.

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<sup>8</sup> Ibid.

<sup>9</sup> California Department of Conservation. 2016. *San Mateo County Important Farmland 2016*. Division of Land Resource Protection. Available: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/smt16.pdf>. Accessed: April 30, 2018.

<sup>10</sup> City of Burlingame. 2016. *Burlingame General Plan, Zoning*. Draft 1. June. Available: [https://www.burlingame.org/document\\_center/Zoning/Citywide%20Zoning%20Map%20ZoningMap-Burlingame.pdf](https://www.burlingame.org/document_center/Zoning/Citywide%20Zoning%20Map%20ZoningMap-Burlingame.pdf). Accessed: March 19, 2018.

<sup>11</sup> Ibid.

<sup>12</sup> Ibid.

**III. AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Setting

The Project site is in the city of Burlingame in San Mateo County, which is within the San Francisco Bay Area Air Basin (SFBAAB). Concentrations of ozone, carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide, lead, and particulate matter (PM<sub>10</sub> [particulate matter no more than 10 microns in diameter] and PM<sub>2.5</sub> [particulate matter no more than 2.5 microns in diameter]) are commonly used as indicators of ambient air quality conditions. These pollutants are known as criteria pollutants and regulated by the U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB) through national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS), respectively. The NAAQS and CAAQS limit criteria pollutant concentrations to protect human health and prevent environmental and property damage. Other pollutants of concern in the Project area are nitrogen oxides (NO<sub>x</sub>) and reactive organic gases (ROGs), which are precursors to ozone, and toxic air contaminants (TACs), which can cause cancer and other human health concerns.

Criteria pollutant concentrations in San Mateo County and the SFBAAB are measured at several monitoring stations. The nearest station to the Project site is the Redwood City station, which is approximately 12 miles southeast of the site. However, PM<sub>10</sub> is not measured at the Redwood City station; therefore, data from the nearest station (San Francisco-Arkansas Street) that monitors for PM<sub>10</sub> have been collected as well. Monitoring data in Table 3-1 show that the monitoring stations near the Project site experienced no violations of CO, NO<sub>2</sub>, and national PM<sub>10</sub> standards between 2015 and 2017. There were two violations of the state 24-hour PM<sub>10</sub> standard and six violations of the state and national 24-hour PM<sub>2.5</sub> standard in 2017. In addition, there were two violations of the state 1-hour ozone standard in 2017 as well as one violation of the state and national 8-hour ozone standard in 2015 and

**Table 3-1. Ambient Air Quality Monitoring Data<sup>13</sup>**

<b>Pollutant and Standard</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Ozone (O<sub>3</sub>)</b>			
Maximum concentration 1-hour period	0.086	0.075	0.115
Maximum concentration 8-hour period	0.071	0.061	0.087
Fourth highest concentration 8-hour period	0.059	0.056	0.056
Days state 1-hour standard exceeded (0.09 ppm) <sup>a</sup>	0	0	2
Days state 8-hour standard exceeded (0.070 ppm) <sup>a</sup>	1	0	2
Days national 8-hour standard exceeded (0.070 ppm) <sup>a</sup>	1	0	2
<b>Suspended Particulates (PM<sub>10</sub>)</b>			
Maximum state 24-hour concentration	47.0	29.0	77.0
Maximum national 24-hour concentration	44.7	35.7	75.9
Annual average concentration	9.8	8.8	11.0
Days national standard exceeded (expected) (35 µg/m <sup>3</sup> ) <sup>a</sup>	0	0	0
<b>Carbon Monoxide</b>			
Maximum 8-hour concentration	1.6	1.1	1.4
Maximum 1-hour concentration	3.4	2.2	2.8
Number of days standard exceeded <sup>a</sup>			
NAAQS 8-hour standard (≥ 9 ppm)	0	0	0
CAAQS 8-hour standard (≥ 9.0 ppm)	0	0	0
NAAQS 1-hour standard (≥ 35 ppm)	0	0	0
<b>Suspended Particulates (PM<sub>2.5</sub>)</b>			
Maximum state 24-hour concentration <sup>b</sup>	34.6	19.5	60.8
Maximum national 24-hour concentration <sup>c</sup>	34.6	19.5	60.8
Annual average concentration <sup>d</sup>	5.7	8.3	9.0
Days national standard exceeded (35 µg/m <sup>3</sup> ) <sup>a</sup>	0	0	6
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>			
Maximum 1-hour concentration	0.047	0.045	0.067
Annual average concentration	0.010	0.009	0.010
Days exceeding state standard (0.18 ppm) <sup>a</sup>	0	0	0
Days exceeding national standard (0.100 ppm) <sup>a, e</sup>	0	0	0

Sources: California Air Resources Board 2018; U.S. Environmental Protection Agency 2018a.

Notes: CAAQS = California ambient air quality standards; NAAQS = national ambient air quality standards; ppm = parts per million; µg/m<sup>3</sup> = micrograms per cubic meter

<sup>a</sup>. An exceedance is not necessarily a violation.

<sup>b</sup>. State statistics are based on local conditions data. In addition, state statistics are based on California-approved samplers.

<sup>c</sup>. National statistics are based on standard conditions data. In addition, national statistics are based on samplers, using federal reference or equivalent methods.

<sup>d</sup>. State criteria for ensuring that the data are adequate for calculating valid annual averages are more stringent than the national criteria.

<sup>e</sup>. Mathematical estimate of how many days the concentrations would have been measured as higher than the level of the standard had each day been monitored. Values have been truncated.

<sup>13</sup> California Air Resources Board. 2018. *iADAM: Air Quality Data Statistics*. Top 4 Summary. Available: <https://www.arb.ca.gov/adam/topfour/topfour1.php>. Accessed: July 18, 2018.  
U.S. Environmental Protection Agency. 2018a. *Monitor Values Report*. Available: <https://www.epa.gov/outdoor-air-quality-data/monitor-values-report>. Accessed: March 30, 2018.

two violations in 2017.<sup>14</sup> San Mateo County is currently classified as a non-attainment area for the federal and state ozone and PM<sub>2.5</sub> standards, a non-attainment area for the state PM<sub>10</sub> standard, and a maintenance area for the federal CO standard.<sup>15, 16</sup>

Sensitive receptors are typically defined as facilities that attract children, the elderly, people with illnesses, or others who are sensitive to the effects of air pollution. Examples of sensitive receptors include residences, hospitals, schools, parks, and places of worship. Sensitive land uses in the vicinity of the Project site include The Avalon Academy, a private school 60 feet northwest of the Project site.

## Regulatory Setting

BAAQMD is responsible for ensuring that the NAAQS and CAAQS are met within the SFBAAB. BAAQMD manages air quality through a comprehensive program that includes long-term planning, regulations, incentives for technical innovation, education, and community outreach. The 2017 Clean Air Plan, approved by BAAQMD on April 19, 2017, provides an integrated strategy to reduce ozone, particulate matter, TACs, and greenhouse gas (GHG) emissions in a manner that is consistent with federal and state air quality programs and regulations.

BAAQMD's CEQA Guidelines provide guidance for evaluating project-level air quality impacts. The guidelines also contain thresholds of significance for ozone, CO, PM<sub>2.5</sub>, PM<sub>10</sub>, TACs, and odors.<sup>17</sup> As stated in Appendix G of the State CEQA Guidelines, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make checklist determinations. BAAQMD's proposed thresholds are supported by substantial evidence and well grounded in air quality regulation, scientific evidence, and scientific reasoning concerning air quality and GHG emissions. BAAQMD's Justification Report, found in Appendix D of BAAQMD's May 2017 CEQA Guidelines, explains the agency's reasoning and provides substantial evidence for developing and adopting its thresholds.<sup>18</sup> Accordingly, BAAQMD's thresholds, as outlined in its CEQA Guidelines and summarized in Table 3-2, are used to evaluate the significance of air quality impacts associated with the Project.

## Criteria Air Pollutants

The significance thresholds, as shown in Table 3-2, for criteria pollutants (ROGs, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>) are based on the stationary-source emissions limits of the federal Clean Air Act and BAAQMD Regulation 2, Rule 2. The federal New Source Review program, created by the federal Clean Air Act, set the emissions limits to ensure that stationary sources of air pollution are constructed in a manner that is consistent with attainment of the NAAQS. Similarly, to ensure that new stationary sources do not cause or contribute to a violation of an NAAQS, BAAQMD Regulation 2, Rule 2, requires any new source that

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<sup>14</sup> California Air Resources Board. 2018. *iADAM: Air Quality Data Statistics*. Top 4 Summary. Available: <https://www.arb.ca.gov/adam/topfour/topfour1.php>. Accessed: July 18, 2018.

<sup>15</sup> California Air Resources Board. 2017. *Area Designation Maps/State and National*. October. Available: <http://www.arb.ca.gov/desig/adm/adm.htm>. Accessed: March 30, 2018.

<sup>16</sup> U.S. Environmental Protection Agency. 2018b. *Nonattainment Areas for Criteria Pollutants*. Last revised: February 28. Available: <https://www.epa.gov/green-book>. Accessed March 6, 2018.

<sup>17</sup> Bay Area Air Quality Management District. 2017. *California Environmental Quality Act Air Quality Guidelines*. May. 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).

<sup>18</sup> Ibid.

**Table 3-2. Bay Area Air Quality Management District Thresholds of Significance**

<b>Pollutant</b>	<b>Construction</b>	<b>Operations</b>
ROGs	54 pounds/day	54 pounds/day or 10 tons/year
NO <sub>x</sub>	54 pounds/day	54 pounds/day or 10 tons/year
CO	—	Violation of CAAQS
PM <sub>10</sub> (exhaust)	82 pounds/day	82 pounds/day or 15 tons/year
PM <sub>2.5</sub> (exhaust)	54 pounds/day	54 pounds/day or 10 tons/year
PM <sub>10</sub> /PM <sub>2.5</sub> (dust)	Best management practices	—
TACs (project level)	Increased cancer risk of 10 in 1 million, increased non-cancer risk more than 1.0 (hazard index), PM <sub>2.5</sub> increase more than 0.3 microgram per cubic meter	Same as construction
TACs (cumulative)	Increased cancer risk of 100 in 1 million, increased non-cancer risk more than 10.0, PM <sub>2.5</sub> increase more than 0.8 microgram per cubic meter at receptors within 1,000 feet	Same as construction
Odors	—	Five complaints per year, averaged over 3 years

Source: Bay Area Air Quality Management District 2017.  
Notes: CAAQS = California ambient air quality standards; CO = carbon monoxide; NO<sub>x</sub> = nitrogen oxide; PM 2.5 = particulate matter no more than 2.5 microns in diameter; PM<sub>10</sub> = particulate matter no more than 10 microns in diameter; ROGs = reactive organic gases; TACs = toxic air contaminants

emits criteria air pollutants, above specified emissions limits, to offset those emissions. Although the emission limits are adopted in the regulation to control stationary-source emissions, the amount of emissions is the key determining factor, regardless of source, when addressing public health impacts of regional criteria pollutants. Thus, the emission limits are appropriate for the evaluation of land use development and construction activities as well as stationary sources. Those projects that would result in emissions that would be below the thresholds would not be considered projects that would contribute to an existing or projected air quality violation or result in a considerable net increase in criteria pollutant emissions. The federal New Source Review emissions limits and BAAQMD's offset limits are identified in the regulation on an annual basis (in tons per year). For construction activities, the limits are converted to average daily emissions (in pounds per day), as shown in Table 3-2, because of the short-term and intermittent nature of construction activities. If emissions would not exceed the average daily emission limits, the Project would not exceed the annual levels.

### Toxic Air Contaminants

Similar to the criteria pollutant thresholds, the health risk impact thresholds are based on the cancer and non-cancer risk limits for new and modified sources adopted in BAAQMD Regulation 2, Rule 5, and the EPA significant impact level for PM<sub>2.5</sub> emissions. The EPA significant impact level is a measure of whether a source may cause or contribute to a violation of the NAAQS. Health risks due to toxic emissions from construction, though temporary, can still result in substantial public health impacts because of increased cancer and non-cancer risks. Applying quantitative thresholds allows a rigorous standardized method to be used to determine when a construction project will cause a significant increase in cancer and non-cancer risks. The cumulative health risk thresholds are based on EPA guidance for conducting analyses of toxic air and making risk management decisions at the

facility and community level. The cumulative health risk thresholds are also consistent with the ambient cancer risk in the most pristine portions of the Bay Area and based on BAAQMD's recent regional modeling analysis as well as the non-cancer mandatory risk reduction levels for toxic-air hot spots.

For evaluation purposes, TACs are separated into carcinogens and non-carcinogens, based on the nature of the physiological effects associated with exposure to the pollutant. Carcinogens are assumed to have no safe threshold below which health impacts would not occur; cancer risk is expressed as excess cancer cases per 1 million exposed individuals, typically over a lifetime of exposure. Non-carcinogenic substances differ in that there is generally assumed to be a safe level of exposure, below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis. Acute and chronic exposure to non-carcinogens is expressed as a hazard index, which is the ratio of expected exposure levels to an acceptable reference exposure level.<sup>19</sup>

### Odors

The odor threshold is consistent with BAAQMD Regulation 7 for odorous substances and reflects the most stringent standards derived from the air district rule.

### Discussion

#### *a) Conflict with or obstruct implementation of the applicable air quality plan?*

**Less than Significant.** The state-mandated regional air quality plan is BAAQMD's Clean Air Plan. The Clean Air Plan includes 85 control measures to reduce air pollutant emissions in the Bay Area, either directly or indirectly. The control measures are divided into nine categories that include:

- Stationary sources
- Transportation
- Energy
- Buildings
- Agriculture
- Natural and working lands
- Waste management
- Water
- Super-GHG pollutants

A project is deemed inconsistent with air quality plans if it would increase regional population, employment, or vehicle miles traveled and exceed estimates used to develop applicable air quality plans. Projects that propose development that is consistent with the growth anticipated by the relevant land use plans (such as the Bayfront Specific Plan) are generally considered consistent with the 2017 Clean Air Plan. Likewise, projects that propose development that is less dense than that anticipated within a general plan (or other governing land use document) are considered consistent

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<sup>19</sup> Bay Area Air Quality Management District. 2017. *California Environmental Quality Act Air Quality Guidelines*. May. 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).

with the 2017 Clean Air Plan because emissions would be less than the level estimated for the region. The emissions strategies in the Clean Air Plan were based, in part, on regional population, housing, and employment projections prepared by the Association of Bay Area Governments.

As described in Section X, *Land Use and Planning*, the Project would be generally consistent with the goals and policies of the Bayfront Specific Plan. The Project would result in land uses (i.e., a hotel and restaurant) that would be consistent with the land uses permitted for the Inner Bayshore area under the Bayfront Specific Plan. Because the Project's land uses are accounted for in the Bayfront Specific Plan, the Project would be consistent with the growth anticipated in the plan. Overall, the Project would be consistent with the 2017 Clean Air Plan. Furthermore, because of the proximity of public transit, including Caltrain, SamTrans, and Bay Area Rapid Transit (BART), no significant increase in traffic is anticipated with Project implementation. The Project would not be inconsistent with the growth estimates for population, employment, or vehicle miles traveled used in the 2017 Clean Air Plan. This impact would be *less than significant*.

***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 ?***

**Construction**

**Less than Significant with Mitigation.** To assist lead agencies in determining whether a project would exceed the criteria air pollutant significance thresholds shown in Table 3-2, BAAQMD developed screening criteria as part of its CEQA Guidelines. In developing these thresholds, BAAQMD considered levels at which a project's emissions would be cumulatively considerable. As noted in its CEQA Guidelines:

In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts on the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is unnecessary.

Consequently, exceedances of project-level thresholds would be cumulatively considerable. If a project meets the screening criteria, then construction of the project would result in less-than-significant cumulative criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The CEQA Guidelines note that the screening levels are generally representative of new development on greenfield<sup>20</sup> sites, without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions.

The Project includes a hotel with 404 guestrooms and 2,900 gsf of restaurant uses. Table 3-3 presents BAAQMD's screening-level sizes for an applicable hotel and restaurant and compares them to the Project. As indicated in Table 3-3, the Project would be below BAAQMD's screening-level size for a hotel (544 rooms) and a high-turnover restaurant (277,000 gsf).

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<sup>20</sup> *Greenfield* refers to an agricultural site, forestland, or an undeveloped site that has been earmarked for commercial, residential, or industrial projects.



**Table 3-3. BAAQMD Construction Criteria Air Pollutant and Precursor Screening-Level Sizes**

Land Use Type	Proposed Project Size	Construction Criteria Pollutant Screening Size	Exceeds Construction Screening Size?
Hotel	404 rooms	554 rooms	No
High-turnover restaurant	2,900 gsf	277,000 gsf	No

Construction of the Project would include demolition of two onsite office and commercial buildings, totaling 45,000 gsf. According to BAAQMD's CEQA Guidelines, if a construction project involves demolition activities, construction-related emissions of criteria pollutants should be quantified and compared to the construction-related thresholds shown in Table 3-2. Therefore, the criteria pollutant emissions that would be generated during demolition of buildings and construction of the Project were quantified using the California Emissions Estimator Model (CalEEMod), version 2016.3.2.

CalEEMod was run with model default values for some construction parameters, such as the type of construction equipment and level of activity. The construction schedule (i.e., construction-phase start and end dates), the amount of material imported and exported, and the number of acres to be graded and paved at the Project site were provided by the Project applicant. The six phases of construction are 1) demolition, 2) excavation and foundation, 3) superstructure, 4) façade, 5) interior fit-out, and 6) site improvements. Estimated unmitigated construction emissions would be short term, occurring over approximately 26 months. Table 3-4 summarizes the results of the emissions modeling. Model outputs are provided in Appendix A.

**Table 3-4. Estimated Unmitigated Criteria Pollutant Emissions from Construction (pounds per day)**

Construction Year	ROGs	NO <sub>x</sub>	CO	PM10		PM2.5	
				Dust	Exhaust	Dust	Exhaust
2019 <sup>a</sup>	24	31	28	8	1	2	1
2020 <sup>b</sup>	24	6	23	8	< 1	2	< 1
2021 <sup>c</sup>	3	5	22	9	< 1	2	< 1
<i>BAAQMD Threshold</i>	<i>54</i>	<i>54</i>	<i>—</i>	<i>BMPs</i>	<i>82</i>	<i>BMPs</i>	<i>54</i>
<i>Exceed Threshold?</i>	<i>No</i>	<i>No</i>	<i>—</i>	<i>—</i>	<i>No</i>	<i>—</i>	<i>No</i>

a. Construction phases (excavation and foundations, superstructure, façade, and interior fit-out) overlap during 2019.

b. Construction phases (superstructure, façade, and interior fit-out) overlap during 2020.

c. Construction phases (interior fit-out and site improvements) overlap during 2021.

BAAQMD = Bay Area Air Quality Management District; BMPs = best management practices; CO = carbon monoxide; NO<sub>x</sub> = nitrogen oxide; PM2.5 = particulate matter no more than 2.5 microns in diameter; PM10 = particulate matter no more than 10 microns in diameter; ROG= reactive organic gases

As shown in Table 3-4, construction of the Project would not generate ROG, NO<sub>x</sub>, or particulate matter exhaust in excess of BAAQMD's numeric thresholds. BAAQMD's CEQA Guidelines consider fugitive dust impacts to be less than significant with application of best management practices (BMPs). If BMPs are not implemented, then the dust impacts would be potentially significant. Therefore, Mitigation Measure AQ-1 would be implemented, which includes BMPs to reduce fugitive dust. Mitigation Measure AQ-1 would reduce impacts from construction-related fugitive dust emissions, including any cumulative impacts, to ***less than significant with mitigation***.

## Operation

BAAQMD has developed operational criteria air pollutant screening-level criteria. A project that exceeds the operational screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. If a project meets the screening criteria, then operation of the project would result in less-than-significant criteria air pollutant impacts.

As indicated in Table 3-5, the Project would be below the operational screening-level size for a hotel (489 rooms) and a high-turnover restaurant (33,000 gsf).

**Table 3-5. BAAQMD Operational Criteria Air Pollutant and Precursor Screening-Level Sizes**

Land Use Type	Proposed Project Size	Operational Criteria Pollutant Screening Size	Exceeds Operational Screening Size?
Hotel	404 rooms	489 rooms	No
High-turnover restaurant	2,900 gsf	33,000 gsf	No

Operation of the Project would include use of an emergency generator. According to BAAQMD's CEQA Guidelines, if a project involves stationary-source engines, such as an emergency generator, operational emissions of criteria pollutants should be quantified and compared to the operational thresholds shown in Table 3-2. Therefore, the criteria pollutant emissions that would be generated during Project operations were quantified using CalEEMod, version 2016.3.2.

Long-term emissions would be caused by transportation sources, including visitors' and employees' vehicles and maintenance equipment. Area-source emissions would be caused by incidental activities related to services for the Project, such as paint reapplications, cleaning, and landscaping. Energy-source emissions are the result of electricity and water usage. Each of these sources was taken into account in calculating the Project's long-term operational emissions, which were quantified using CalEEMod.

The net effect of the Project is determined by evaluating estimated annual operational emissions from existing land uses to be replaced by the Project's land uses and subtracting those emissions from the Project's estimated annual operational emissions. Estimated annual operational emissions from existing land uses and the Project are summarized in Table 3-6. The Project's net estimated annual operational emissions are presented in Table 3-7 and compared to BAAQMD's operational criteria pollutant thresholds. Model outputs are provided in Appendix A.

As shown in Table 3-7, operation of the Project would not generate ROG, NO<sub>x</sub>, or particulate matter in excess of BAAQMD's numeric thresholds. Because operational criteria pollutant emissions associated with the Project would be below BAAQMD's significance thresholds for operational activities, criteria pollutant emissions impacts, including any cumulative impacts, would be ***less than significant***.

**Table 3-6. Existing Condition (2018) and Proposed Project (2021) Operational Emissions (pounds per day)**

Emissions Source	ROG	NO <sub>x</sub>	CO	PM10			PM2.5		
				Dust	Exhaust	Total	Dust	Exhaust	Total
Existing Conditions									
Area	1	< 1	< 1	0	< 1	< 1	0	< 1	< 1
Energy	< 1	< 1	< 1	0	< 1	< 1	0	< 1	< 1
Mobile	1	3	9	2	< 1	2	1	< 1	1
Total Existing	2	3	10	2	< 1	2	1	< 1	1
Project Conditions									
Area	7	< 1	< 1	0	< 1	< 1	0	< 1	< 1
Energy	< 1	3	2	0	< 1	< 1	0	< 1	< 1
Mobile	5	13	48	14	< 1	15	4	< 1	4
Stationary	< 1	1	1	0	< 1	< 1	0	< 1	< 1
Total Project	12	16	51	14	< 1	15	4	< 1	4

**Table 3-7. Net (Project minus Existing) Operational Emissions (pounds per day)**

Emissions Source	ROG	NO <sub>x</sub>	CO	PM10			PM2.5		
				Dust	Exhaust	Total	Dust	Exhaust	Total
Area	6	< 1	< 1	0	< 1	< 1	0	< 1	< 1
Energy	< 1	2	2	0	< 1	< 1	0	< 1	< 1
Mobile	4	10	39	12	< 1	12	3	< 1	3
Stationary	< 1	1	1	0	< 1	< 1	0	< 1	< 1
Total	10	13	42	12	< 1	12	3	< 1	4
BAAQMD Threshold	54	54	—	—	—	82	—	—	54
Exceed Threshold?	No	No	—	—	—	No	—	—	No

**Mitigation Measure AQ-1: Implement BAAQMD Basic Construction Mitigation Measures.**

The Project applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by BAAQMD. The emissions reduction measures shall include, at a minimum, the following:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times a day.
- All haul trucks shall be covered when transporting soil, sand, or other loose material offsite.
- All visible mud or dirt track-out material on adjacent public roads shall be removed using wet-power vacuum-type street sweepers at least once a day. The use of dry-power sweeping is prohibited.
- All vehicle speeds shall be limited to 15 miles per hour on unpaved roads.
- All roadways, driveways, and sidewalks that are to be paved shall be paved as soon as possible. Building pads shall be laid as soon as possible after grading, unless seeding or soil binders are used.

- All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. All equipment shall be checked by a certified visible-emissions evaluator.
- 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).
- Publicly visible signs shall be posted 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. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

**c) *Expose sensitive receptors to substantial pollutant concentrations?***

**Less than Significant with Mitigation.** The primary pollutants of concern with regard to health risks to sensitive receptors are fugitive dust, asbestos, diesel particulate matter exhaust, PM2.5 exhaust, and localized CO. Each of these pollutants, including the potential impact on nearby receptors, is analyzed in the following paragraphs.

**Construction-generated Fugitive Dust**

During grading and excavation, dust would be generated. However, the amount of dust generated would be highly variable, depending on the size of the disturbed area at any given time, the amount of activity, soil conditions, and meteorological conditions. BAAQMD's CEQA Guidelines consider dust impacts to be less than significant if the BMPs listed in Mitigation Measure AQ-1 are employed to reduce emissions. Therefore, implementation of Mitigation Measure AQ-1 would ensure that impacts from construction-related fugitive dust emissions would be ***less than significant***.

**Asbestos**

Asbestos is a naturally occurring mineral that was once used in building construction because of its heat resistance and strong insulating properties. Exposure to asbestos, however, has been shown to cause many disabling or fatal diseases, including lung cancer, mesothelioma, and pleural plaques. Demolition of the buildings on the Project site may expose workers and nearby receptors to asbestos if the material was used during construction of the original buildings. However, the Project would comply with BAAQMD Regulation 11, Rule 2, Asbestos, Demolition, Renovation, and Manufacturing. The purpose of this of the rule is to control emissions of asbestos to the atmosphere during demolition and building renovation. Because the applicant would be required to control asbestos emissions according to BAAQMD regulations, impacts associated with asbestos emissions would be ***less than significant***.

**Construction-generated Diesel Particulate Matter and PM2.5 Exhaust**

Cancer health risks associated with exposure to diesel particulate matter are typically associated with chronic exposure (30-year exposure period). BAAQMD has determined that construction activities occurring more than 1,000 feet from a sensitive receptor most likely do not pose a significant health risk. As previously discussed, there are sensitive land uses (a school) within 1,000 feet of the Project site. Accordingly, a health risk assessment (HRA) regarding exposure to

construction-generated diesel particulate matter and PM<sub>2.5</sub> exhaust was undertaken to assess the inhalation cancer risk, non-cancer hazard impacts, and PM<sub>2.5</sub> concentrations, as recommended in BAAQMD's CEQA Guidelines.

During construction activities, diesel particulate matter and PM<sub>2.5</sub> exhaust emissions would be generated by heavy-duty off-road equipment as well as on-road vehicles. The HRA that was prepared was consistent with guidance from EPA, the California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, and BAAQMD. More specifically, the HRA relied on EPA's most recent dispersion model, AERMOD (version 18081). Calculations of acute and chronic cancer risks relied on the assessment values developed from the Office of Environmental Health Hazard Assessment's *Air Toxics Hot-spots Program, Risk Analysis Guidelines*;<sup>21</sup> BAAQMD's *Recommended Methods for Screening and Modeling Local Risks and Hazards*;<sup>22</sup> and BAAQMD's *Air Toxics NSR Program Health Risk Assessment Guidelines*.<sup>23</sup> Refer to Appendix A for more detailed modeling assumptions and AERMOD outputs.

Table 3-8 presents the maximum construction-related health risks for the two receptors located within 1,000 feet of the Project site. As shown in Table 3-8, the effect of Project construction would not result in a significant increase in the cancer risk at nearby sensitive receptors. Chronic hazard index and annual PM<sub>2.5</sub> concentrations would be also below BAAQMD's significance thresholds. Therefore, impacts would be *less than significant*.

**Table 3-8. Estimated Project-level Cancer and Chronic Hazard Risks from Unmitigated Construction Diesel Particulate Matter and PM<sub>2.5</sub> Exhaust Emissions**

Receptor	Cancer Risk (cases per million)	Non-Cancer Hazard Index	Annual PM <sub>2.5</sub> Concentration (µg/m <sup>3</sup> )
School	4	< 0.1	0.1
<i>Significance Threshold</i>	<i>10</i>	<i>1.0</i>	<i>0.3</i>
<i>Exceed Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>
µg/m <sup>3</sup> = micrograms per cubic meter; PM 2.5 = particulate matter no more than 2.5 microns in diameter			

#### Cumulative Construction-generated Diesel Particulate Matter and PM<sub>2.5</sub> Exhaust

According to BAAQMD's CEQA Guidelines, combined risk levels should be determined for all TAC sources within 1,000 feet of a project site. The combined risk levels should be compared to BAAQMD's cumulative health risk thresholds.<sup>24</sup> This analysis is presented in the following paragraphs.

<sup>21</sup> Office of Environmental Health Hazard Assessment. 2015. *Air Toxics Hot-spots Program, Risk Analysis Guidelines*. Guidance Manual for Preparation of Health Risk Assessments. February. Available: <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf>. Accessed: March 30, 2018.

<sup>22</sup> Bay Area Air Quality Management District. 2012. *Recommended Methods for Screening and Modeling Local Risks and Hazards*. Available: <http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/risk-modeling-approach-may-2012.pdf?la=en>. Accessed: March 30, 2018.

<sup>23</sup> Bay Area Air Quality Management District. 2016. *Air Toxics NSR Program Health Risk Assessment Guidelines*. December. Available: [http://www.baaqmd.gov/~media/files/planning-and-research/permit-modeling/hra\\_guidelines\\_12\\_7\\_2016\\_clean-pdf.pdf](http://www.baaqmd.gov/~media/files/planning-and-research/permit-modeling/hra_guidelines_12_7_2016_clean-pdf.pdf). Accessed: March 30, 2018.

<sup>24</sup> Bay Area Air Quality Management District. 2017. *California Environmental Quality Act Air Quality Guidelines*. May. 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).

Nearby TAC sources and Project construction could contribute to a cumulative health risk for sensitive receptors near the Project site. Google Earth map files and distance multipliers provided by BAAQMD<sup>25</sup> were used to estimate excess impacts for existing stationary, roadway, and railway sources. The methods used to estimate Project-related TAC emissions are described previously and in Appendix A. The results of the cumulative impact assessment are summarized in Table 3-9. Individual source contributions are provided in Appendix A.

**Table 3-9. Cumulative Toxic Air Contaminant Health Risks from Project and Background Sources**

<b>Sensitive Receptor</b>	<b>Increased Cancer Risk (per million) (Unmitigated/Mitigated)</b>	<b>Non-Cancer Hazard Index (Unmitigated/Mitigated)</b>	<b>PM2.5 Exposure (µg/m<sup>3</sup>) (Unmitigated/Mitigated)</b>
<b>Contribution from Existing Sources</b>			
School	46	< 1	0.7
<b>Contribution from Project Construction</b>			
School	4/2	< 1/< 1	0.1/< 0.1
<b>Cumulative Totals</b>			
School	51/48	< 1/< 1	<u>0.8/0.7</u>
<i>BAAQMD Thresholds</i>	<i>100</i>	<i>10</i>	<i>0.8</i>
Notes: µg/m <sup>3</sup> = micrograms per cubic meter Exceedances denoted in underline.			

As shown in Table 3-9, cumulative hazard index and cancer risks from unmitigated construction-related diesel particulate matter and PM2.5 exhaust emissions at the school would not exceed BAAQMD thresholds. However, cumulative PM2.5 concentrations would exceed the BAAQMD PM2.5 threshold at the school. The majority of the PM2.5 concentration at the school is from existing highway sources (US 101); the concentration (0.69 microgram per cubic meter [µg/m<sup>3</sup>]) is already near the cumulative PM2.5 threshold without Project sources. The contribution of the Project would be 0.13 µg/m<sup>3</sup> and would lead to an exceedance. This is considered a potentially significant cumulative impact because the Project, in conjunction with existing health risks, would result in an exceedance of the BAAQMD cumulative PM2.5 threshold at the school.

Implementation of Mitigation Measure AQ-2 would reduce the Project's PM2.5 concentrations and, as a result, the cancer risk and hazard index at the identified sensitive receptors. Mitigated cumulative PM2.5 concentrations at the school would be below the BAAQMD PM2.5 threshold. Accordingly, the Project's contribution to existing PM2.5 concentrations from mitigated construction-related PM2.5 exhaust emissions would not be cumulatively considerable. Therefore, impacts would be *less than significant with mitigation*.

**Mitigation Measure AQ-2. Implement Level 3 Diesel Particulate Filters on Off-Road Construction Equipment.** The Project applicant shall require all construction contractors to implement Level 3 diesel particulate filters on all diesel-powered excavators and cranes that operate during Project construction.

<sup>25</sup> Bay Area Air Quality Management District. n.d. *Tools and Methodologies*. Available: <http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools>. Accessed: March 30, 2018.

### **Operational Diesel Particulate Matter and PM2.5 Exhaust**

The Project is not expected to represent a significant source of operational diesel particulate matter because traffic to or from the site would consist primarily of light-duty vehicles, which are not substantial emitters of diesel particulate matter. In addition, use of the proposed emergency generator would not represent a significant source of operational diesel particulate matter because generator testing would be minimal. Testing would occur for up to 13 hours per year for periodic testing, consistent with the 50-hour-per-year testing limit for generators described in CARB's Airborne Toxic Control Measure for Stationary Compression Ignition Engines and Section 330.3 of BAAQMD Regulation 9, Rule 8. Section 2.3.1 from BAAQMD's Permit Handbook indicates that "typically, any stationary diesel engines over 50 horsepower will require a risk screening analysis." Explicitly, BAAQMD Regulation 2, Rule 5, Section 302, specifies that an Authority to Construct permit or Permit to Operate from BAAQMD will be denied if any new and modified sources of TACs, including generators, in excess of 50 horsepower would result in cancer risks in excess of 10.0 in 1 million or a hazard index of 1.0. BAAQMD Regulation 2, Rule 5, Section 302, is cited as the evidence in support of BAAQMD's health risk thresholds in the 2017 BAAQMD CEQA Guidelines.

The proposed generator associated with the Project would be subject to the permitting requirements specified in BAAQMD Regulation 2, Rule 5, Section 302. Based on these permitting requirements, the proposed generator would not receive a permit from BAAQMD and would not be allowed to operate at the Project site if it would result in cancer risks or a hazard index in excess of BAAQMD's cancer risk or hazard index thresholds of significance shown in Table 3-2. Generator testing would be minimal and would occur for only 13 hours per year. PM2.5 exhaust emissions generated from this negligible amount of testing would not exceed BAAQMD's PM2.5 threshold shown in Table 3-2. Therefore, the Project would not result in any appreciable increases in health risks from diesel particulate matter or PM2.5 exhaust during operation.

### **Operational Localized CO**

Continuous engine exhaust may elevate localized CO concentrations, resulting in "hot spots." Receptors exposed to these CO hot spots may have a greater likelihood of developing adverse health effects. CO hot spots are typically observed at heavily congested intersections where a substantial number of gasoline-powered vehicles idle for prolonged durations throughout the day.

Peak-hour traffic volumes at intersections in the transportation study area were analyzed to determine whether the Project would meet the BAAQMD screening criteria. Traffic would be at maximum levels in the AM Peak Hour under existing, background, and cumulative scenarios with the Project at the modeled intersection of Millbrae Avenue and the US 101 southbound ramps. The following traffic volumes under the three scenarios are identified:

1. Existing conditions with Project: 4,401 vehicles per hour,
2. Background with Project: 4,060 vehicles per hour, and
3. Cumulative with Project 4,476 vehicles per hour.<sup>26</sup>

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<sup>26</sup> Existing conditions represent 2018, background conditions represent a 3- to 5-year horizon beyond 2018, and cumulative conditions represent a 10-year horizon beyond 2018.

The maximum volumes under all scenarios at the intersection would be well below the 44,000-vehicle-per-hour screening threshold by a substantial amount (almost 90 percent). Also, the intersection volume under all scenarios would be below 24,000; therefore, there would be no exceedance of either the limited vertical/horizontal mixing threshold (24,000 vehicles per hour) or the non-limited mixing threshold (44,000 vehicles per hour).<sup>27</sup> The Project would not result in an exceedance of the BAAQMD screening criteria, and CO concentrations would not exceed the CAAQS. This impact would be ***less than significant***.

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

**Less than Significant with Mitigation.** Although offensive odors rarely cause any physical harm, they can be unpleasant, leading to considerable distress among the public. In addition, they often generate citizen complaints to local governments and air districts. According to CARB's *Air Quality and Land Use Handbook*, land uses associated with odor complaints typically include sewage treatment plants, landfills, recycling facilities, and manufacturing plants.<sup>28</sup> Odor impacts on residential areas and other sensitive receptors, such as hospitals, daycare centers, and schools, warrant the closest scrutiny, but consideration should also be given to other land uses where people may congregate, such as recreational facilities, work sites, and commercial areas.

Potential odor emitters during construction include diesel exhaust, asphalt paving, and architectural coatings. Construction activities near existing receptors would be temporary and would not result in nuisance odors that would violate BAAQMD Regulation 7. Potential odor emitters during operations would include exhaust from vehicle activity and reapplication of architectural coatings. However, odor impacts would be limited to circulation routes, parking areas, and areas immediately adjacent to recently painted structures. Although such brief exhaust- and paint-related odors may be considered adverse, they would not affect a substantial number of people. Because the Project is not anticipated to result in new substantial or long-term odors, this impact would be ***less than significant***.

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<sup>27</sup> Hexagon Transportation Consultants, Inc. 2018. *1499 Bayshore Hotel Project Transportation Impact Study*.

<sup>28</sup> California Air Resources Board. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. April.



<b>IV. BIOLOGICAL RESOURCES</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less-than- Significant Impact</b>	<b>No Impact</b>
Would the Project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife 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, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands), through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Setting

The Project site is in an urban area and surrounded by dense commercial development. The site is predominantly developed, consisting of two buildings and a parking lot. There are some trees and landscape vegetation around the existing commercial buildings. Although the Project site is predominantly developed, some natural resource features are located nearby but outside the site. A portion of Mills Creek, which is within an engineered channel,<sup>29</sup> is directly adjacent to the southern boundary of the Project site. Mills Creek is considered a potentially jurisdictional water because it drains into the Bay, which is considered a water of the United States. Vegetation within the channel is limited to a thin layer near the water's edge. This thin strip of vegetation is unable to support any marshland

<sup>29</sup> Tillery, Anne C., Janet M. Sowers, and Sarah Pearce. 2007. *Creek Watershed Map of San Mateo & Vicinity*. Available: [http://explore.museumca.org/creeks/WholeMaps/10\\_San%20Mateo%20Creek%20Map.pdf](http://explore.museumca.org/creeks/WholeMaps/10_San%20Mateo%20Creek%20Map.pdf). Accessed: April 16, 2018.

species. Furthermore, the vegetation on the Project site, directly adjacent to the Mills Creek channel, appears to be ruderal and landscape vegetation; it is not characteristic of riparian or marshland vegetation. Mills Creek would not support any special-status species.

The Shorebird Sanctuary is east of the Project site, across Old Bayshore Highway. The Shorebird Sanctuary is a marshland at the mouth of Mills Creek that serves as a sanctuary for 10 to 15 species of birds.<sup>30</sup>

The California Natural Diversity Database (CNDDB) was reviewed to identify the locations of special-status species documented in surrounding areas. According to the CNDDB, six special-status species have been documented on the Project site or within approximately 1 mile of the site.

Table 3-10 identifies which special-status species have the potential to occur within the Project site.

**Table 3-10. Potential for Special-Status Species to Occur at Project Site**

Species	Status <sup>a</sup>	Present or Absent from Project Site? <sup>b</sup>
<b>Plants</b>		
Franciscan onion <i>Allium peninsulare</i> var. <i>franciscanum</i>	1B.2	Absent. There is one CNDDB record for this species from 1895. This species is found in cismontane woodland as well as valley and foothill grassland. <sup>c</sup> The Project is in a developed area without woodland or grassland habitat; therefore, no habitat for this species is present at the Project site. Because of the age of the CNDDB observation and the lack of habitat, this species is absent from the Project site.
<b>Fish</b>		
Longfin smelt <i>Spirinchus thaleichthys</i>	SSC	Absent. There are no bodies of water within the Project site that this species could use as habitat; therefore, this species is absent from the Project site.
<b>Reptiles</b>		
San Francisco garter snake <i>Thamnophis sirtalis</i> <i>tetrataenia</i>	FE, SE, FP	Absent. This species is expected to be absent from the Project site because the site is entirely developed. Because of Mills Creek's tidal influx, the preferred prey for San Francisco garter snake (California red-legged frogs) would not occur in the stream segment adjacent to the Project site. The lack of marsh vegetation in the stream does not offer suitable cover for San Francisco garter snake. Tall pine trees ( <i>Pinus</i> spp.) provide predatory bird vantage points that further reduce the likelihood for San Francisco garter snake to occur in the portion of Mills Creek adjacent to the Project site.

<sup>30</sup> Burlingame Parks & Recreation. 2018. *Parks & Amenities*. Available: [https://www.burlingame.org/parksandrec/facilities/parks\\_and\\_playgrounds/index.php](https://www.burlingame.org/parksandrec/facilities/parks_and_playgrounds/index.php). Accessed: March 30, 2018.

Species	Status <sup>a</sup>	Present or Absent from Project Site? <sup>b</sup>
<b>Birds</b>		
American peregrine falcon <i>Falco peregrinus anatum</i>	FP	Present. This species could use the trees at the Project site for nesting.
California Ridgway's rail <i>Rallus obsoletus obsoletus</i>	FE, SE, FP	Absent. California Ridgway's rail is found in tidal wetlands of the San Francisco estuary. This species is expected to be absent from the Project site because the site is entirely developed. Although Mills Creek is tidally influenced, only thin strips of vegetation are found along its lower banks. It lacks the secondary channels necessary to support California Ridgway's rail. A 2017 California Ridgway's rail monitoring report found that Mills Creek Marsh (which is downstream from the Project site, abutting the Bay and part of the Shorebird Sanctuary) is insufficient habitat for California Ridgway's rail. <sup>d</sup> California Ridgway's rail are highly susceptible to noise disturbance. Noises from the existing commercial businesses (e.g., noises from trucks and loading operations) adjacent to the stream segment reduce its ability to support the species. Tall pine trees ( <i>Pinus</i> spp.) provide predatory bird vantage points that further reduce the likelihood for California Ridgway's rail to occur in the portion of Mills Creek adjacent to the Project site.
<b>Mammals</b>		
Pallid bat <i>Antrozous pallidus</i>	SSC	Present. This species could roost in the existing buildings and trees at the Project site.
<p>a. Special-Status Species</p> <p><u>Federal/State Listed</u>  FE: Federally listed as endangered  SE: State listed as endangered</p> <p><u>California Department of Fish and Wildlife Status</u>  FP: Fully Protected  SSC: Species of special concern</p> <p><u>California Rare Plant Ranks:</u>  1B: Plants Rare, Threatened, or Endangered in California and Elsewhere  0.2: Fairly threatened in California (20–80 percent occurrences threatened/moderate degree and immediacy of threat)</p> <p>b. Source: California Department of Fish and Wildlife. 2018. <i>California Natural Diversity Database</i>. April 17.</p> <p>c. Source: California Native Plant Society. 2018. <i>Inventory of Rare and Endangered Plants of California</i> (online edition, v8-03 0.39). Rare Plant Program. Available: <a href="http://www.rareplants.cnps.org/detail/1809.html">http://www.rareplants.cnps.org/detail/1809.html</a>. Accessed: April 18, 2018.</p> <p>d. Source: McBroom, Jen. 2018. <i>California Ridgway's Rail Surveys for the San Francisco Estuary Invasive Spartina Project 2017</i>. Olofson Environmental, Inc. January 23. Available: <a href="http://www.spartina.org/documents/RIRARReport2017printtopdf.pdf">http://www.spartina.org/documents/RIRARReport2017printtopdf.pdf</a>. Accessed: April 20, 2018.</p>		

## Discussion

- 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 Wildlife or U.S. Fish and Wildlife Service?*

**Less than Significant with Mitigation Incorporated.** Given the urban history of the Project site and its lack of suitable habitat, the Project site would not support most of the special-status plant or wildlife species listed in the database query results (see Table 3-10). The Project site is isolated from any grassland, chaparral, or woodland habitats by urban development and does not contain suitable habitat for the salt marsh species known to occur along the Bay. The portion of Mills Creek adjacent to the Project site does not support riparian, woodland, or salt marsh habitat; therefore, it is unlikely that any of the special-status species associated with these habitat types would wander into the Project site. Nonetheless, the existing buildings and trees at the Project site provide suitable nesting and roosting habitat for one special-status bird (American peregrine falcon) and one special-status bat species (pallid bat). A potentially significant impact could occur if individuals of these species were injured or killed during tree removal or building demolition or substantially affected by construction noise or nighttime lighting during operation of the Project. Mitigation Measure BIO-1, listed subsequently, would require pre-construction surveys for nesting birds, avoidance of the nesting period to the extent feasible, and avoidance of nesting birds if found during pre-construction surveys. Mitigation Measure BIO-2 would require pre-construction bat surveys prior to structure demolition and tree removal as well as protection for roosting bats if found during pre-construction surveys. Mitigation Measure NOI-1 would require implementation of noise reduction measures to minimize noise generated during construction. Existing regulations, including the California Building Standards Code (Title 24, Building Energy Efficiency Standards) and the Burlingame Municipal Code, Section 18.16.030, require that lighting be designed to minimize light and glare impacts. Implementation of Mitigation Measures BIO-1, BIO-2, and NOI-1 and compliance with existing lighting regulations would ensure that American peregrine falcon and pallid bat would be protected, and impacts on special-status species would be ***less than significant after mitigation***.

**Mitigation Measure BIO-1: Pre-construction Nesting Bird Surveys.** Construction shall avoid the avian nesting period (March 15 through August 31) to the extent feasible. If it is not feasible to avoid the nesting period, a survey for nesting birds shall be conducted by a qualified wildlife biologist no earlier than 7 days prior to construction. The area surveyed shall include all clearing/construction areas as well as areas within 250 feet of the boundaries of these areas or as otherwise determined by the biologist. In the event that an active nest is discovered, clearing/construction shall be postponed within 250 feet of the nest until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.

**Mitigation Measure BIO-2: Pre-construction Bat Surveys.** The Project Sponsor shall implement the following measures during structure demolition as well as tree removal or tree pruning.

*Structures.* Before demolition of existing structures, a qualified bat specialist shall conduct a daytime search for potential roosting habitat and evening emergence surveys to determine if the structure is being used as a roost. Biologists conducting surveys for roost sites shall use their naked eyes, binoculars, and a high-power spotlight to inspect buildings features that could house bats. The surfaces of the structure and the ground around the structure shall be surveyed for bat signs, such as guano, staining, or prey remains.

For the evening (i.e., dusk) emergence surveys, at least one bat specialist shall be positioned at different vantage points, watching for emerging bats from a half hour before sunset to 1 to 2 hours after sunset for a minimum of 2 nights within the season when construction shall take place. Night-vision goggles or full-spectrum acoustic detectors shall be used during emergence surveys to assist in species identification. All emergence surveys shall be conducted during favorable weather conditions (i.e., calm nights, with temperatures conducive to bat activity [55°F and above] and no precipitation).

If roosting special-status bats are present, measures developed by the bat specialist shall be implemented, as needed. Measures to protect the bats may include postponing demolition until after the roosting period (May 1 through October 1). Measures may include roost monitoring to determine if the site is a maternal roost, either by visual inspecting the bat pups or monitoring the roost after the adults leave for the night and listening for bat pups. Eviction of a maternal roost shall not occur because bat pups are not mature enough to leave the roost. If a roost is not a maternal roost, eviction of the bats shall be conducted using the bat exclusion techniques developed by Bat Conservation International, in consultation with California Department of Fish and Wildlife, which allow the bats to exit the roosting site but prevent re-entry to the site. This work shall be completed by a Bat Conservation International-recommended exclusion professional. The exclusion of bats shall be timed and carried out concurrently with any scheduled bird exclusion activities. Each roost lost (if any) shall be replaced in consultation with the California Department of Fish and Wildlife and may include construction and installation of Bat Conservation International-approved bat boxes, which shall be suitable for the bat species and colony size excluded from the original roosting site. Roost replacement shall be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present at the original roost site, the structures may be removed or sealed.

*Tree Removal.* A qualified bat specialist shall examine trees that are to be removed or trimmed to identify suitable bat roosting habitat. High-quality habitat features (e.g., large tree cavities, basal hollows, loose or peeling bark, larger snags) shall be identified, and the area around these features shall be searched for bats and bat sign (e.g., guano, culled insect parts, staining).

The qualified bat specialist shall conduct evening visual emergence surveys of the source habitat feature from a half hour before sunset to 1 to 2 hours after sunset for a minimum of 2 nights within the season when construction shall take place. If it is found that roosting special-status bats are present, measures developed by the bat specialist shall be implemented, as needed (see previous description for the types of measures).

***b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

**Less than Significant.** There are no sensitive natural communities within the Project site. The closest sensitive natural communities to the Project site are Mills Creek and the tidal marsh located across Old Bayshore Highway, which is included in the Shorebird Sanctuary.

The Project site is developed and has some landscaping. There are no sensitive natural communities within the Project site; therefore, the Project would not result in any direct impacts on sensitive natural communities. The landscaping on the Project site, including the landscaping adjacent to Mills Creek, is not considered a sensitive natural community. The vegetation adjacent to Mills Creek is

characterized as ruderal and landscape vegetation; is not characteristic of riparian or marshland vegetation and does not provide habitat for species. Therefore, construction of the Project, including the removal of landscaping, would not result in an impact on sensitive natural communities. Because the Project site is separated from the tidal marsh habitat by a busy roadway, no direct impacts on tidal marsh habitat would occur with implementation of the Project.

Although the Project would not result in any direct impacts on sensitive natural communities, construction of the Project could indirectly affect Mills Creek. As described in Section X, *Hydrology and Water Quality*, the Project would be required to comply with local and state regulations that call for implementation of best management practices (BMPs) to protect water quality during construction and operation. These BMPs would include sediment basins or traps, earthen dikes or berms, silt fences, check dams, soil blankets or mats, covers for stock piles, or other BMPs to trap sediments, which would protect water quality in Mills Creek during construction. Because water quality in Mills Creek would be protected with implementation of local and state regulations, the Project's impact on sensitive natural communities would be ***less than significant***.

***c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands), through direct removal, filling, hydrological interruption, or other means?***

**Less than Significant.** There are no jurisdictional waters within the Project site. The closest jurisdictional waters to the Project site are Mills Creek, which is adjacent to the Project site, and the Bay. The Project would not result in any direct impacts on Mills Creek or the Bay; however, the potential exists for the Project to indirectly affect water quality. Although impacts could occur because of unintentional stormwater runoff into Mills Creek during both construction and operation, the majority of stormwater runoff would be directed into a storm drain on Old Bayshore Highway. As described in Section X, *Hydrology and Water Quality*, the Project would be required to comply with local and state regulations that call for implementation of BMPs to protect water quality during construction and operation. These BMPs would include sediment basins or traps, earthen dikes or berms, silt fences, check dams, soil blankets or mats, covers for stock piles, or other BMPs to trap sediments, which would protect water quality in Mills Creek during construction. Because water quality in Mills Creek and the Bay would be protected with implementation of local and state regulations, the Project's impact on potentially federally protected waters would be ***less than significant***.

***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?***

**Less than Significant with Mitigation Incorporated.** Wildlife corridors are described as pathways or habitat linkages that connect discrete areas of natural open space that would otherwise be separated or fragmented by topography, changes in vegetation, or other natural or manmade obstacles, such as urbanization. The Project site is paved and developed. Because the Project site is surrounded by dense commercial development and Old Bayshore Highway, it does not connect directly to areas of natural open space. Nonetheless, the likelihood exists for trees on the Project site to be used by migratory birds because of their proximity to the Shorebird Sanctuary and the Bay. A potentially significant impact could occur if a substantial number of nesting migratory birds were injured or killed during construction or operation of the Project.

As described in Impact IV(a), previously, impacts on nesting birds, including migratory birds, would be minimized through implementation of Mitigation Measures BIO-1 and NOI-1 and compliance with existing lighting regulations, which require pre-construction surveys for nesting birds, avoidance of the nesting period to the extent feasible, avoidance of nesting birds if found during pre-construction surveys, measures to reduce lighting impacts, and measures to reduce noise impacts. The impact on migratory birds due to construction would be ***less than significant after mitigation***.

Operation of the Project would include new lighting and a new vertical structure with potentially reflective surfaces. The new lighting and the new surfaces of the building could misdirect or confuse migratory birds, resulting in disruption of natural behavioral patterns and possible injury or death from exhaustion or collisions with buildings. The potential for these types of impacts could be heightened because of the Project site's proximity to the Shorebird Sanctuary and the Bay. Impacts on migratory birds from the proposed buildings and increased lighting levels would be potentially significant. Mitigation Measure BIO-3 would require implementation of design standards to reduce hazards to birds. The impact on migratory birds due to operation of the Project would be ***less than significant after mitigation***.

**Mitigation Measure BIO-3: Implement Bird-safe Design Standards into Project Buildings and the Lighting Design.** The Project Sponsor, or its contractor, shall implement the following measures to minimize hazards to birds:

- Reduce large areas of transparent or reflective glass.
- Locate water features, trees, and bird habitat away from building exteriors to reduce reflection.
- Reduce or eliminate the visibility of landscaped areas behind glass.
- Turn non-emergency lighting off at night, especially during bird migration season (February–May and August–November).
- Include window coverings that adequately block light transmission from rooms where interior lighting is used at night and install motion sensors or controls to extinguish lights in unoccupied spaces.
- Design and/or install lighting fixtures that minimize light pollution, including light trespass, over-illumination, glare, light clutter, and skyglow, and use bird-friendly colors for lighting when possible. The City of San Francisco's *Standards for Bird-safe Buildings*<sup>31</sup> provides an overview of building design and lighting guidelines to minimize bird/building collisions that could be used to guide the Project Sponsor.

***e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

**Less than Significant.** The Burlingame Municipal Code (Section 11.06.020) defines a “protected tree” as any tree with a circumference of 48 inches or more when measured 54 inches above natural grade. The Burlingame Municipal Code (Section 11.04.010) defines a “street tree” as any woody perennial plant having a single main axis or stem and commonly achieving 10 feet or more in height that grows on a City right-of-way.

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<sup>31</sup> City and County of San Francisco. 2011. *Standards for Bird - safe Buildings*. San Francisco Planning Department. July 14. Available: [http://www.sf-planning.org/ftp/files/publications\\_reports/bird\\_safe\\_bldgs/Standards\\_for\\_Bird\\_Safe\\_Buildings\\_7-5-11.pdf](http://www.sf-planning.org/ftp/files/publications_reports/bird_safe_bldgs/Standards_for_Bird_Safe_Buildings_7-5-11.pdf). Accessed: April 20, 2018.

Construction of the Project would require the removal of 10 trees, seven of which have a circumference between 57 and 126 inches; therefore, the seven trees are considered protected trees. The remaining three trees are not considered protected trees because of their size (between 25 and 38 inches). Furthermore, they are not considered street trees because they are not located within the City right-of-way. To compensate for the removal of protected trees, the Burlingame Municipal Code (Section 11.06.090) requires trees to be planted at a ratio of 3:1, using 15-gallon trees; 2:1, using 24-inch trees; and 1:1, using 36-inch trees. The landscape plan indicates that a total of 89 trees, in 24- and 36-inch sizes, would be planted as a part of the Project. The trees to be planted as a part of the Project would exceed the replacement requirements of the Burlingame Municipal Code; therefore, the Project would not conflict with any local policies or ordinances that protect biological resources. The impact would be *less than significant*.

***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?***

**No Impact.** The Project site is not part of or near an existing habitat conservation plan or natural community conservation plan or any other local, regional, or state habitat conservation plan. Therefore, the 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.



<b>V. CULTURAL RESOURCES</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less-than- Significant Impact</b>	<b>No Impact</b>
Would the Project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource, as defined in Section 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

### Historical Resources

The Project site was historically covered by tidal marshes. The original Bayshore Highway was constructed adjacent to the Project site during the 1930s, although the nearby marshland was not stabilized until the 1950s, using fill that originated from development on the Darius Ogden Mills estate.

The Project site is near Burlingame's northern border, within an area that was subdivided and developed for commercial and light industrial land uses in the 1960s. Two buildings are currently located on the Project site (1499 Old Bayshore Highway and 801 Mahler Road). Both buildings appear to have been designed by the same architecture firm, Blunk and Hoskins Architects, and constructed as commercial office buildings between 1960 and 1962. The remainder of the lot contains a surface parking lot and areas of landscaping adjacent to 1499 Old Bayshore Highway.

The two buildings on the Project site (APN 026-322-150) are adjacent to one another, more than 50 years old, and evaluated as potential historical resources because of their age.<sup>32</sup> Neither building has previously been evaluated for listing in the California Register of Historical Resources (CRHR) or otherwise considered for historical resource status for the purpose of CEQA review. As part of this analysis, 1499 Old Bayshore Highway and 801 Mahler Road were recorded during an intensive-level historical resources survey on March 6, 2018, and evaluated for listing in the CRHR.<sup>33</sup> The CRHR evaluations have been documented on Department of Parks and Recreation (DPR) 523A (Primary Record) and 523B (Building, Structure, Object) forms. These forms have been completed for each of the two buildings and included in Appendix B of this Initial Study. The CRHR evaluations concluded that neither building within the Project site meets the criteria for listing in the CRHR. Therefore, 1499 Old Bayshore Highway and 801 Mahler Road do not qualify as historical resources under CEQA. A summary of the evaluation for 1499 Old Bayshore Highway and 801 Mahler Drive under CRHR Criteria 1 through 4 is provided:

<sup>32</sup> Buildings more than 50 years of age require evaluation under the California Register of Historical Resources and may be considered to be cultural resources for the purposes of CEQA.

<sup>33</sup> In order to be eligible for listing in the California Register of Historical Resources, a property must meet at least one of the following criteria: The property (1) is associated with events that have made a significant contribution to the broad patterns for California's history and cultural heritage; (2) is associated with the lives of persons important in history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of an important creative individual or possesses high artistic values; (4) has yielded, or may be likely to yield, information important in prehistory or history.

1. No commercial tenants that occupied office space in either building appear to have contributed significantly to the economic growth of Burlingame or the San Francisco Peninsula at large.
2. No individuals associated with 1499 Old Bayshore Highway or 801 Mahler Road have made significant contributions to local, state, or national history.
3. The two buildings lack architectural distinction and association with a known significant architect.
4. Neither building appears likely to yield important information about historic construction methods, materials, or technologies.

### Archeological Resources

ICF archeologist Lily Arias conducted a review of existing literature in the California Historical Resources System (CHRIS) at the Northwest Information Center (NWIC) on March 21, 2018. The Project site, as well as a 0.5-mile buffer, was examined to identify any archaeological resources or cultural resource studies that were previously conducted. No previously conducted cultural resource studies were found that cover the Project site. However, five previously conducted cultural resource studies were found that cover areas within 0.5-mile of the Project site. Table 3-11 identifies these five previously conducted cultural resource studies.

**Table 3-11. Previously Conducted Cultural Resource Studies within 0.5 mile of Project Site**

Study Number	Author	Date	Title
S-11396 <sup>a</sup>	BioSystems Analysis, Inc.	1989	Technical Report of Cultural Resources Studies for the Proposed WTG-WEST, Inc., Los Angeles to San Francisco and Sacramento, California, Fiber Optic Cable Project
S-20508 <sup>b</sup>	S. Baker and W. Hill	1998	Archaeological Survey and Historic Architectural Survey of the Low-Level Windshear Alert System Project, Sites #4, #5, and #8, San Mateo County, California, and Sites #4, #5, and #8, San Mateo County, California
S-26045 <sup>c</sup>	R. Carrico, T. Cooley, and W. Eckhardt	2000	Cultural Resources Reconnaissance Survey and Inventory Report for the Metromedia Fiber Optic Cable Project, San Francisco Bay Area and Los Angeles Basin Networks
S-33061 <sup>d</sup>	N. Sikes, C. Arrington, B. Bass, C. Corey, K. Hunt, S. O'Neil, C. Pruett, T. Sawyer, M. Tuma, L. Wagner, A. Wesson	2006	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California
S-37845 <sup>e</sup>	H. Koenig	2010	Happy Valley Pipeline Project, Orinda, Contra Costa County

Study Number	Author	Date	Title
Sources:			
a.	BioSystems Analysis, Inc.	1989.	<i>Technical Report of Cultural Resources Studies for the Proposed WTG-WEST, Inc., Los Angeles to San Francisco and Sacramento, California, Fiber Optic Cable Project.</i> On file at the NWIC, S-11396.
b.	Baker, S., and W. Hill.	1998.	<i>Archaeological Survey and Historic Architectural Survey of the Low-Level Windshear Alert System Project, Sites #4, #5, and #8, San Mateo County, California, and Sites #4, #5, and #8, San Mateo County, California.</i> On file at the NWIC, S-20508.
c.	Carrico, R., T. Cooley, and W. Eckhardt.	2000.	<i>Cultural Resources Reconnaissance Survey and Inventory Report for the Metromedia Fiber Optic Cable Project, San Francisco Bay Area and Los Angeles Basin Networks.</i> On file at the NWIC, S-26045.
d.	Sikes, N., C. Arrington, B. Bass, C. Corey, K. Hunt, S. O'Neil, C. Pruett, T. Sawyer, M. Tuma, L. Wagner, A. Wesson.	2006.	<i>Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California.</i> On file at the Northwest Information Center, S-33061.
e.	Koenig, H.	2010.	<i>Happy Valley Pipeline Project, Orinda, Contra Costa County.</i> On file at the NWIC, S-37845.

No previously recorded archaeological resources were identified within the Project site. However, three previously recorded archaeological resources were identified within 0.5-mile of the Project site. All three resources are recorded as prehistoric midden deposits. The presence of these resources in the vicinity of the Project site indicates that the area may be sensitive for other prehistoric occupation sites. Table 3-12 identifies these three archeological resources.

**Table 3-12. Previously Recorded Resources within 0.5-mile of the Project Site**

Trinomial	P-Number	Description
CA-SMA-35 <sup>a</sup>	P-41-000039	Nelson Mound #374. Geoprobes taken in 2016 attempted to determine the presence of CA-SMA-35 but failed to reveal any subsurface cultural material. It is thought that this site might have been misrecorded because the area was originally tidal marsh. It is unlikely that it would have been able to support habitation.
CA-SMA-102 <sup>b</sup>	P-41-000105	Originally recorded in 1968 as a shell mound that had been disturbed by construction and flooding events. Testing conducted in 2009 revealed subsurface midden deposits. CA-SMA-102 is recommended as eligible for listing on the National Register of Historic Places under Criterion D.
n/a <sup>c</sup>	P-41-002399	This resource is recorded as a possible midden deposit that was identified during soil sample collection. Abundant oyster shell was identified 2.3 to 3.4 feet below the surface, and one piece of chert was 3.4 to 4.3 feet below the surface. Could be a portion of CA-SMA-102, which is 500 feet away.
Sources:		
a.	AECOM.	2017. <i>Site Record for P-41-000039 (CA-SMA-35).</i> Record on file at the NWIC.
b.	PBS&J.	2009. <i>Site Record for P-41-000105 (CA-SMA-102).</i> Record on file at the NWIC.
c.	PBS&J.	2010. <i>Site Record for P-41-002399.</i> Record on file at the NWIC.

The geologic setting in the vicinity of the Project site has been altered over time. As stated previously, the area was a nearshore tidal marsh up until the 1930s, when the original Bayshore Highway was constructed. The underlying landform of these tidal marshes is Holocene and generally considered sensitive for archaeological material. Tidal marshes were important resource collection areas for the native people of the Bay Area and are often associated with human occupation. The presence of freshwater streams, shore birds, and marine resources makes tidal marshes rich in dietary material.

Historic aerial photographs depict the area as mostly marshland in 1946.<sup>34</sup> During this time, excavated material was used to fill in the marshes and create a more stable base for development.<sup>35</sup> After 1946, aerial photographs show the area experiencing rapid growth, and by 1968, it was completely developed.

The presence of prehistoric resources in the vicinity of the Project site, combined with historic nearshore tidal marshes and Holocene-age landforms, indicates an increased sensitivity for archaeological materials. In addition, the lack of cultural resource studies at the Project site indicates that the area has not been thoroughly analyzed; therefore, there may be increased potential for encountering as-yet unknown archaeological deposits at the Project site.

## Discussion

### *a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?*

**No Impact.** The Project site (APN 026-322-150) contains two age-eligible commercial office buildings, 1499 Old Bayshore Highway and 801 Mahler Road. The evaluation of the two buildings at the Project site concluded that the buildings do not meet the criteria for listing in the CRHR and, therefore, do not qualify as CEQA historical resources. The evaluation of both buildings' CRHR eligibility is documented on the DPR 523A and 523B forms included in Appendix B of this Initial Study and summarized previously. The Project site does not contain any historical resources for the purposes of CEQA. Therefore, demolition of the two existing buildings and redevelopment of the Project site would not alter the significance of a historical resource, as defined in Section 15064.5 of the CEQA Guidelines. Therefore, the Project would have **no impact** on historical resources.

### *b) Cause a substantial adverse change in the significance of an archaeological resource, as defined in Section 15064.5?*

**Less than Significant with Mitigation Incorporated.** No archaeological resources were identified at the Project site during the literature review conducted at the NWIC. However, the Project site is in an area that has an elevated potential for encountering as-yet unknown archaeological resources. As stated previously, the Project site is in an area that was previously a tidal marsh, which was an important resource collection area for the native tribes of the Bay Area. In addition, three prehistoric midden deposits are within 0.5 mile of the Project site. The historical context of the Project site, combined with the Holocene-age soils, indicates an elevated sensitivity for subsurface archaeological deposits. Although the Project site, which has been developed, is within an area with known imported fill, the extent of the fill material is unknown. Therefore, some deep ground-disturbing activities have the potential to affect intact and as-yet undocumented archaeological

<sup>34</sup> Nationwide Environmental Title Research. 2018. *Historic Aerials*. Available: <https://www.historicaerials.com/viewer>. Accessed July 25, 2018.

<sup>35</sup> Pampeyan, E.H. 1994. *Geologic Map of the Montara Mountain and San Mateo 7.5-minute Quadrangles, San Mateo County, California*. U.S. Geologic Survey.

resources during construction. Therefore, the Project has the potential to affect as-yet unknown prehistoric and historic archaeological resources. Such resources may be eligible for listing in the CRHR. If such resources were to be destroyed by Project-related activities, the impact would be significant. Implementation of Mitigation Measure CUL-1 would require construction work to be stopped if an archeological material or feature is encountered during ground-disturbing activities. Mitigation Measure CUL-1 would also require proper treatment of any archeological resources that are found during construction. Implementation of Mitigation Measure CUL-1 would ensure that impacts on as-yet unknown cultural resources would be avoided and minimized, resulting in a ***less-than-significant impact after mitigation***.

**Mitigation Measure CUL-1: Stop Work if Archaeological Material or Features Are Encountered during Ground-disturbing Activities.** The applicant shall retain a professional archaeologist to provide preconstruction briefing(s) to supervisory personnel of any excavation contractor to alert them to the possibility of exposing significant prehistoric archaeological resources within the Project site. The briefing shall discuss any archaeological objects that could be exposed, the need to stop excavation at the discovery, and the procedures to follow regarding discovery protection and notification of the Project Sponsor and archaeological team. An "Alert Sheet" shall be posted in conspicuous locations at the Project location to alert personnel to the procedures and protocols to follow for the discovery of potentially significant prehistoric archaeological resources.

In the event that archaeological resources are encountered during construction, work shall be halted within 100 feet of the discovery and the area avoided until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, shall develop a treatment plan, which could include site avoidance, capping, or data recovery.

**c) *Disturb any human remains, including those interred outside of formal cemeteries?***

**Less than Significant with Mitigation Incorporated.** Although no isolated human remains, cemeteries, or archaeological resources that contain human remains were identified within the Project site during the literature review at the NWIC, the potential exists for previously undiscovered human remains to be encountered during Project demolition or construction. Buried deposits may be eligible for listing in the CRHR; therefore this impact would be potentially significant. Implementation of Mitigation Measure CUL-3 would require construction work to be stopped if human remains are encountered during ground-disturbing activities and proper procedures regarding notification followed, per Section 50977.98 of the Public Resources Code and Section 7050.5 of the State Health and Safety Code. Implementation of Mitigation Measure CUL-3 would ensure that impacts on human remains would be minimized, resulting in a ***less-than-significant impact after mitigation***.

**Mitigation Measure CUL-3: Stop Work if Human Remains Are Encountered during Ground-disturbing Activities.** If human remains are unearthed during construction, pursuant to Section 50977.98 of the Public Resources Code and Section 7050.5 of the State Health and Safety Code, 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 in origin, the Lead Agency shall work with the Native American Heritage Commission and the Project Sponsor to develop an agreement for treating or disposing of the human remains.

VI. ENERGY	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:					
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 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Setting

**Electricity.** Grid electricity and natural gas service in Burlingame is provided by Pacific Gas & Electric (PG&E) and Peninsula Clean Energy (PCE). PG&E is a publicly traded utility company that generates, purchases, and transmits energy under contract with the California Public Utilities Commission. PG&E's service territory is 70,000 square miles in area, roughly extending north to south from Eureka to Bakersfield, and east to west from the Sierra Nevada to the Pacific Ocean. PG&E's electricity distribution system consists of 106,681 circuit miles of electric distribution lines and 18,466 circuit miles of interconnected transmission lines.<sup>36</sup> PG&E electricity is generated by a combination of sources, such as hydropower, gas-fired steam, and nuclear energy, as well as newer sources of energy, such as wind turbines and photovoltaic plants, or "solar farms." "The Grid," or bulk electric grid, is a network of high-voltage transmission lines that link power plants to substations. The distribution system, composed of lower-voltage secondary lines, is at the street and neighborhood level. It consists of overhead or underground distribution lines, transformers, switching equipment, and individual service "drops" that connect to the individual customer.<sup>37</sup> The existing electrical system in the Project site area consists of overhead and underground facilities.

The City of Burlingame is part of PCE, San Mateo County's electricity provider, which distributes additional renewable power to the region. PCE is a community choice energy (CCE) program, which is a locally controlled community organization that enables local residents and businesses to have a choice regarding where their energy comes from. CCE programs allow local governments to pool the electricity demands of their communities, purchase power with higher renewable content, and reinvest in local infrastructure. Currently, PG&E delivers the power, maintains the lines, and bills customers, but the power is purchased by the CCE program from renewable energy sources such as solar, wind, hydroelectric, geothermal, and biomass.<sup>38</sup>

<sup>36</sup> Pacific Gas & Electric. *Company Profile*. Available: [www.pge.com/en\\_US/about-pge/company-information/profile/profile.page](http://www.pge.com/en_US/about-pge/company-information/profile/profile.page). Accessed: June 27, 2019.

<sup>37</sup> Pacific Gas & Electric. *PG&E's Electric System*. Available: [www.pge.com/includes/docs/pdfs/shared/edusafety/systemworks/electric/pge\\_electric\\_system.pdf](http://www.pge.com/includes/docs/pdfs/shared/edusafety/systemworks/electric/pge_electric_system.pdf). Accessed: June 27, 2019.

<sup>38</sup> Peninsula Clean Energy. 2015. *Community Guide*. Available: [www.peninsulacleanenergy.com/wp-content/uploads/2015/10/PCE\\_community\\_guide\\_v2\\_web.pdf](http://www.peninsulacleanenergy.com/wp-content/uploads/2015/10/PCE_community_guide_v2_web.pdf). Accessed: June 27, 2019.

**Natural Gas.** PG&E's natural gas (methane) pipe delivery system includes 42,000 miles of distribution pipelines and 6,700 miles of transmission pipelines. Gas delivered by PG&E originates in gas fields in California, the Southwest, Rocky Mountains, and Canada. Transportation pipelines send natural gas from fields and storage facilities in large pipes under high pressure. The smaller distribution pipelines deliver gas to individual businesses or residences. PG&E gas transmission pipeline systems serve approximately 15 million gas and electric energy customers in California. The system is operated under an inspection and monitoring program. The system operates in real time on a 24-hour basis and includes leak inspections, surveys, and patrols of the pipelines.<sup>39</sup> In southern Burlingame, a PG&E gas transmission pipeline runs along US 101. However, at Airport Boulevard, the pipeline continues northwest under Rollins Road; at David Road, it turns northeast under US 101 and continues under Mahler Road immediately adjacent to the Project site. At the intersection with Old Bayshore Highway, the pipeline continues northwest, toward San Francisco International Airport (SFO).<sup>40</sup> Distribution gas pipelines are located throughout the Bayfront area.

## 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.** The Project site would continue to be served by PG&E (natural gas) and PCE (electricity). The Project would result in a long-term increase in energy demand associated with the operation of lighting and space heating/cooling in the new hotel facility and vehicle travel. In addition, construction activities associated with the Project would require the use of energy (e.g., electricity and fuel) for various purposes, such as the operation of construction equipment and tools, as well as excavation, grading, demolition, and vehicle travel.

**Construction.** The installation of new or expanded gas lines on the Project site would require excavation, trenching, soil movement, and other activities typical of construction of development projects. However, these construction impacts are discussed in detail in the appropriate topical sections of this document as part of the assessment of overall Project impacts. In addition, although new or relocated gas and electric lines could create short-term construction-related environmental effects (e.g., noise, dust, traffic, temporary service interruptions, etc.), the work would be subject to compliance with the City's and PG&E's regulations as well as standard conditions for new construction related to infrastructure improvements. Also, any such work would be subject to compliance with applicable regulations and standard conditions of approval for the Project, including City permits/review for construction (e.g., grading permits, private development review, encroachment permits, etc.).

Construction activities would generally require the use of heavy-duty construction equipment (e.g. backhoes, excavators, scrapers, loaders, etc.) during most phases of development but especially during demolition, site preparation, and grading activities. These activities would use gasoline and diesel fuel to power the equipment and vehicles needed to build the Project. The energy required for these activities is a necessary component of construction and would not be used in an inefficient manner. The Bay Area is well served by suppliers of gasoline and diesel fuels; the energy required to

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<sup>39</sup> Pacific Gas & Electric. *Learn about the PG&E Natural Gas System*. Available: [www.pge.com/en\\_US/safety/how-the-system-works/natural-gas-system-overview/natural-gas-system-overview.page](http://www.pge.com/en_US/safety/how-the-system-works/natural-gas-system-overview/natural-gas-system-overview.page). Accessed: June 27, 2019.

<sup>40</sup> Pacific Gas & Electric. *Learn Where Natural Gas Pipelines Are Located*. Available: [https://www.pge.com/en\\_US/safety/how-the-system-works/natural-gas-system-overview/gas-transmission-pipeline/gas-transmission-pipelines.page](https://www.pge.com/en_US/safety/how-the-system-works/natural-gas-system-overview/gas-transmission-pipeline/gas-transmission-pipelines.page). Accessed: June 27, 2019.

support construction of the Project would not constitute a significant impact related to demand for either of these sources of energy. Accordingly, construction of the Project would result in ***less-than-significant*** impacts with respect to the wasteful, inefficient, or unnecessary consumption of energy resources.

**Operation.** The Project would consume energy to support normal day-to-day operations of the proposed hotel and restaurant. Vehicles and mass transit used by employees and visitors/guests to travel to and from the Project site would require energy in the form of gasoline, diesel, natural gas, and/or electricity. The specific fuel required for transport would depend on the mode of transportation and type of engine used to propel the vehicle. Energy would be also required to heat and cool the proposed buildings, provide indoor and outdoor lighting, and transport water/wastewater.

The Project would be within the 70,000-square-mile PG&E service territory for electricity and natural gas generation, transmission, and distribution. PG&E continues to expand its renewable energy portfolio. In addition, PCE provides additional renewable power to the Project site. Because of the Project's size and location within an urban development, buildout of the Project would not significantly increase energy demand within the service territory and would not require new energy supply facilities. In addition, energy projections of energy providers within the state anticipate growth from development, such as the Project.

The Project would be required by law to adhere to California Code of Regulations Title 24, the California Green Building Standards Code (CALGreen), and adopted City energy conservation ordinances and regulations. Unless otherwise noted in the regulation, all newly constructed buildings in California, such as the Project, are subject to the requirements of CALGreen, which contains both mandatory and voluntary measures. For non-residential land uses, there are several mandatory measures, including, but not limited to, exterior light pollution reductions, water conserving plumbing fixtures and fittings, recycling standards, and specifications for efficient heating, ventilation, and air-conditioning (HVAC) systems. Two tiers of voluntary measures also apply to non-residential land uses. Accordingly, with implementation of adopted state and City energy conservation measures, adoption of the Project would result in ***less-than-significant*** impacts with respect to the wasteful, inefficient, or unnecessary consumption of energy resources.

***b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

**Less than Significant.** The Project would be required to be use energy-efficient building materials and construction practices, in accordance with CALGreen and Chapter 18.30 of the Burlingame Municipal Code, which contains the Green Building Standards Code. The Project would also use modern appliances and equipment, in accordance with the 2006 Appliance Efficiency Regulations (Title 20, California Code of Regulations Sections 1601 through 1608). Per these requirements, the Project would use recycled construction materials; environmentally sustainable building materials; designs that reduce the amount of energy used in building heating and cooling systems, compared to conventionally built structures; and landscaping that incorporates water-efficient irrigation systems, all of which would conserve energy. In addition, the City's General Plan contains goals, policies, and programs that require local planning and development decisions to consider impacts on energy resources. The Project would adhere to general plan goals, policies, and programs, which would serve to increase energy conservation and minimize potential impacts associated with energy use. The Project, as part of the City's approval process, would be required to comply with existing regulations, including general plan policies and zoning regulations that have been prepared to promote energy conservation and efficiency by implementing sustainable building



practices and reducing automobile dependency. Furthermore, continued implementation of the City's Climate Action Plan, compliance with the CALGreen, and the other applicable state and local energy efficiency measures would result in energy conservation and savings. Therefore, the Project would result in ***less-than-significant*** impacts related to conflicting with a state or local plan for renewable energy and energy efficiency.

<b>VII. GEOLOGY AND SOILS</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less-than- Significant Impact</b>	<b>No Impact</b>
Would the Project:				
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 described 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.)	n/a	n/a	n/a	n/a
ii. Strong seismic ground shaking?	n/a	n/a	n/a	n/a
iii. Seismically related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable or would become unstable as a result of the project and potentially result in onsite or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils that would be 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,<sup>41</sup> in eastern San Mateo County, and adjacent to San Francisco Bay. The Bay Area is considered one of the most seismically active areas in the country and therefore subject to the effects of earthquakes. The San Andreas fault, which traverses the Bay Area, is a major right-lateral strike-slip fault that extends from the Gulf of California in Mexico to Cape

<sup>41</sup> California Geological Survey. 2002. *California Geomorphic Provinces*. (Note 36.) Available: [www.conservation.ca.gov/cgs/Documents/Note\\_36.pdf](http://www.conservation.ca.gov/cgs/Documents/Note_36.pdf). Accessed: April 11, 2018.

Mendocino in California.<sup>42</sup> Basement rock west of the San Andreas fault is generally granite; to the east, it is generally composed of marine sedimentary, submarine volcanic, and metamorphic rocks of the Franciscan Complex, both of Jurassic to Cretaceous age. Overlying the basement rocks are Cretaceous marine and Tertiary marine and non-marine sedimentary rock, with some continental volcanic rock. These Cretaceous and Tertiary rocks, which have been extensively folded and faulted because of movement along the San Andreas fault system, are overlain with sediments of Quaternary age.

The Project site is approximately eight feet above msl,<sup>43</sup> and the topography is flat. The site is underlain by eight to nine feet of undocumented fill, consisting of medium stiff to very stiff clays, with variable amounts of sand and fine gravel as well as medium-dense clayey sands with fine gravel.<sup>44</sup> The fill is underlain by Bay Mud to approximately 32 feet below ground surface (bgs). Bay Mud is made up of soft to medium-stiff plastic silts and clays. Bay Mud material is weak and highly compressible. The Bay Mud was underlain by alluvium to the maximum depth explored. The alluvium is made up of stiff to very stiff clays, with variable amounts of sand as well as medium-dense to dense sandy clays. Cone penetration test soundings indicate that the alluvial materials include occasional sand and silty sand layers. Groundwater was encountered at a depth of 32 feet bgs but stabilized at a depth of 11 feet bgs.<sup>45</sup> Actual groundwater levels fluctuate seasonally with variations in rainfall, temperature, and other factors.

As stated previously, the Project site is in an area that is subject to earthquake. The Alquist-Priolo Earthquake Fault Zoning Act (1972) and the Seismic Hazards Mapping Act (1990) direct the State Geologist to delineate regulatory zones to help cities and counties prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Project site is not in a currently established State of California Earthquake Fault Zone.<sup>46</sup> Furthermore, no active or potentially active faults are known to pass directly beneath the site.<sup>47</sup> However, the Project site is near several active faults that are capable of generating large earthquakes.

Table 3-13 shows the regional faults, the distance from the Project site, and the maximum earthquake magnitude.

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<sup>42</sup> Geocon Consultants, Inc. 2018. *Phase I Environmental Site Assessment, 1499 Old Bayshore Highway and 801 Mahler Road, Burlingame, San Mateo County, California*. (Project No. E9040-04-02.) March 8. Prepared for Bayshore Hotel, LLC, Santa Ana, CA.

<sup>43</sup> Geocon Consultants, Inc. 2018. *Phase I Environmental Site Assessment, 1499 Old Bayshore Highway and 801 Mahler Road, Burlingame, San Mateo County, California*. (Project No. E9040-04-02.) March 8. Prepared for Bayshore Hotel, LLC, Santa Ana, CA.

<sup>44</sup> Ibid.

<sup>45</sup> Ibid.

<sup>46</sup> California Geological Survey. 1974. *Earthquake Zones of Required Investigation San Mateo Quadrangle: Earthquake Fault Zones*. July 1. Available: [http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/SAN\\_MATEO\\_EZRIM.pdf](http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/SAN_MATEO_EZRIM.pdf). Accessed: April 11, 2018.

<sup>47</sup> Geocon Consultants, Inc. 2018. *Phase I Environmental Site Assessment, 1499 Old Bayshore Highway and 801 Mahler Road, Burlingame, San Mateo County, California*. (Project No. E9040-04-02.) March 8. Prepared for Bayshore Hotel, LLC, Santa Ana, CA.

**Table 3-13. Regional Faults**

<b>Fault Name</b>	<b>Approximate Distance to Project Site (miles)</b>	<b>Maximum Earthquake Magnitude</b>
San Andreas (Peninsula)	2.75	8.0
San Gregorio	7.5	7.4
Hayward (North)	16	7.3
Hayward (South)	16	7.3
Monte Vista-Shannon	17	6.5
Silver Creek	19.75	6.9
San Andreas (North Coast)	23.5	8.0
Calaveras (North)	24.5	6.9
Pleasanton	25.25	6.6
Contra Costa Shear Zone	25.75	6.5
Hayward (South Extension)	26.5	6.7
Zayante-Vergeles (Upper)	28.25	7.0
Concord	29.25	6.6

Source: Geocon Consultants, Inc. 2018. *Phase I Environmental Site Assessment, 1499 Old Bayshore Highway and 801 Mahler Road, Burlingame, San Mateo County, California*. (Project No. E9040-04-02.) March 8. Prepared for Bayshore Hotel, LLC, Santa Ana, CA.

The Project site is mapped as having very high susceptibility with respect to liquefaction.<sup>48,49</sup> Liquefiable layers were identified at more than 25 feet bgs at the site.<sup>50</sup> The Project site is not subject to landslides<sup>51</sup> and not near any areas that would be subject to landslides.<sup>52</sup>

### Paleontological Resources

Paleontological resources are fossilized remains, traces, or imprints of once-living organisms that have been preserved in rocks and sediments, providing evidence of past life on Earth. The Society of Vertebrate Paleontology<sup>53</sup> states that significant paleontological resources include fossils of identifiable

<sup>48</sup> Geocon Consultants, Inc. 2018. *Phase I Environmental Site Assessment, 1499 Old Bayshore Highway and 801 Mahler Road, Burlingame, San Mateo County, California*. (Project No. E9040-04-02.) March 8. Prepared for Bayshore Hotel, LLC, Santa Ana, CA.

<sup>49</sup> Witter, Robert C., Keith L. Knudsen, Janet M. Sowers, Carl M. Wentworth, Richard D. Koehler, and Carolyn E. Randolph. 2006. *Maps of Quaternary Deposits and Liquefaction Susceptibility in the Central San Francisco Bay Region, California: Liquefaction Susceptibility*. (Open-file Report 06-1037.) Available: [http://pubs.usgs.gov/of/2006/1037/of06-1037\\_6b.pdf.zip](http://pubs.usgs.gov/of/2006/1037/of06-1037_6b.pdf.zip). Accessed: April 11, 2018.

<sup>50</sup> Geocon Consultants, Inc. 2018. *Phase I Environmental Site Assessment, 1499 Old Bayshore Highway and 801 Mahler Road, Burlingame, San Mateo County, California*. (Project No. E9040-04-02.) March 8. Prepared for Bayshore Hotel, LLC, Santa Ana, CA.

<sup>51</sup> Ibid.

<sup>52</sup> California Geological Survey. 1974. *Earthquake Zones of Required Investigation San Mateo Quadrangle: Earthquake Fault Zones*. July 1. Available: [http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/SAN\\_MATEO\\_EZRIM.pdf](http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/SAN_MATEO_EZRIM.pdf). Accessed: April 11, 2018.

<sup>53</sup> Society of Vertebrate Paleontology. 2010. *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*. Available: [vertpaleo.org/Membership/Member-Ethics/SVP\\_Impact\\_Mitigation\\_Guidelines.aspx](http://vertpaleo.org/Membership/Member-Ethics/SVP_Impact_Mitigation_Guidelines.aspx). Accessed: May 4, 2018.

vertebrate fossils, large or small, and uncommon invertebrate, plant, and trace fossils. The potential for an area to yield significant paleontological resources depends on the geologic age and origin of the underlying rock.

No known paleontological resources have been recorded at the Project site.<sup>54</sup> However, paleontological resources have been recovered from multiple locations in the San Francisco Bay Area, including inland San Mateo County.<sup>55</sup> The Project site is underlain by artificial fill to depths of eight or nine feet.<sup>56</sup> Artificial fill may contain fossils; however, because these have been moved from their original site of deposition, they have lost their original paleontological significance.

## 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.)***

**Not a CEQA Impact.** This topic is subject to the *CBIA vs. BAAQMD* case; therefore, the analysis is included for informational purposes only. The Project site does not lie within a currently established State of California Earthquake Fault Zone, nor is an earthquake fault known to pass underneath the Project site. The likelihood of surface fault rupture as a result of seismic activity at the Project site is low.

**ii. *Strong seismic ground shaking?***

**Not a CEQA Impact.** This topic is subject to the *CBIA vs. BAAQMD* case; therefore, the analysis is included for informational purposes only. The city of Burlingame lies close to historically active faults that are capable of generating strong earthquakes. Development within the city is likely to be subject to strong seismic ground shaking, including development at 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, approximately 2.75 miles to the west. This fault is estimated to be capable of producing an earthquake of magnitude 8.0. Accordingly, implementation of the Project would expose people and structures to strong seismic ground shaking in case of earthquake. However, according to Burlingame Municipal Code Title 18, Chapter 8.010 and Chapter 9.095, Burlingame has adopted the 2016 California Building Standards Code, Part 2, Volumes 1 and 2. The code requires a design-level geotechnical study to be performed for structures that would be built in areas with known geological hazards, including seismic hazards. Implementation of the recommendations provided in the design-level Project geotechnical study would minimize risks to public safety.

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<sup>54</sup> University of California Museum of Paleontology. 2018. *Specimen Search*. Available: <https://ucmpdb.berkeley.edu/>. Accessed: April 13, 2018.

<sup>55</sup> Ibid.

<sup>56</sup> Geocon Consultants, Inc. 2018. *Phase I Environmental Site Assessment, 1499 Old Bayshore Highway and 801 Mahler Road, Burlingame, San Mateo County, California*. (Project No. E9040-04-02.) March 8. Prepared for Bayshore Hotel, LLC, Santa Ana, CA.

**iii. Seismically related ground failure, including liquefaction?**

**Less than Significant.** As discussed previously under Impact VII(a)(ii), the city of Burlingame lies close to historically active faults that are capable of generating strong earthquakes. As discussed under *Setting*, the Project site is mapped as very high susceptibility to liquefaction. The Project would exacerbate risks related to liquefaction. For example, the weight of the Project structures on liquefiable soils would make displacement more likely. The geotechnical report notes that the liquefiable layers are more than 25 feet bgs and that liquefaction-related settlement is expected to be on the order of 0.5 inch.

According to Burlingame Municipal Code Title 18, Chapters 8.010 and 9.095, Burlingame has adopted the 2016 California Building Standards Code, Part 2, Volumes 1 and 2. The code requires a design-level geotechnical study to be performed for structures that would be built in areas with known geological hazards. With implementation of the recommendations provided in the design-level Project geotechnical study, impacts related to expansive soils would be ***less than significant***.

**iv. Landslides?**

**No Impact.** As discussed previously, the Project site is flat and not subject to landslides, nor is it near any areas that are subject to landslides. Therefore, Project construction would not exacerbate landslide risks, and there would be ***no impact*** related to landslide hazards.

**b) Result in substantial soil erosion or the loss of topsoil?**

**Less than Significant.** The Project site is fully developed and occupied with two commercial buildings and grade-level parking. The existing two-story buildings and asphalt would be demolished and removed as part of the Project. Construction activities would be required to comply with the provisions in Appendix J of the 2007 California Building Code with respect to grading, excavating, and earthwork. In addition, because more than 1 acre of soil would be affected by the Project, the Project would be subject to the Construction General Permit, which stipulates erosion control requirements. These requirements include preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that contains BMPs. The purpose of the SWPPP is to identify potential sediment sources and prescribe BMPs to ensure that potential adverse erosion impacts would not occur during construction. Implementation of the SWPPP with BMPs would control stormwater runoff emanating from the construction site. BMPs may include damp street sweeping; appropriate covers, drains, and storage precautions for outdoor material storage areas; and temporary cover for disturbed surfaces, which would help to minimize erosion. Furthermore, Project conformance to City grading standards and the San Mateo County Stormwater Management Plan would prevent substantial erosion as a result of construction and implementation. Therefore, the impact would be ***less than significant***.

**c) Be located on a geologic unit or soil that is unstable or would become unstable as a result of the Project and potentially result in onsite or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse?**

**Less than Significant.** As discussed previously under Impact VII(a)(iii), the Project site is subject to liquefaction. Analysis suggests that up to 0.5 inch of ground surface settlement could result from liquefaction after a seismic event. In addition, because the density of the layers is not even across the site, there may be differential settlement at the Project site. Analysis suggests that up to 0.5 inch of differential settlement across a horizontal distance of 50 feet could result from liquefaction.

Sand boils erupt and liquefaction-related fissures occur when the earthen cap above a liquefiable layer is thin. Because the liquefiable layers are more than 25 feet bgs at the Project site, the potential for sand boils or fissures during a seismic event, including ground loss related to these phenomena, is low.

Lateral spreading occurs during liquefaction when liquefied surficial material is exposed to an open face, such as a creek bank. Although the Project site is adjacent to Mills Creek, analysis suggests that the cap of earthen material above the liquefiable layer would restrain any lateral movement; therefore, the potential for lateral spreading in a seismic event is low. As discussed previously, groundwater was encountered at 32 feet bgs but stabilized at 11 feet bgs. Because excavation would extend only two feet bgs, it would not encounter water. Therefore, it is not expected that there would be a need for dewatering. However, as noted previously, actual groundwater levels fluctuate seasonally. It is possible that groundwater could reach the depth of excavation. If so, dewatering would be required.

According to Burlingame Municipal Code Title 18, Chapter 8.010 and Chapter 9.095, Burlingame has adopted the 2016 California Building Standards Code, Part 2, Volumes 1 and 2. The code requires a design-level geotechnical study to be performed for structures that would be built in areas with known geological hazards. With implementation of the recommendations provided in the design-level Project geotechnical study, impacts related to expansive soils would be ***less than significant***.

- d) ***Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994),<sup>57</sup> creating substantial direct or indirect risks to life or property?***

**Less than Significant.** The Project site is underlain by eight to nine feet of undocumented fill, the expansive properties of which are unknown but should be assumed to be expansive.<sup>58</sup> The Project would involve over-excavation to a depth of approximately two feet and recompaction, based on recommendations in the preliminary geotechnical investigation. In addition, deep foundations would be supported on piles that would extend through the Bay Mud deposits into the alluvium that underlies the Bay Mud. Although the Bay Mud is known to have expansive properties, it is submerged and would not undergo the wetting and drying cycles that cause expansion and contraction.

According to Burlingame Municipal Code Title 18, Chapter 8.010 and Chapter 9.095, Burlingame has adopted the 2016 California Building Standards Code, Part 2, Volumes 1 and 2. The code requires a design-level geotechnical study to be performed for structures that would be built in areas with known geological hazards. With implementation of the recommendations provided in the design-level Project geotechnical study, impacts related to expansive soils would be ***less than significant***.

- e) ***Have soils that would be 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 by using the existing wastewater infrastructure operated by the City of Burlingame. No aspect of the Project would entail any new use of septic tanks or alternative wastewater disposal systems. Therefore, there would be ***no impact*** related to the use of septic tanks or alternative wastewater disposal systems.

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<sup>57</sup> Note that the CEQA Guidelines specifically reference this version of the Uniform Building Code.

<sup>58</sup> Geocon Consultants, Inc. 2018. *Phase I Environmental Site Assessment, 1499 Old Bayshore Highway and 801 Mahler Road, Burlingame, San Mateo County, California*. (Project No. E9040-04-02.) March 8. Prepared for Bayshore Hotel, LLC, Santa Ana, CA.

***f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

**Less than Significant with Mitigation Incorporated.** The artificial fill under the Project site extends to depths of eight or nine feet. Excavation at the site is projected to extend to approximately two feet; therefore, it would not disturb native sediments. However, if excavation should extend deeper than projected and disturb native sediments, it could disturb paleontological resources. The impact would be significant. In the event that paleontological resources are discovered during site development, implementation of Mitigation Measure CUL-2 would mitigate this potentially significant impact to ***less than significant after mitigation***.

**Mitigation Measure CUL-2: Stop Work in Case of Discovery of Paleontological Resources.**

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 the professional paleontologist, shall be implemented to mitigate the impact prior to continuation of work.



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

## Setting

The following discussion provides an overview of climate change and GHG emissions. The existing GHG emissions at the Project site are also discussed. The regulatory framework that applies to the Project is included in Appendix C.

Unlike emissions of criteria and toxic air pollutants, which have local or regional impacts, emissions of GHGs have a broader global impact. Global warming associated with the "greenhouse effect" is a process whereby GHGs accumulating in the atmosphere contribute to an increase in the temperature of the Earth's atmosphere. The principal GHGs that contribute to global warming and associated climate change are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and fluorinated compounds. Emissions of GHGs that contribute to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural sectors.

In order to simplify reporting and analysis, methods have been set forth to describe emissions of GHGs in terms of a single gas. The most commonly accepted method to compare GHG emissions is the global warming potential (GWP) methodology defined in the collective documents published by Intergovernmental Panel on Climate Change (IPCC). The IPCC defines the GWP of various GHG emissions on a normalized scale that recasts all GHG emissions in terms of CO<sub>2</sub> equivalent (CO<sub>2</sub>e) emissions, comparing the gas in question to that of the same mass of CO<sub>2</sub> (CO<sub>2</sub> has a GWP of 1 by definition). Appendix C identifies inventories of global, national, state, and city-wide GHG emissions. In 2005, approximately 337,000 metric tons of CO<sub>2</sub>e were inventoried in the city of Burlingame, with most of the emissions (60 percent) coming from transportation. In 2020, approximately 409,000 metric tons of CO<sub>2</sub>e are forecast in the city of Burlingame.

Relevant state regulations for the Project's GHG impact analysis include Assembly Bill (AB) 32, Senate Bill (SB) 32, Executive Order (EO) S-3-05, and SB 375. AB 32 requires statewide GHG emissions to be reduced to 1990 levels by 2020, SB 32 requires statewide GHG emissions to be reduced to 40 percent below 2020 levels by 2030, EO S-3-05 sets forth a target that calls for reducing statewide GHG emissions to 80 percent below 2020 levels by 2050, and SB 375 requires Metropolitan Planning Organizations to incorporate a "sustainable communities strategy" in their regional transportation plans that will achieve GHG emissions reduction targets set by CARB.

Relevant regional and local regulations for the Project include BAAQMD's 2017 Clean Air Plan, the City's Climate Action Plan (CAP), and the Metropolitan Transportation Commission's Plan Bay Area 2040. A goal of BAAQMD's 2017 Clean Air Plan is to reduce GHG emissions to 1990 levels by 2020, 40 percent

below 1990 levels by 2035, and 80 percent below 1990 levels by 2050. The City's CAP conforms to the state target for 2020, as set forth in AB 32, and the state target for 2050, as set forth in EO S-03-05. A target of the Metropolitan Transportation Commission's Plan Bay Area 2040 is a 10 percent reduction in GHG emissions from passenger vehicles by 2020, compared with 2005 emissions, and a 19 percent reduction by 2035, compared with 2005 emissions.

## Discussion

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?*

### Construction

**Less than Significant.** Construction would be expected to span approximately 26 months, beginning in 2019. Construction activities would generate emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O from mobile and stationary construction equipment as well as construction employees' vehicles and haul trucks. The emissions generated during construction of the Project were estimated using CalEEMod version 2016.3.2, as summarized in Table 3-14. As shown in Table 3-14, it is estimated that construction of the Project would generate approximately 1,609 metric tons of CO<sub>2</sub>e. This is equivalent to adding 345 typical passenger vehicles to the road during the construction period.<sup>59</sup> The emissions generated during construction of the Project would result primarily from the use of diesel-powered construction equipment (e.g., excavators). Construction emissions would cease once construction of the Project is complete; therefore, they are considered short term.

**Table 3-14. Estimated GHG Emissions from Project Construction (metric tons per year)**

Year	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
2019	699	0.1	< 0.1	702
2020	711	< 0.1	< 0.1	712
2021	195	< 0.1	< 0.1	196
Total	1,606	0.1	< 0.1	1,609

CO<sub>2</sub> = carbon dioxide; CH<sub>4</sub> = methane; N<sub>2</sub>O = nitrous oxide; CO<sub>2</sub>e = carbon dioxide equivalent, including the relative warming capacity (i.e., global warming potential) of each GHG

BAAQMD identifies sources of information on potential thresholds of significance and mitigation strategies for operational GHG emissions from land use development projects in its CEQA Guidelines. The BAAQMD CEQA Guidelines do not identify a GHG emissions threshold for construction-related emissions; however, they do recommend that GHG emissions from construction be quantified and disclosed and that a determination regarding the significance of the GHG emissions be made with respect to whether the project in question is consistent with the AB 32 goals regarding reductions in GHG emissions.

The Project would include design features that would implement the following BMPs recommended by BAAQMD to reduce GHG emissions during construction, as feasible and applicable:

<sup>59</sup> U.S. Environmental Protection Agency. 2017. *Greenhouse Gas Equivalencies Calculator*. September. Available: <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>. Accessed: March 30, 2018.

- Use alternative-fuel (e.g., biodiesel, electric) construction vehicles/equipment (at least 15 percent of the fleet);
- Use local building materials (at least 10 percent); and
- Recycle at least 50 percent of construction waste or demolition materials.

The Project would ensure that GHG emissions during construction would be minimized and that the impact would be **less than significant**. Furthermore, the Project would further reduce this less-than-significant impact with implementation of Mitigation Measure AQ-1, which would reduce GHG emissions from construction activities by requiring construction equipment to be maintained and properly tuned and limiting idling times.

## Operations

**Less than Significant.** To assist lead agencies in determining whether operational GHG emissions require further analysis and whether a project may exceed the BAAQMD GHG mass emissions or efficiency threshold discussed in Appendix C, BAAQMD developed screening criteria in its CEQA Air Quality Guidelines.<sup>60</sup> If a project's GHG emissions would be below the screening criteria, then operation of the project would result in less-than-significant operational GHG impacts. However, a project with GHG emissions that would exceed the screening criteria may require a detailed assessment to determine whether GHG emissions would exceed the significance thresholds. The CEQA Air Quality Guidelines note that the screening levels are generally representative of new development on greenfield sites,<sup>61</sup> without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions.

The Project includes a hotel with 404 guestrooms and 2,900 gsf of restaurant uses. Table 3-15 compares BAAQMD's screening-level size for a hotel and high-turnover restaurant to the Project. As shown in table, the Project would exceed BAAQMD's screening-level size for a hotel (83 rooms). Therefore, the Project's operational GHG emissions would not meet BAAQMD's screening-level criteria, and a quantitative analysis of the Project's operational GHG emissions would be required.

**Table 3-15. Comparison of BAAQMD's Screening-Level Size and the Project**

Land Use Type	Proposed Project Size	BAAQMD's Screening-Level Size	Exceeds Operational Screening-Level Size?
Hotel	404 rooms	83 rooms	Yes
High-turnover restaurant	2,900	7,000 gsf	No

<sup>60</sup> Bay Area Air Quality Management District. 2017. *California Environmental Quality Act Air Quality Guidelines*. May. 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: March 30, 2018.

<sup>61</sup> *Greenfield* refers to an agricultural site, forestland, or an undeveloped site that has been earmarked for commercial, residential, or industrial projects.

Although BAAQMD's current efficiency threshold accounts for consistency with AB 32's established GHG reduction targets for 2020, efficiency-based thresholds can also be derived to assess a project's consistency with the state's post-2020 reduction targets. Efficiency-based thresholds consist of identifying a GHG efficiency level for new development that supports statewide reduction planning for future milestones. Projects that attain the efficiency target, with or without mitigation, would result in less-than-significant GHG emissions.

Efficiency-based thresholds are typically calculated by dividing emissions associated with residential and commercial uses (termed the *land use sector* in the AB 32 Scoping Plan) within a jurisdiction by the sum of jobs and residents within the same geography. The sum of jobs and residents is called the *service population*, and a project's service population is defined as the people who work and live within a project site. This methodology has been targeted primarily to residential, commercial, and mixed-use projects with GHG emissions resulting from a mixture of building energy, transportation, solid waste, and other sources, similar in proportion to that of the overall land use sector, that occur in a roughly linear relationship to the number of employees and/or the residential population. Because typical service population efficiency-based thresholds are based on the land use sector (residential and commercial uses) and account for only land use-related emissions and residential population and employment, they are not applicable for hotel-based land use developments, such as the Project, for two reasons: 1) hotel guests are not considered residents and often have travel, building energy use, water consumption, and waste generation patterns that differ from those of residents or employees and 2) hotel emissions are largely driven by the number of rooms, guests, and/or meeting spaces.

For the purpose of this analysis, GHG efficiency thresholds specific to hotels and based on the emissions reduction targets under AB 32 and SB 32 and indicated in the City's CAP were established. To establish these metrics, GHG emissions for one hotel room within San Mateo County in the CAP baseline year (2005) were calculated using CalEEMod. The resulting emissions were used to calculate future GHG reduction targets, based on the percent reduction required to meet the statewide goals for 2020 and 2030 (i.e., 1990 emission levels 15 percent below 2005 levels by 2020 and 40 percent below 1990 emission levels by 2030). For projects with buildout years that fall outside the milestone years of 2020 and 2030, GHG efficiency thresholds can be estimated by interpolating the GHG efficiency targets between the appropriate milestone years. As such, for the Project, a GHG efficiency target for 2021 is calculated by interpolating a 4 percent reduction below 1990 emissions levels between milestone years 2020 and 2030 and used to evaluate future GHG emissions impacts from the Project.

The efficiency thresholds developed as part of this analysis are shown in Table 3-16. The threshold used to evaluate Project emissions at full buildout (2021) is in bold.

**Table 3-16. Operational GHG Thresholds/Substantial Progress Efficiency Metrics**

Year	MT CO <sub>2</sub> e per Hotel Room	Threshold Basis
2020	10.6	GHG emissions reduced to 1990 levels (15 percent below 2005 levels) by 2020 per AB 32
<b>2021</b>	<b>10.2</b>	<b>GHG emissions reduced to 4 percent below 1990 levels (interpolated between 2020 and 2030)</b>
2030	6.4	GHG emissions reduced to 40 percent below 1990 levels per SB 32

Source: CalEEMod version 2016.3.2.

MT CO<sub>2</sub>e = metric tons of carbon dioxide equivalent.

See Appendix A for GHG threshold calculations.

GHG emissions from motor vehicles were evaluated using CalEEMod and trip generation rates from the Project's traffic impact study (see Appendix E). Default trip lengths from CalEEMod were also used, as were area, energy, water, and waste emissions. Area sources include gasoline- and diesel-fired landscaping equipment. Energy sources include natural gas as well as electricity, both use and generation. Water consumption results in indirect GHG emissions from the conveyance and treatment of water. Waste generation results in fugitive CH<sub>4</sub> and N<sub>2</sub>O emissions from the decomposition of organic matter. The CalEEMod model for the Project also accounted for emissions from testing of a 700-horsepower onsite emergency generator associated with the hotel as well as carbon sequestration and a reduction in the Project's modeled operational GHG emissions due to the planting of additional trees and other landscaping.

Existing operational GHG emissions associated with existing office building land uses are shown in Table 3-17.

**Table 3-17. Existing Operational Greenhouse Gas Emissions (metric tons per year)**

Emissions Category	Estimated Total Emissions (metric tons)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Operational Activities (per year)				
Area Sources	< 1	< 0.1	< 0.1	< 1
Energy Use	139	< 0.1	< 0.1	139
Mobile Sources	455	< 0.1	< 0.1	456
Solid Waste Generation	9	0.5	< 0.1	21
Water Use	12	0.3	< 0.1	21
<b>Total Existing Operational Emissions (per year)</b>	<b>615</b>	<b>0.8</b>	<b>&lt; 0.1</b>	<b>637</b>
CH <sub>4</sub> = methane; CO <sub>2</sub> = carbon dioxide; CO <sub>2</sub> e = carbon dioxide equivalent; N <sub>2</sub> O = nitrous oxide				

Total GHG emissions associated with Project operations have been estimated and are presented in Table 3-18.

**Table 3-18. Project Operational Greenhouse Gas Emissions (metric tons per year)**

Emissions Category	Estimated Total Emissions (metric tons)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Operational Activities (per year)				
Area Sources	< 1	< 0.1	< 0.1	< 1
Energy Use	1,288	< 0.1	< 0.1	1,294
Mobile Sources	2,532	0.1	< 0.1	2,535
Emergency Generator	3	< 0.1	< 0.1	3
Solid Waste Generation	52	3.1	< 0.1	129
Water Use	22	0.4	< 0.1	340
<i>Total Operational Emissions</i>	<i>3,898</i>	<i>3.6</i>	<i>&lt; 0.1</i>	<i>3,995</i>
GHG Reductions from Vegetation Sequestration (per year)	60	0	0	60
<b>Total Project GHG Emissions (per year)</b>	<b>3,838</b>	<b>3.6</b>	<b>&lt; 0.1</b>	<b>3,935</b>
CH <sub>4</sub> = methane; CO <sub>2</sub> = carbon dioxide; CO <sub>2</sub> e = carbon dioxide equivalent; N <sub>2</sub> O = nitrous oxide				

As shown in Table 3-18, total Project GHG emissions would total approximately 3,935 metric tons of CO<sub>2</sub>e per year. Net emissions associated with the Project were estimated by subtracting emissions associated with existing land use types from emissions associated with proposed land use types for buildout-year conditions. The Project's net estimated annual operational emissions are presented in Table 3-19.

**Table 3-19. Net (Project minus Existing) Greenhouse Gas Emissions (metric tons per year)**

Emissions Category	Estimated Total Emissions (metric tons)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Total Existing Operational Emissions (per year)	615	0.8	< 0.1	637
Total Project GHG Emissions (per year)	3,838	3.6	< 0.1	3,935
Net GHG Emissions (per year)	3,223	2.8	< 0.1	3,298
<b>Net GHG Emissions (per hotel room per year)</b>				<b>8.2</b>
<b>GHG Emissions Threshold for 2021 (per hotel room per year)</b>				<b>10.2</b>
<b>Exceeds Threshold?</b>				<b>No</b>
CH <sub>4</sub> = methane; CO <sub>2</sub> = carbon dioxide; CO <sub>2</sub> e = carbon dioxide equivalent; N <sub>2</sub> O = nitrous oxide				

As shown in Table 3-19, the Project's net GHG emissions would total approximately 3,298 metric tons of CO<sub>2</sub>e per year. Dividing the Project's net GHG emissions by the total number of hotel rooms associated with the Project (404 rooms) results in a GHG emissions efficiency level of 8.2 metric tons CO<sub>2</sub>e per hotel room per year under buildout conditions. This is below the calculated GHG efficiency threshold per hotel room for 2021. Therefore, this impact would be **less than significant**.

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

**Less than Significant.** AB 32 and SB 32 have been adopted at the statewide level for the purpose of reducing GHG emissions. At the local level, the CAP is the City's plan to reduce GHG emissions. The Project's consistency with these three plans has been assessed to determine the significance of this impact (see Appendix C). In addition, the Project's consistency with the 2017 Clean Air Plan, SB 375/Plan Bay Area 2040, and EO S-3-05 has also been reviewed (see Appendix C). Based on the analysis included in Appendix C, the Project is consistent with the applicable policies described in the scoping plans for AB 32, SB 32, the City's CAP, the 2017 Clean Air Plan, and Plan Bay Area 2040. For example, the Project would optimize public transit, bicycle, and pedestrian access to the site by locating development adjacent to local transit lines as well as routes that provide safe and convenient access for cyclists and pedestrians, thereby reducing the number of vehicle miles traveled. The Project would also increase the amount of landscaping in the area. Therefore, net GHG emissions would be below the thresholds of significance, as shown in Table 3-19. Consequently, the Project would not conflict with achievement of AB 32 reduction goals for 2020, SB 32 reduction goals for 2030, or Regional Transportation Plan/Sustainable Communities Strategy reduction goals for 2020 and 2035. In addition, as described in Impact VIII(a), the Project's net GHG emissions would be below the 2021 hotel GHG efficiency threshold, based on the state's long-term emissions trajectory established under SB 32 and EO S-3-05. Therefore, this impact would be **less than significant**.

<b>IX. HAZARDS AND HAZARDOUS MATERIALS</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less-than- Significant Impact</b>	<b>No Impact</b>
Would the Project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 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 that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, 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 2 miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Setting

The Project site is developed and has two commercial buildings with multiple tenants. The site also includes exterior grade-level parking.<sup>62</sup> A Phase I Environmental Site Assessment was prepared by Geocon Consultants in March 2018 to assess the potential for impacts from hazardous substances and/or petroleum products at the Project site and identify any recognized environmental conditions (RECs). The American Society for Testing and Materials' *Designation E 1527-13 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* defines an REC as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property (1) due to any release to the environment, (2) under conditions indicative of a release to the

<sup>62</sup> Geocon Consultants, Inc. 2018. Phase I Environmental Site Assessment, 1499 Old Bayshore Highway and 801 Mahler Road, Burlingame, San Mateo County, California. (Project No. E9040-04-02.) March 8. Prepared for Bayshore Hotel, LLC, Santa Ana, CA.

environment, or (3) under conditions that pose a material threat of a future release to the environment.” Conditions that do not present a threat to human health or the environment and are not be the subject of enforcement action are not RECs.

The commercial buildings currently present at the Project site were developed between 1960 and 1963, based on building plans and historical photographs.<sup>63</sup> Uses at the site have historically been office and commercial.

In November 1988, the San Mateo County Environmental Health Department (SMCEHD) responded to a complaint regarding waste oil storage at the 801 Mahler Road portion of the Project site.<sup>64</sup> In a letter, the SMCEHD documented that an unauthorized release of hazardous waste had occurred, directed the tenant to absorb the waste oil and dispose of it properly, and correct storage practices within one (1) month. In April 1990, the letter was annotated by hand to note that the site was no longer generating hazardous waste. Although the original letter did not identify the type of hazardous waste, it was most likely hydrocarbon waste. This is an REC for the Project site because a hazardous material was released to the environment or posed a threat of release to the environment.

Neighboring properties include commercial buildings and warehouses with manufacturing uses.<sup>65</sup> The use of solvents and petroleum products is common practice at warehouses and manufacturing operations. In addition, the site has been developed with light industrial buildings since the 1960s and is located in a commercial/light industrial area. Light industrial areas are frequently associated with hazardous substances and hydrocarbon use and storage, which could include the use of underground storage tanks (USTs). It is possible there are undocumented USTs at the Project site, including undocumented leaking USTs (LUSTs). These conditions, both at the site and nearby, constitute an REC for the Project site, and the likely presence of a hazardous material poses a threat from its release to the environment. In addition, records exist for several LUSTs within ¼ mile of the Project site, but all have a closed status.<sup>66</sup> These closed LUST facilities are as follows:

- Unocal, 1500 Old Bayshore Highway
- Roadrunner Rapid Express, 1461 Old Bayshore Highway
- Shell Service Station #132, 1390 Old Bayshore Highway
- Enterprise Rent-A-Car, 778 Burlway Road
- Humber Realty, 884 Mahler Road

These closed LUST cases do not constitute RECs for the Project site.

In 1962, panels were installed at both buildings that may contain asbestos.<sup>67</sup> During the site assessment, lead-based paint may have been observed on the buildings’ exteriors, and numerous fluorescent light ballasts were observed in building interiors.

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<sup>63</sup> Geocon Consultants, Inc. 2018. Phase I Environmental Site Assessment, 1499 Old Bayshore Highway and 801 Mahler Road, Burlingame, San Mateo County, California. (Project No. E9040-04-02.) March 8. Prepared for Bayshore Hotel, LLC, Santa Ana, CA.

<sup>64</sup> Ibid.

<sup>65</sup> Ibid.

<sup>66</sup> Ibid.

<sup>67</sup> Geocon Consultants, Inc. 2018. Phase I Environmental Site Assessment, 1499 Old Bayshore Highway and 801 Mahler Road, Burlingame, San Mateo County, California. (Project No. E9040-04-02.) March 8. Prepared for Bayshore Hotel, LLC, Santa Ana, CA.



The closest school to the Project site is The Avalon Academy, a private school located approximately 300 feet from the site.<sup>68</sup> The Project is within 2 miles of San Francisco International Airport. An Airport Land Use Compatibility Plan (ALUCP) for San Francisco International Airport has been adopted.<sup>69</sup> The Project is not within two (2) miles of a private airstrip. The City of Burlingame falls within a California Department of Forestry and Fire Protection Local Responsibility Area.<sup>70</sup> It is zoned as a Non-Very High Fire Hazard Security Zone.

## 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.** During Project construction, paint, building material, finishing products, and automotive oil would be used. However, such materials, which would be used only temporarily, typically do not generate hazardous air emissions or pose a long-term threats to human health or the environment. Improper disposal could increase the risk of exposure for nearby residents (e.g., through direct contact) or adversely affect soil, groundwater, or surface waters. However, any transport, use, or disposal of hazardous materials under the Project would be subject to state and federal hazardous materials laws and regulations. The primary federal laws pertaining to hazardous materials and wastes are 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 as well as cleaning up 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.

Project implementation would involve operation of a hotel, restaurant, and parking garage. The common chemicals used in such facilities include cleaning materials; maintenance materials, including paint; and cooking oil. However, substantial use, transport, or disposal of hazardous materials would not occur. Therefore, with adherence to the regulations regarding the transport, use, and disposal of hazardous materials, the Project's impact 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.** The Project would require demolition of structures that could expose construction workers or others to asbestos-containing materials and lead-based paint. However, compliance with existing federal and state regulations would ensure that asbestos-containing materials and lead-based paint are appropriately handled and disposed. The Applicant will comply with Title 8 California Code of Regulations/ Occupational Safety and Health

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<sup>68</sup> The Avalon Academy. n.d. *The Avalon Academy*. Available: <http://www.theavalonacademy.org/contact/>. Accessed: May 10, 2018.

<sup>69</sup> Ricondo & Associates, Jacobs Consultancy, and Clarion Associates. 2012. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*. November. 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: March 30, 2018.

<sup>70</sup> California Department of Forestry and Fire Protection. 2008. *San Mateo County FHSZ Map: Local Responsibility Area*. Available: [http://frap.fire.ca.gov/webdata/maps/san\\_mateo/fhszl\\_map.41.pdf](http://frap.fire.ca.gov/webdata/maps/san_mateo/fhszl_map.41.pdf). Accessed: March 30, 2018.

Administration requirements. The requirements call for proper removal and disposal of peeling paint and appropriate sampling of painted building surfaces to detect lead prior to disturbance. Proper disposal of the paint or painted material is also required. Federal and state laws protect workers, the public, and the environment from being exposed to asbestos. The Applicant would comply with existing requirements to minimize asbestos exposure, including safe disposal of asbestos-containing materials per the Toxic Substances Control Act of 1976 and implementation of worker safety measures required by Cal-OSHA. Thus, implementation of federal and state regulations would ensure that the impact associated with the exposure of construction workers or others to asbestos-containing materials and lead-based paint would be ***less than significant***.

As discussed under *Setting*, there are multiple RECs at the Project site, the history for which includes one hazardous waste emission in 1988. By 1990, the site was no longer emitting hazardous waste. However, there is no record of waste cleanup. In addition, because the Project site is in a light industrial area, there could be undocumented USTs. This is a potentially significant impact. Although undocumented USTs do not pose a hazard unless they are leaking, implementation of Mitigation Measure HAZ-1 would enable construction workers to identify any undocumented hazardous waste in the soil at the Project site. With implementation of Mitigation Measure HAZ-1, the impact would be ***less than significant after mitigation***.

**Mitigation Measure HAZ-1: Visual and Olfactory Screening.** Visual and olfactory screening shall be implemented during ongoing construction activities by construction personnel in areas where there is a higher likelihood of encountering previously unidentified contaminated soils. Visual and olfactory observations are commonly used as a screening tool for identifying potentially contaminated soils. Non-contaminated native soils typically have distinct color and bedding as well as other physical attributes (e.g., organic or peaty odors). Chemically affected soils can exhibit a coloration that is distinctly different from surrounding non-contaminated soil. Often, when encountering contaminated soils, a change in color is first noted; soon afterward, a distinct odor is detected. Odors can range from smells that are characteristic of oils or lubricants to sweeter smells, which are often associated with solvents. If soils with suspect color or odor are encountered, construction work shall stop in the area where the suspect soil is located and a qualified environmental professional shall be contacted for proper identification, handling, and disposal of the contaminated material.

***c) Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?***

**Less than Significant with Mitigation Incorporated (Construction).** As stated previously, the closest school to the Project site is The Avalon Academy, which is approximately 300 feet from the site. Project-related building demolition could involve the handling and disposal of hazardous waste products, including hydrocarbons, lead, and asbestos-containing materials. Most of these substances are found at construction sites. In addition, there is a possibility that excavation and grading associated with construction activities at the Project site could encounter potentially contaminated soils if undocumented LUSTs are present at the site. However, any handling of such substances would be regulated by federal and state hazardous materials laws, which would minimize the risk of exposure at nearby land uses, including The Avalon Academy. Implementation of Mitigation Measure HAZ-1 would further reduce the potential risk of exposure at nearby land uses. The impact of Project construction on nearby schools would be ***less than significant with mitigation incorporated***.

**Less than Significant (Operation).** As described previously, the Project would include hotel and restaurant uses on the site. The common chemicals used in these commercial settings are found in cleaning materials, food preparation materials, and maintenance materials. However, their use would not emit hazardous emissions. The Project would not require any handling of hazardous or acutely hazardous materials. Therefore, operation of the Project would have a ***less-than-significant impact*** on schools within 0.25 mile of the Project site.

- d) ***Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?***

**No Impact.** The Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. There are no documented LUSTs on the site. Furthermore, there has been no migration of hazardous materials from the site. Although records exist for several LUSTs near the Project site, all are listed as closed facilities. 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 2 miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?***

**Less than Significant.** As discussed previously, the Project is within two (2) miles of San Francisco International Airport. The ALUCP is subject to land use policies and restrictions, which include a height restriction associated with Federal Aviation Administration (FAA) regulations. The FAA has issued a Determination of No Hazard to Air Navigation for the Project.<sup>71</sup> The aeronautical study determined that the proposed structure would not exceed obstruction standards or be a hazard to air navigation, provided that FAA Form 7460-2, Notice of Actual Construction or Alteration, is filed if the Project is abandoned; the form must also be filed within 5 days of construction reaching its greatest height. According to the study, marking and lighting are not necessary at the Project site for aviation safety. Furthermore, the Project site does not fall within any of the safety compatibility zones<sup>72</sup> and, therefore, is not within an area of potential danger involving operation of San Francisco International Airport. Therefore, the Project would not result in a safety hazard or excessive noise for people in the Project area, and the impact would be ***less than significant***.

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

**Less than Significant.** The Project would construct a new structure on previously developed commercial land. Access points to the site would be constructed to ensure proper access for emergency vehicles. Although the City does not have an established evacuation plan, the Project would adhere to the guidelines established within the Community Safety Element of the Burlingame General Plan.<sup>73</sup> Therefore, the Project would not conflict with an adopted emergency response or evacuation plan, and the impact would be ***less than significant***.

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<sup>71</sup> Federal Aviation Administration. 2018. *Determination of No Hazard to Air Navigation*. Aeronautical Study No. 2018-AWP-5300-OE. Issued: March 29, 2018.

<sup>72</sup> Ricondo & Associates, Jacobs Consultancy, and Clarion Associates. 2012. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*. November. 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: March 30, 2018.

<sup>73</sup> City of Burlingame. 2017. *Burlingame General Plan*. Chapter VIII, Community Safety Element. Available: [http://www.envisionburlingame.org/files/managed/Document/324/Burlingame\\_Public\\_Draft\\_August2017\\_Chapter8.pdf](http://www.envisionburlingame.org/files/managed/Document/324/Burlingame_Public_Draft_August2017_Chapter8.pdf). Accessed: April 2, 2018.

- g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires, including areas where wildlands are adjacent to urbanized areas or residences are intermixed with wildlands?***

**No Impact.** The Project site and the surrounding vicinity are entirely developed. As discussed previously, the Project site is within a Non-Very High Fire Hazard Security Zone of the Local Responsibility Area.<sup>74</sup> Accordingly, implementation of the Project would not expose people or structures to significant loss, injury, or death involving wildland fires. There would be ***no impact***.

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<sup>74</sup> California Department of Forestry and Fire Protection. 2008. San Mateo County FHSZ Map: Local Responsibility Area. Available: [http://frap.fire.ca.gov/webdata/maps/san\\_mateo/fhszl\\_map.41.pdf](http://frap.fire.ca.gov/webdata/maps/san_mateo/fhszl_map.41.pdf). Accessed: March 30, 2018.

<b>X. HYDROLOGY AND WATER QUALITY</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less-than- Significant Impact</b>	<b>No Impact</b>
Would the Project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface- or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:				
(i) result in substantial erosion or siltation onsite or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) create or contribute runoff water that 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 floodflows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Setting

The Project site is within the Mills Creek watershed.<sup>75,76</sup> The Mills Creek watershed drains the Mills Canyon area, which extends from Skyline Boulevard to a lower-level area bounded by Hillside Drive to the south and Mercy High School/Ray Park to the north. The drainage is collected in Mills Creek after passing under El Camino Real and California Drive in parallel 54-inch culverts, then continuing within open channels and box culverts to the Bay.<sup>77</sup>

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 implementation of National Pollutant Discharge Elimination System (NPDES) stormwater discharge permits. The SWRCB has implemented a NPDES Construction General Permit for the State of California (Order 2009-0009-DWQ). Dischargers whose projects disturb one (1) or more acres of soil are required to obtain coverage under the Construction General Permit. The Construction General Permit requires a SWPPP to be prepared prior to commencement of construction.

The City of Burlingame participates in the San Mateo Countywide Pollution Prevention Program (SMCWPPP) and is required to implement low-impact development (LID) BMPs under NPDES Permit No. CAS612008, Order No. Order R2-2009-0074, adopted October 14, 2009.<sup>78</sup> This NPDES permit is also known as the Municipal Regional Stormwater Permit (MRP). Provision C.3 of the MRP is directly applicable to the Project. This provision allows permittees to include appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address both soluble and insoluble stormwater runoff pollutant discharges and prevent increases in runoff flows from new development and redevelopment projects. This goal is to be accomplished primarily through implementation of LID techniques. LID practices include source-control BMPs, site design BMPs, and stormwater treatment BMPs onsite or at a joint stormwater treatment facility.

The City of Burlingame purchases all of its potable water from the San Francisco Public Utilities Commission (SFPUC) Regional Water System (RWS). Approximately 85 percent of the SFPUC RWS water supply originates in the Hetch Hetchy watershed, located in Yosemite National Park, and flows down the Tuolumne River into Hetch Hetchy Reservoir.<sup>79</sup> The remaining 15 percent of the SFPUC RWS water supply originates locally in the Alameda and Peninsula watershed and is stored in six different reservoirs in Alameda and San Mateo Counties.<sup>80</sup>

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<sup>75</sup> Tillery, Anne C., Janet M. Sowers, and Sarah Pearce. 2007. *Creek Watershed Map of San Mateo & Vicinity*. Available: [http://explore.museumca.org/creeks/WholeMaps/10\\_San%20Mateo%20Creek%20Map.pdf](http://explore.museumca.org/creeks/WholeMaps/10_San%20Mateo%20Creek%20Map.pdf). Accessed: April 16, 2018.

<sup>76</sup> Oakland Museum of California. n.d. *Guide to San Francisco Bay Area Creeks, Mills Creek Watershed*. Available: <http://explore.museumca.org/creeks/1560-RescMills.html>. Accessed: April 17, 2018.

<sup>77</sup> City of Burlingame. n.d. *Mills Creek Watershed Projects*. Available: [https://www.burlingame.org/document\\_center/Public%20Works/Stormwater%20Management/Mills%20Creek%20Watershed.pdf](https://www.burlingame.org/document_center/Public%20Works/Stormwater%20Management/Mills%20Creek%20Watershed.pdf). Accessed: April 17, 2018.

<sup>78</sup> San Francisco Regional Water Quality Control Board. 2009. *California Regional Water Quality Control Board, San Francisco Bay Region, Municipal Regional Stormwater NPDES Permit*. Order R2-2009-0074. October 14. Available: [https://www.waterboards.ca.gov/rwqcb2/board\\_decisions/adopted\\_orders/2009/R2-2009-0074.pdf](https://www.waterboards.ca.gov/rwqcb2/board_decisions/adopted_orders/2009/R2-2009-0074.pdf). Accessed: May 9, 2018.

<sup>79</sup> Erler & Kalinowski, Inc. 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: April 17, 2018.

<sup>80</sup> Ibid.

There are no surface waters at the Project site; however, Mills Creek is adjacent to the Project site, to the south, and the Bay is 300 feet east of the Project site, across Old Bayshore Highway. During the geotechnical investigation, groundwater was encountered at a depth of 32 feet bgs but stabilized at a depth of 11 feet bgs.<sup>81</sup> Actual groundwater levels fluctuate seasonally with variations in rainfall, temperature, and other factors.<sup>82</sup> The City of Burlingame is within the Westside Groundwater Basin, which is designated as a very low priority area, per the Sustainable Groundwater Management Act.<sup>83</sup> The South Westside Basin Groundwater Management Plan is a voluntary groundwater management plan that the City of Burlingame is a part of.<sup>84</sup> This voluntary groundwater management plan has the goal of ensuring a sustainable, high-quality, reliable water supply at a fair price, achieved through local groundwater management, for beneficial uses.<sup>85</sup> The Project site is categorized by the Federal Emergency Management Agency (FEMA) as Zone B (500-year floodplain), an area subject to inundation by a 0.2 percent annual-chance flood event.<sup>86</sup>

## Discussion

**a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface- or groundwater quality?***

**Less than Significant.** Construction of the Project would involve ground-disturbing activities such as excavation, which could require dewatering. Construction activities also have the potential to result in runoff that contains sediment and other pollutants, which could degrade water quality if not properly controlled. Sources of pollution associated with construction include chemical substances from construction materials as well as hazardous or toxic materials, such as fuels. As described in Impact IX(a), the Project would be subject to state and federal hazardous materials laws and regulations, which would minimize the risk of affecting the quality of surface water and groundwater. More than 1 acre of soil would be affected by the Project; therefore, the Project would be subject to the Construction General Permit. Furthermore, the Project would be required to comply with the MRP. Erosion control requirements are stipulated in the Construction General Permit and the MRP. These requirements include preparation and implementation of a SWPPP that contains BMPs. The purpose of the SWPPP is to identify potential sediment sources and other pollutants and prescribe BMPs to ensure that potential adverse erosion, siltation, and contamination impacts do not occur during construction activities. Implementation of a SWPPP with BMPs would control erosion and protect water quality from potential contaminants in stormwater runoff emanating from the construction site. BMPs may include damp street sweeping; appropriate covers, drains, and storage precautions for outdoor material storage areas; temporary cover for disturbed surfaces; and sediment basins or traps, earthen dikes or berms, silt fences, check dams, soil blankets or mats, covers for stock piles, or other BMPs to trap sediments. Such BMPs would help to protect surface water and groundwater quality, and construction impacts would be ***less than significant***.

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<sup>81</sup> Geocon Consultants, Inc. 2018. *Geotechnical Investigation, Proposed 13-story Hotel, 1499 Old Bayshore highway, Burlingame, California*. February.

<sup>82</sup> Ibid.

<sup>83</sup> County of San Mateo. 2019. *Groundwater 101*. Available: <https://www.smcsustainability.org/energy-water/groundwater/>. Accessed: June 25, 2019.

<sup>84</sup> WRIme. 2012. *South Westside Basin Groundwater Management Plan*. July 2012. Available: <https://sfwater.org/Modules/ShowDocument.aspx?documentid=3104>. Accessed: June 25, 2019.

<sup>85</sup> Ibid.

<sup>86</sup> Federal Emergency Management Agency. 2012. *Flood Insurance Rate Map, San Mateo County, California, and Incorporated Areas*. Panel 151 of 510. Effective date: October 16, 2012.

Pollutants in stormwater runoff from urban development, such as the Project, have the potential to violate water quality standards if the types and amounts are not adequately reduced. Stormwater runoff from the types of urban uses that would be facilitated by Project approval is regulated under the MRP. The Project Sponsor would be required to submit the SMCWPPP checklist to the City to show compliance with NPDES regional permit requirements. BMPs included in site designs and plans for the Project would be reviewed by the City's engineering staff to ensure appropriateness and adequate design capacity prior to permit issuance. The San Francisco Bay RWQCB has incorporated requirements in the MRP to protect water quality and approved the SMCWPPP, which is in compliance with the Municipal Stormwater NPDES Permit. The City review and permitting process will ensure that the permit's waste discharge requirements are not violated by the Project. For these reasons, the Project would not violate water quality standards or waste discharge requirements during operation, including surface water and groundwater quality, and impacts would be ***less than significant***.

***b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?***

**Less than Significant.** Per the Sustainable Groundwater Management Act, all of California's 515 groundwater basins are classified into one of four categories: high, medium, low, or very low priority. The Project site is within the Westside Groundwater Basin, which is classified as very low priority. Groundwater is not a source of supply or recharge; the City's sole source of potable water is the SFPUC RWS, which obtains approximately 85 percent of its water supply from Hetch Hetchy Reservoir. Nonetheless, the City of Burlingame is a part of the South Westside Basin Groundwater Management Plan, which is a voluntary groundwater management plan.

Groundwater was encountered at 32 feet bgs but stabilized at 11 feet bgs.<sup>87</sup> Because excavation would extend only two feet bgs, it is unlikely that groundwater would be encountered. It is also unlikely that dewatering would be required. If any groundwater were to be encountered, it would be a short-term, less-than-significant impact because groundwater is not a source of supply or recharge, and dewatering would not have a substantial adverse effect on surface water/groundwater interactions. This would not adversely affect groundwater supplies because the City's sole source of potable water is the SFPUC RWS. In addition, there would be no long-term groundwater impacts because no subsurface features would be associated with the Project. Furthermore, there would be no long-term groundwater impacts associated with groundwater recharge because the Project would not increase the area of impervious surfaces, as discussed in Impact X(c). Impervious surfaces would be reduced from the existing 1.97 acres to approximately 1.56 acres after Project construction.<sup>88</sup> The Project would, therefore, not substantially decrease groundwater supplies and would not impede sustainable groundwater management of this very low-priority groundwater basin. Therefore, the Project's impact would be ***less than significant***.

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<sup>87</sup> Geocon Consultants, Inc. 2018. *Geotechnical Investigation, Proposed 13-story Hotel, 1499 Old Bayshore highway, Burlingame, California*. February.

<sup>88</sup> Karimoto, Derek H. 2017. *C.3 and C.6 Development Review Checklist*. Prepared: October 11, 2017.



**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 that would:***

**(i) *Result in substantial erosion or siltation onsite or offsite?***

**Less than Significant.** Although the Project site is near a portion of Mills Creek, no construction would take place within Mills Creek; therefore, the drainage patterns of Mills Creek would not be directly altered by construction of the Project.

Under existing conditions, stormwater from the Project site is conveyed to a concrete V-gutter that flows to a drain inlet along Mahler Road. Implementation of the Project would alter existing drainage patterns of the Project site. The Project would include the installation of trench drains at the four driveway entrances to prevent onsite flows from leaving the Project site. Roof drain outlets would be routed to a pre-treatment continuous deflection separator unit with a direct connection to a proposed underground rain-harvesting system. With the rain-harvesting system, stormwater runoff would be captured and detained, then treated and used to irrigate the landscaped areas and the proposed turf block system for the fire access road along the Project site. The proposed turf block system would be a self-treating area, as defined in Provision C.3, Stormwater Technical Guidance. The self-treating area would not receive runoff from other impervious areas on the site.

Any storm runoff would be discharged directly to the storm drain in Old Bayshore Highway.<sup>89</sup> However, stormwater runoff could still unintentionally be discharged into Mills Creek. As described in Impact X(a), the Project would implement BMPs per NPDES regional permit requirements; it would not result in any violations of water quality standards or waste discharge requirements. Furthermore, impervious surfaces would be reduced from the existing 1.97 acres to approximately 1.56 acres after Project construction.<sup>90</sup> The reduction in impervious surfaces would decrease the amount of stormwater runoff generated by the Project site, which would reduce demands on the City stormwater drainage system. With the reduction in impervious surfaces, the Project would generate less stormwater runoff than under existing conditions. Therefore, the Project would discharge less stormwater into Mills Creek compared with the volume that is currently discharged.

In summary, overall, the Project would reduce the amount of stormwater runoff generated at the site and implement BMPs to treat stormwater runoff, including a rain-harvesting system. Therefore, changes to drainage patterns due to the Project would not result in substantial erosion or siltation onsite or offsite. Therefore, this impact would be ***less than significant***.

**(ii) *Substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?***

**Less than Significant.** As described above in Impact X(c)(i), the Project would not directly alter Mills Creek or existing drainage patterns. However, it would decrease the area of impervious surfaces. Overall, the project would reduce the amount of stormwater runoff generated at the site. Therefore, changes to drainage patterns due to the Project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite. Therefore, this impact would be ***less than significant***.

<sup>89</sup> N Consulting Engineers. 2017. *Drainage Report, Burlingame Hotel*. Submittal date: October 12, 2017.

<sup>90</sup> Karimoto, Derek H. 2017. *C.3 and C.6 Development Review Checklist*. Prepared October 11, 2017.

***(iii) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

**Less than Significant.** As stated previously in Impact X(c)(i), the Project would decrease the area of impervious surfaces and, therefore, reduce demands on the City stormwater drainage system; it would not create additional runoff water. Furthermore, as stated previously in Impacts X(a), the Construction General Permit would require the Project to implement a SWPPP with BMPs during construction to protect water from potential contaminants in stormwater runoff emanating from the site. The Project would also be subject to the requirements of Provision C.3 of the MRP. Finally, no new significant sources of polluted runoff would be created. Through compliance with state and local regulations, as well as implementation of BMPs, any impacts related to surface runoff, including additional sources of polluted runoff, would be **less than significant**.

***(iv) Impede or redirect floodflows?***

**No Impact.** The Project site is categorized by FEMA as Zone B (500-year floodplain), an area that is subject to inundation by a 0.2 percent annual-chance flood event.<sup>91</sup> The Project would not place any structures within a 100-year flood hazard area. Nonetheless, the building would be designed to account for flooding and/or sea-level rise due to the proximity of the Bay. The Project site would be raised to 11 feet above mean sea level. Overall, the Project would minimize impervious surface areas, which would minimize the potential for overland floodflows. Thus, the Project would not impede or redirect floodflows, and **no impact** would occur.

***d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?***

**Less than Significant.** The Project site is not subject to flooding from tsunami or seiche or risks from mudflows or landslides. The Project site is not within a tsunami inundation zone.<sup>92</sup> Conditions under the Project would be similar to existing conditions and would not increase the potential for site inundation. Seiches occur in an enclosed or partially enclosed body of water, such as a lake or reservoir. There are no large bodies of fresh water, such as reservoirs or lakes, within the Project vicinity. Although the Bay is a large and open body of water, there is no immediate risk of seiche. Large waves, both sea and swell, generated in the Pacific Ocean undergo considerable refraction and diffraction upon passing through the Golden Gate, resulting in greatly reduced heights when they reach the Project site. Therefore, there is no risk of seiche that would affect the Project site. In the event of a flood hazard, to reduce the risk of pollutant release, the Project would comply with the requirements of local water quality programs and associated municipal stormwater NPDES MS4 and MRP permits to manage flood risks and water quality. Conformance to these requirements would ensure that any risk of release of pollutants due to project inundation in a flood hazard, tsunami, or seiche zone would be minimized. The Project would not release pollutants due to Project inundation by flood hazard, tsunami, or seiche, resulting in **less-than-significant** impacts.

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<sup>91</sup> Federal Emergency Management Agency. 2012. *Flood Insurance Rate Map, San Mateo County, California, and Incorporated Areas*. Panel 151 of 510. Effective date: October 16, 2012.

<sup>92</sup> California Emergency Management Agency. 2009. *Tsunami Inundation Map for Emergency Planning, State of California – County of San Mateo*. June 15, 2009. Available: [http://www.conservation.ca.gov/cgs/geologic\\_hazards/Tsunami/Inundation\\_Maps/SanMateo/Documents/Tsunami\\_Inundation\\_SanMateo\\_Quad\\_SanMateo.pdf](http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/SanMateo/Documents/Tsunami_Inundation_SanMateo_Quad_SanMateo.pdf). Accessed: April 16, 2018.

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

**Less than Significant.** Project implementation would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The Project would result in an increase in pervious surface area, which would result in increased capacity for groundwater recharge and a decrease in the volume of pollutants leaving the Project site. The Project Sponsor would comply with the appropriate water quality objectives for the region, including the MRP. The City review and permitting process will ensure that the permit's waste discharge requirements will not be violated by the Project. As part of compliance with permit requirements during ground-disturbing or construction activities, implementation of water quality control measures and BMPs would ensure that water quality standards would be achieved, including water quality objectives that protect designated beneficial uses of surface water and groundwater, as defined in San Francisco Bay Basin (Region 2) Water Quality Control Plan.<sup>93</sup>

The NPDES Construction General Permit requires stormwater discharges not to contain pollutants that cause or contribute to an exceedance of any applicable water quality objectives or water quality standards, including designated beneficial uses. In addition, as described in Impact X(b), the City of Burlingame is part of the South Westside Basin Groundwater Management Plan, which is a voluntary groundwater management plan. The Project would not conflict with implementation of this plan because the Project would not conflict with the plan's goal of ensuring a sustainable, high-quality, reliable water supply. In fact, the Project would increase pervious surfaces, which is beneficial for water infiltration. Thus, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and the impact would be ***less than significant***.

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<sup>93</sup> San Francisco Regional Water Quality Control Board. 2017. *San Francisco Bay Basin (Region 2) Water Quality Control Plan*. May 4, 2017. Available: [https://www.waterboards.ca.gov/sanfranciscobay/basin\\_planning.html](https://www.waterboards.ca.gov/sanfranciscobay/basin_planning.html). Accessed: June 27, 2019.

<b>XI. LAND USE AND PLANNING</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less-than- Significant Impact</b>	<b>No Impact</b>
Would the Project:				
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 governed by the Burlingame General Plan, the Bayfront Specific Plan, and the Burlingame Municipal Code. The Project site is within the Burlingame city limits and the Bayfront Specific Plan area.<sup>94</sup> Burlingame is divided into a series of planning areas with a variety of land uses, including commercial, office, cultural, civic, and quasi-civic uses. Land uses in the vicinity of the Project site include recreational, light industrial/warehouse, office, restaurant, general commercial, and institutional uses.

The Burlingame General Plan has assigned the Project site a land use designation of Office.<sup>95</sup> The Project site is within the boundaries of the Bayfront Specific Plan, which is an amendment to the Land Use Element of the Burlingame General Plan. The Bayfront Specific Plan provides specific land use direction for this area. The Project site is also within the Inner Bayshore area of the Bayfront Specific Plan and zoned Inner Bayshore. The Bayfront Specific Plan states that land use in the Inner Bayshore area should focus on light industrial, office, and manufacturing uses. Along Old Bayshore Highway, the following uses are encouraged to attract visitors to the area: hotels; offices, including research and development facilities with associated laboratories; destination restaurants; and smaller, scattered employee-serving retail uses. The Bayfront Specific Plan also states that street frontages on Old Bayshore Highway should support Burlingame's "Tree City" image. Landscaping design guidelines are identified in the Bayfront Specific Plan to support this image. The density for hotels in the Inner Bayshore area is 65 rooms per acre.

The Project site is developed with two office and commercial buildings (8,000 gsf and 37,000 gsf) that were constructed in approximately 1960. Minimal landscape vegetation exists at the site in areas adjacent to the sidewalk off Mahler Road and in front of the entrance to one of the two-story buildings. The site also includes a parking lot with approximately 118 parking spaces for the two buildings. Access to the site is currently provided from two driveways on Mahler Road.

<sup>94</sup> City of Burlingame. 2004. *Bayfront Specific Plan*. Available: [https://www.burlingame.org/document\\_center/Planning/General%20and%20Specific%20Plans/Bayfront%20Specific%20Plan.pdf](https://www.burlingame.org/document_center/Planning/General%20and%20Specific%20Plans/Bayfront%20Specific%20Plan.pdf). Accessed: April 3, 2018.

<sup>95</sup> City Council adopted the 2040 General Plan in January 2019. However, the application for the 1499 Bayshore Highway Project was submitted to the City and deemed complete prior to the adoption of the 2040 General Plan. Therefore, the Project has been analyzed under the previous general plan and zoning regulations.

## Discussion

### *a) Physically divide an established community?*

**No Impact.** The Project site is currently developed with two-story office and commercial buildings. The Project would redevelop the site to include a hotel, restaurant, and parking garage. This would be consistent with planned land uses established in the Bayfront Specific Plan, which are applicable to the Project. No residential uses or established communities are within the immediate vicinity of the Project site. Implementation of the Project would not result in physical division of an established community. Therefore, ***no impact*** would occur.

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

**Less than Significant.** The Project would be consistent with the Burlingame Municipal Code and Burlingame General Plan land use designations. The Project would include uses that would be consistent with those permitted for the Inner Bayshore area of the Bayfront Specific Plan. However, a conditional use permit would be required for increased hotel density, operation of a restaurant that sells alcoholic beverages, the additional height of the hotel, and the size of the restaurant. The Burlingame Municipal Code identifies a standard of 65 rooms per acre for hotels with frontage on Old Bayshore Highway. The Project site is 2.19 acres; therefore, the ordinance would allow only 142 rooms at the site. However, the Project would result in the construction of 404 rooms, which would exceed the allowable density for hotels. A conditional use permit would be required to exceed the allowable density. In addition, the Burlingame Municipal Code states that buildings that exceed a height of 35 feet are allowed with a conditional use permit. The Project would conform to City height requirements by obtaining a conditional use permit. The height of the proposed hotel (141 feet) would comply with the 161-foot height limit established by the FAA in the ALUCP. However, the hotel would include a restaurant and bar that would serve alcoholic beverages; therefore, a conditional use permit would be required for operation of a restaurant that sells alcoholic beverages. In addition, incidental food-service buildings that exceed 1,500 gsf require a conditional use permit. Because the free-standing restaurant would be 2,900 gsf, a conditional use permit would be required.

The Bayfront Specific Plan includes various goals, policies, and guidelines pertaining to growth, development, design standards, Bay and shoreline compatibility, and roadways and infrastructure along the shoreline in Burlingame. In particular, the following goals and policies would apply to the Project:

- **Goal A:** Land uses in the Bayfront Area should reflect the special locational value of the area, including its adjacency to San Francisco Bay, a regional freeway (US 101), and San Francisco International Airport.
- **Policy A-1.** Encourage a vibrant visitor-oriented destination that includes hotels, a corporate campus, biotech, and commercial employment centers and supports the developed residential area of the city.
- **Policy A-2.** Land uses on the east side of US 101 should be environmentally consistent with and supportive of Burlingame's main function as a residential community.

- **Policy A-3.** Future design and development of the Bayfront Area should be based on the unique attributes of each Bayfront Sub-area and its special contribution to the community's economy and sense of place.
- **Policy A-4.** Given the proximity to San Francisco Bay and the history of fill and development of Burlingame's bayfront, the area should be tied together by the Bay Trail system and focal points of active and passive recreation and open space.
- **Policy A-5.** Encourage land uses that provide a connection between the east and west sides of U.S. 101.
- **Goal B:** Protect and enhance the unique qualities of Burlingame's shoreline environment.
- **Policy B-1.** New development should be designed to respect the unique environmental characteristics of the Bayfront Area, including wind, noise, and public safety.
- **Policy B-2.** Enhance the role of Burlingame's Bayfront and shoreline, including all areas affected by tidal waters, in the San Francisco Bay ecosystem and consider the impact of future development on the viability of the Bay's ecosystem and recreational use of the Bay.
- **Policy B-4.** Continue measures to protect, preserve, and enhance, but provide visual access to the valuable designated wetland areas within the planning area.
- **Policy D-1.** Actively encourage land uses such as destination hotels, restaurants, and employee-supporting retail uses that will provide a revenue base that will offer long-term economic support for improving service levels as well as revitalizing and maintaining essential municipal services throughout the city.
- **Policy D-2.** Promote new uses that enhance the Bayfront Area as a destination for visitors and residents in order to support the local hotels, adjacent businesses, and the economy.
- **Goal F:** Development should be visually attractive, pleasing both to those who work in and visit the area and also to those who use the area for recreation.
- **Policy F-2.** Site development should emphasize attractive public improvements, including access to San Francisco Bay waters, and appropriate site and parking lot landscaping and create a harmonious visual environment that is consistent within each sub-planning area and combines into a whole Bayfront Area that is consistent with the tree city image of Burlingame.
- **Policy F-3.** All development should respect and value the views and sense of open space provided by San Francisco Bay and the coastal hills and consider appropriate protection of the views from existing development.
- **Policy F-4.** While considering the importance of visual contact with San Francisco Bay, the Bayshore Highway should be enhanced with consistent landscaping to extend the "tree city" image of Burlingame to this area, which is so important to the city's identity and economic base.
- **Policy F-5.** In order to achieve the aesthetic goals of the plan and implement the Bayfront Design Guidelines, extend the requirement for commercial design review to include all properties within the Bayfront Area.

In general, the Project would be consistent with Specific Plan goals and policies. However, it should be noted that the ultimate determination regarding Bayfront Specific Plan consistency will be made by the Planning Commission. In addition, the ultimate findings regarding Bayfront Specific Plan consistency do not require the Project to be entirely consistent with each individual goal and policy. A project can be generally consistent with a specific plan, even though the project may not promote every applicable goal and policy. The Project would be generally consistent with Bayfront Specific Plan goals and policies, resulting in a ***less-than-significant*** impact.

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

## Setting

Under the Surface Mining Control and Reclamation Act, the California Geological Survey is responsible for classifying land as Mineral Resource Zones (MRZ), based on the known or inferred mineral resource potential of that land. According to available data, the Project site and the area surrounding the Project site have been classified as MRZ-1,<sup>96</sup> which is defined as “an area where adequate geologic information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence.”<sup>97</sup>

## 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?**

**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 developed but not used for mineral recovery. Moreover, no known mineral resources are known to exist within the Project site or the surrounding area.<sup>98,99</sup> Implementation of the Project would not 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 or a locally important mineral resource recovery site. Therefore, there would be **no impact**.

<sup>96</sup> Kohler-Antablin, Susan. 1996. *Update of Mineral Land Classification: Aggregate Materials in the South San Francisco Bay Production-Consumption Region*. (DMG Open-File Report 96-03.) California Department of Conservation, Division of Mines and Geology, Sacramento, CA. Available: [ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR\\_96-03/OFR\\_96-03\\_Plate1.pdf](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR_96-03/OFR_96-03_Plate1.pdf). Accessed: April 4, 2018.

<sup>97</sup> California Department of Conservation. n.d. *Guidelines for Classification and Designation of Mineral Lands*. Available: <http://www.conservation.ca.gov/smgf/guidelines/documents/classdesig.pdf>. Accessed: April 4, 2018.

<sup>98</sup> Kohler-Antablin, Susan. 1996. *Update of Mineral Land Classification: Aggregate Materials in the South San Francisco Bay Production-Consumption Region*. (DMG Open-File Report 96-03.) California Department of Conservation, Division of Mines and Geology, Sacramento, CA. Available: [ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR\\_96-03/OFR\\_96-03\\_Plate1.pdf](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR_96-03/OFR_96-03_Plate1.pdf). Accessed: April 4, 2018.

<sup>99</sup> City of San Mateo. 2011. *2030 General Plan*. Chapter VI, Conservation Open Space, Parks & Recreation. Available: <https://www.cityofsanmateo.org/DocumentCenter/View/7165>. Accessed: April 4, 2018.



<b>XIII. NOISE.</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less-than- Significant Impact</b>	<b>No Impact</b>
Would the Project result in:				
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 ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, 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

ICF has prepared a noise study for the Project, including additional technical details regarding the analysis, beyond what is provided, as well as background information on noise and vibration. Also included in the noise study are definitions of terms used in this section, a detailed regulatory discussion, criteria for determining significance, and the methodology used. The noise study, which is summarized here, is included as Appendix D-1.

Noise-sensitive land uses<sup>100</sup> in the Project vicinity consist primarily of an adjacent school, a nearby hotel, and the open space area along the Bay Trail. The closest sensitive land use is the nearby school, The Avalon Academy, a school for children with movement disorders, which is approximately 65 to 70 feet from the Project site. The nearby Bay Landing Hotel is more than 200 feet away. The existing ambient noise environment in the Project area is characteristic of an urban environment (e.g., highway and local traffic noise, aircraft overflights). Noise from traffic on Old Bayshore Highway and US 101 is the dominant noise source at the Project site.

To quantify existing ambient noise levels in the Project area, measurements were conducted at locations adjacent to the Project site. Long-term (24-hour) measurements were conducted between Tuesday, April 3, 2018, and Wednesday, April 4, 2018; short-term measurements were conducted on Tuesday, April 4, 2018. Short- and long-term measurement locations were selected that are sensitive to noise, with noise levels that are representative of ambient levels in the vicinity throughout the day. The locations for the noise measurement sites are described in Tables 3-20 and 3-21. These tables also summarize the results of the noise measurement survey. For the complete dataset of measured noise levels, please refer to Appendix D-2.

<sup>100</sup> Noise-sensitive land uses are generally defined as locations where people reside or the presence of unwanted sound could adversely affect the use of the land. Noise-sensitive land uses typically include single- and multi-family residential areas, health care facilities, lodging facilities, and schools. Recreational areas where quiet is an important part of the environment can also be considered sensitive to noise. Some commercial areas may be considered noise sensitive as well, such as the outdoor restaurant seating areas.

**Table 3-20. Long-term Noise Level Measurements in and around the Project Site**

Site	Site Description	Date and Time	Tuesday–Wednesday 04/03/18–04/04/18	
			Measured $L_{dn}$ (dBA)	Measured 12-hour Daytime $L_{eq}$ (7:00 a.m. to 7:00 p.m.) (dBA)
LT-1	Located on a pole directly across from The Avalon Academy, on the south side of Mahler Road	Start: Tuesday, April 3, 2018, at ~11:00 a.m. End: Wednesday, April 4, 2018, at ~12:00 p.m.	67.4	64.8
LT-2	Located in a tree south of the parking lot for the Bay Landing Hotel, east of Old Bayshore Highway	Start: Tuesday, April 3, 2018, at ~12 noon End: Wednesday, April 4, 2018, at ~12 noon	71.8	69.4

Note: See Appendix D-2 for data.

LT = long-term (24-hour/multi-day) ambient noise measurement;  $L_{eq}$  = equivalent sound level (1 hour);  $L_{dn}$  = day-night level; dBA = A-weighted decibels

**Table 3-21. Short-term Noise Level Measurements near the Project Site**

Site	Site Description	Date and Time	Primary Noise Sources	Measured Noise Level (dBA)		
				$L_{eq}$	$L_{max}$	$L_{min}$
ST-1	Near the intersection of Old Bayshore Highway and Mahler Road, in front of the Burlingame Music School and north of the Project site	04/03/2018 at 12:05 p.m.	Traffic along Old Bayshore Highway, aircraft noise from nearby SFO, intermittent bird chirping	60.7	74.9	48.2
ST-2	Northeast of the Project site, along the Bay Trail, south of the Bay Landing Hotel	04/03/2018 at 12:05 p.m.	Traffic along Old Bayshore Highway, aircraft noise from nearby SFO, intermittent bird chirping	63.7	77.5	52.7

Note: See Appendix D-2 for data.

ST = short-term (~15-minute) ambient noise measurement; SFO = San Francisco International Airport;  $L_{eq}$  = equivalent sound level (1 hour);  $L_{max}$  = maximum sound level, or the maximum sound level measured during a given measurement period;  $L_{min}$  = minimum sound level, or the minimum sound level measured during a given measurement period.

As shown in Table 3-20, the noise level along the north side of the Project site (along Mahler Road) was approximately 67.4 A-weighted decibels (dBA), day-night level ( $L_{dn}$ )<sup>101</sup> (refer to measurement LT-1). As shown in Table 3-21, the short-term measurement location closest to the west side of the Project site, ST-1 (on the southern perimeter of the Burlingame Music School), produced a 15-minute average noise level of 60.7 dBA, equivalent sound level ( $L_{eq}$ ). The maximum sound level ( $L_{max}$ )<sup>102</sup> recorded during this measurement was 77.5 dBA  $L_{max}$ . Although some aircraft and wildlife noise (birds chirping) was captured during the measurements, the predominant noise source for all measurements was roadway traffic on Old Bayshore Highway, which is adjacent to the Project site.

The established noise and land use compatibility standards in the Burlingame General Plan guide development and protect citizens from the harmful and annoying effects of excessive noise. The suggested maximum outdoor noise levels for public, quasi-public, and residential land uses<sup>103</sup> is 60 dBA, community noise equivalent level (CNEL); the indoor noise level planning criterion is 45 dBA CNEL. In addition, the Burlingame General Plan established noise standards for construction equipment operating within the city (see Appendix D-1), stating that “no construction noise can be emitted past the property line so as to create a noise level increase of more than 5 dBA  $L_{max}$  above ambient  $L_{max}$  noise levels.” Allowable hours of construction within the city are 8:00 a.m. to 7:00 p.m. on weekdays and 9:00 a.m. to 6:00 p.m. on Saturdays, as established by the City of Burlingame Municipal Code, construction section.

## 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 a local general plan or noise ordinance or applicable standards of other agencies?*

### Construction

**Less than Significant with Mitigation.** The Project would involve demolition of buildings and paved surfaces on the site and construction of an approximately 136-foot-tall hotel. The phases of construction are demolition, excavation and foundations, superstructure, façade, interior fit-out, and site improvements. Project construction would occur only during daytime hours (summarized previously).

The Noise Element of the Burlingame General Plan contains specific numerical thresholds for noise generated by construction activities. The General Plan identifies recommended noise standards, summarized in Table 6 of the noise study (Appendix D-1), for individual pieces of construction equipment operating within the city. In addition, the General Plan states that “no construction noise shall be emitted past the property line so as to create a noise level increase of more than 5 dBA  $L_{max}$  above ambient  $L_{max}$  noise levels.” Therefore, Project construction noise is analyzed in the context of these two thresholds.

The maximum allowable noise levels for equipment that would be used during Project construction are shown in column 3 of Table 3-22. As shown, noise levels from equipment used for Project construction may exceed the numerical standards.

<sup>101</sup>  $L_{dn}$  is the energy average of A-weighted sound levels occurring during a 24-hour period, with a 10 dB penalty added to sound levels between 10:00 p.m. and 7:00 a.m.

<sup>102</sup>  $L_{max}$  noise level is the maximum sound level measured during a given measurement period.

<sup>103</sup> Although the Burlingame General Plan has assigned the Project site a land use designation of Office, the threshold for outdoor noise levels for public, quasi-public, and residential land uses would apply because of the adjacent schools.

**Table 3-22. Maximum Noise Levels for Proposed Project Construction Equipment Compared to Allowable Noise Levels from City of Burlingame General Plan**

Construction Equipment	FHWA Source Noise Levels $L_{max}$ at 50 feet (dBA)	Maximum Allowable Noise Levels from Construction Equipment <sup>a</sup>	Delta (dB)	Utilization Factor <sup>b</sup>	$L_{eq}$ at 50 feet Adjusted for Utilization	In Excess of Threshold?
Backhoe	78	75	3	40%	74	No
Crane	81	75	6	20%	73	No
Concrete pump truck	81	75	6	20%	74	No
Concrete mixer truck	79	75	4	40%	75	No
Dump/haul truck	76	75	1	40%	72	No
Front-end loader	79	75	4	40%	75	No
Generator	81	<b>75</b>	6	50%	<b>78</b>	<b>Yes</b>
Grader	85	<b>75</b>	10	40%	<b>81</b>	<b>Yes</b>
Scraper	84	80	4	40%	80	No

Source: Federal Highway Administration (FHWA). 2006. *Roadway Construction Noise Model User's Guide*. Available: [http://www.fhwa.dot.gov/environment/noise/construction\\_noise/rcnm/rcnm.pdf](http://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf).

Notes:

- a. Maximum allowable noise levels for construction equipment from the City of Burlingame General Plan, Noise Element, Table 4.6.
- b. *Utilization factor* is the percentage of time during a construction noise operation when a piece of construction equipment is operating at full power over a 1-hour period.

Only two pieces of equipment shown in Table 3-22 (generator and grader) have average ( $L_{eq}$ ) noise levels that exceed the equipment-specific thresholds from the Burlingame General Plan. Therefore, although most of the equipment proposed for Project construction would not exceed the standards, it is possible that noise from some construction equipment may exceed the applicable thresholds. Construction noise impacts related to the equipment-specific thresholds of the City would be potentially significant.

For the Burlingame General Plan threshold (i.e., construction noise past the property line should not increase the ambient noise level by more than 5 dBA), combined reasonable worst-case construction noise was modeled. The phase that involves the most construction equipment and the loudest pieces of equipment is the excavation and foundation phase. During this phase, it is expected that excavators, concrete dump/mixer trucks, cranes, and drill rigs would be used.

The conservative construction noise modeling assumed that the three loudest pieces of construction equipment proposed for use (a drill, excavator, and concrete mixer truck) would be operating simultaneously in proximity to one another. Anticipated  $L_{max}$  and  $L_{eq}$  construction noise levels at various distances from the Project site are provided in Appendix D-1.

The nearest noise-sensitive receptor is The Avalon Academy, which would be approximately 70 feet from the edge of expected Project construction areas. As shown in Table 10 of Appendix D-1, the modeled  $L_{max}$  noise level at a distance of 70 feet is 98 dBA  $L_{max}$ , and the modeled average noise level

from construction activity at a distance of 70 feet is 78 dBA  $L_{eq}$ . As shown in in Table 3-20, the average daytime (7:00 a.m. to 7:00 p.m.) ambient noise level at The Avalon Academy is approximately 65 dBA  $L_{eq}$ . The reasonable worst-case modeled construction noise would, therefore, be more than 13 dBA greater than the existing ambient noise level and exceed the allowable 5 dBA level over ambient described in the General Plan. This impact would be potentially significant. **Mitigation Measure NOI-1** would require implementation of a noise control plan, which would include noise reduction measures to ensure that the Project would not exceed the noise thresholds from the Burlingame General Plan. The impact would be *less than significant after mitigation*.

**Mitigation Measure NOI-1: Construction Noise Control Plan.** To ensure that existing ambient noise levels are not exceeded by more than 5 dBA with Project construction activities, and that individual pieces of equipment do not exceed the allowable equipment-specific thresholds, the owner or designee shall develop a construction noise control plan to reduce construction noise levels. The plan shall require the construction contractor to conduct Project construction such that average noise levels do not exceed 70 dBA at the closest sensitive land use, The Avalon Academy (approximately 70 feet from proposed construction activities). In addition, the plan shall require average noise levels from individual pieces of equipment (specifically, graders and generators) not to exceed the thresholds from the Burlingame General Plan. Measures that can be employed to reduce construction noise include:

- Requiring generators used for Project construction to include barriers or shielding to reduce noise levels at 50 feet to the allowable level.
- Using smaller graders with lower horsepower or reducing the hourly utilization rate of graders used on the site to reduce noise levels at 50 feet to the allowable level.
- Locating construction equipment as far as feasible from noise-sensitive uses.
- Locating stationary noise sources, such as temporary generators, as far from nearby receptors as possible (or consider the use of mufflers or temporary enclosures and barriers).
- Requiring all construction equipment powered by gasoline or diesel engines to have sound control devices that are at least as effective as those originally provided by the manufacturer and all equipment to be operated and maintained to minimize noise.
- Prohibiting gasoline or diesel engines from having unmuffled exhaust systems.
- Not idling inactive construction equipment for prolonged periods (i.e., more than 5 minutes).
- Constructing solid plywood fences around the construction site adjacent to operational businesses, residences, or other noise-sensitive land uses.
- Using temporary noise control blanket barriers.
- Monitoring the effectiveness of noise attenuation measures by taking noise measurements.
- Using "quiet" gasoline-powered compressors or electrically powered compressors as well as electric rather than gasoline- or diesel-powered forklifts for small lifting.
- Designating a "disturbance coordinator," who shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and require that reasonable measures to correct the problem be implemented as soon as possible. A

telephone number for the disturbance coordinator shall be posted at the construction site and included in notices sent to neighbors regarding the construction schedule. The construction contractor shall log construction noise complaints, the causes for the complaints, and the measures implemented to address the complaints. The log shall be provided to the City upon request.

## Operation

**Less than Significant.** The Project would have the potential to increase traffic in the vicinity of the Project site, as detailed in Section XVI, *Transportation and Traffic*. Traffic noise under existing and existing-plus-Project conditions was modeled to determine if Project-related traffic noise increases would be significant. A significant impact would occur if the Project were to increase traffic noise by 3 dB or more in areas where existing noise levels exceed 60 dBA  $L_{dn}$  or 5 dB in areas where existing noise levels would remain at or below 60 dBA  $L_{dn}$  with Project-added traffic. Existing traffic noise levels were modeled to be greater than 60 dBA  $L_{dn}$  for most roadway segments, with only seven of the 39 modeled segments having existing noise levels less than 60 dBA  $L_{dn}$ .

As shown in Appendix D-2, Project-generated traffic would increase traffic noise by no more than 0.4 dB on any modeled roadway segment. A change in sound level of 1 dB cannot typically be perceived by the human ear, and a change in sound level of 3 dB is considered to be just noticeable. Because Project-related traffic noise increases would not result in more than the allowable 3 dB or 5 dB increases, and, in fact, would not be detectable, traffic noise impacts would be ***less than significant***.

A rooftop bar is proposed as part of the Project. The bar would be at least 100 feet above the ground level, and individuals conversing at the bar would not have a direct line of sight to nearby noise-sensitive uses (such as the nearby school). As discussed in Appendix D-1, the sound of 50 people talking “very loudly” at the same time at the bar would combine to generate an overall average noise level of about 56 dBA  $L_{eq}$  at a distance of 100 feet. In addition, noise would most likely be reduced by about 5 dB through attenuation, with the line of sight blocked between the noise source (individuals talking at the bar) and the nearby receptor, resulting in an hourly average noise level of approximately 51 dBA  $L_{eq}$ .<sup>104</sup> Because the existing noise environment in the area (12-hour daytime  $L_{eq}$ ) was measured to be between 65 and 70 dBA  $L_{eq}$  (refer to Table 7 in Appendix D-1), an hourly average noise level of approximately 51 dBA  $L_{eq}$  would not contribute substantially to the overall ambient noise level. Impacts from crowd noise at the rooftop bar would be ***less than significant***.

The proposed 131-foot-tall hotel would require heating, ventilation, and air-conditioning (HVAC) systems. Although the exact sizes and locations of the proposed HVAC systems are unknown at this time, it is reasonable to assume that standard package units would be installed on the roof of the proposed hotel. This would mean that the property line could be as close as 131 feet away and that the adjacent school could be as close as 150 feet away. HVAC equipment installed on the rooftop of the proposed building could generate an average noise level of approximately 66 dBA  $L_{eq}$  at a distance of 50 feet.<sup>105</sup> At a distance of 131 feet, the noise level would be reduced to less than 58 dBA  $L_{eq}$ . However, roof-mounted HVAC equipment, especially on the roof of a building as tall as the proposed hotel, would not generally have a direct line of sight to adjacent noise-sensitive receivers. Therefore,

<sup>104</sup> Note that “soft music” may be played at the bar, but this would be largely overshadowed by noise from individuals talking.

<sup>105</sup> U.S. Environmental Protection Agency. 1971. *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*. December 31.

an additional 5 dB reduction can be assumed, and the estimated noise level from HVAC equipment would be approximately 53 dBA  $L_{eq}$  at the property line. As discussed in Appendix D, Section 25.58.050 limits noise from mechanical equipment, such as air-conditioners and generators, to 60 dBA during the daytime hours of 7:00 a.m. to 10:00 p.m. and 50 dBA during the nighttime hours of 10:00 p.m. to 7:00 a.m. This noise level would be below the allowable daytime noise level but may be in excess of the nighttime 50 dBA  $L_{eq}$  noise limit at the property line. Therefore, noise impacts from HVAC equipment could be significant. Implementation of Mitigation Measure NOI-2 would require acoustical treatments for the proposed HVAC equipment and that noise from HVAC equipment be minimized and below acceptable noise levels. The impact would be ***less than significant after mitigation***.

In addition to HVAC equipment, an emergency generator would be installed with Project implementation. The planned location for the generator is near the northwest corner of the Project's perimeter, which could be as close as 90 feet from the property line of The Avalon Academy. Emergency generators create temporary and periodic noise from testing. The generator would most likely be tested once a week during daytime hours for a period of 15 minutes. Sound levels from emergency generators vary, depending on the type of generator and the noise attenuation that has been incorporated into the design and placement. The exact generator proposed for Project use is not known at this time.

Given the temporary and periodic nature of emergency generator testing, generators would not permanently increase ambient noise levels. However, the generators would need to comply with the 60 dBA noise limit during the daytime hours of 7:00 a.m. to 10:00 p.m. and 50 dBA during the nighttime hours of 10:00 p.m. to 7:00 a.m. Although the design is not final, the generator is expected to be located within a mostly enclosed area. Because specifics of this enclosure are not known at this time, noise reduction from this potential enclosure cannot be quantified. Without accounting for noise attenuation, a single emergency generator may generate a sound level of up to 81 dBA at a distance of 50 feet.<sup>106</sup> At a distance of 25 feet, the approximate edge of the property, noise levels from generator testing could be almost 6 dB higher, or approximately 87 dBA  $L_{max}$ . Although noise from once weekly generator testing would be temporary in nature, it would most likely exceed the daytime allowable noise limit for mechanical equipment of 60 dBA during testing. Therefore, impacts from generator testing would be potentially significant. Implementation of Mitigation Measure NOI-2 would require acoustical treatments for the proposed emergency generator and that noise from the proposed emergency generator be minimized and below acceptable noise levels. The impact would be ***less than significant after mitigation***.

**Mitigation Measure NOI-2: Provide Acoustical Treatments for Mechanical Equipment.** The Project Sponsor shall provide acoustical treatments for the proposed emergency generator to reduce noise levels to below the 60 dBA  $L_{eq}$  daytime threshold for mechanical equipment, as determined by a qualified acoustical consultant. In addition, the Project Sponsor shall provide acoustical treatments for the proposed HVAC equipment to reduce noise levels to below the nighttime noise limit of 50 dBA  $L_{eq}$  at the property line, as also determined by a qualified acoustical consultant. Acoustical treatments must be selected that ensure that noise levels would be below the 60 dBA daytime and 50 dBA nighttime thresholds, as applicable, in accordance with the noise limitations specified in the City Municipal Code. Treatments may include, but are not limited to:

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<sup>106</sup> This value assumes an  $L_{max}$  of 81 dBA for a generator at 50 feet (see Table 3.6-8) and an attenuation of 6 dBA per doubling of distance.

- Installing stationary equipment as far as possible from offsite noise-sensitive land uses to reduce noise levels at adjacent parcels,
- Constructing enclosures around noise-generating mechanical equipment,
- Placing barriers around the equipment,
- Installing relatively quiet models of mechanical equipment,
- Using mufflers or silencers on equipment exhaust fans,
- Orienting or shielding equipment to protect sensitive uses to the greatest extent feasible,
- Limiting the testing of emergency generators to daytime hours (7:00 a.m. to 10:00 p.m.), and
- Limiting the testing of emergency generators such that only one generator is tested at a given time to limit the effects of additive noise from the equipment.

**b) Generation of excessive ground-borne vibration or ground-borne noise levels?**

**Less than Significant.** Construction of the Project could create ground-borne vibration from equipment such as bulldozers, drills, trucks, jackhammers, and hoe rams (the Project would not require pile driving). The threshold used to assess potential annoyance-related vibration effects, particularly at the adjacent school and nearby hotel, is a peak particle velocity of 0.04 inch per second (or the “distinctly perceptible” level for continuous or frequent intermittent sources). The nearest sensitive receptor, The Avalon Academy, is approximately 70 feet from the edge of the site where construction activities would occur. At a distance of 70 feet, vibration from all construction equipment would be below the peak particle velocity of 0.04 inch per second, the distinctly perceptible threshold for continuous/frequent sources (as shown in Table 3-23). Because pile driving is not proposed, ground-borne vibration impacts during construction would be **less than significant**.

**Table 3-23. Vibration Level for Proposed Construction Equipment**

Equipment	Peak Particle Velocity at 70 Feet
Hoe ram	0.029
Large bulldozer	0.029
Caisson drill	0.029
Loaded trucks	0.024
Jackhammer	0.011
Small bulldozer	0.001
Source: California Department of Transportation. 2013a. <i>Technical Noise Supplement to the Traffic Noise Analysis Protocol</i> . September. Available: <a href="http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013A.pdf">http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013A.pdf</a> .	



Ground-borne vibration during operation of the Project would result mainly from increased traffic. However, vibration generated by traffic traveling on roadways is usually below the threshold of perception at adjacent land uses, unless there are severe discontinuities, such as large potholes, in the roadway surface. This analysis assumes that roadways in the Project area are, and will continue to be, reasonably maintained, with no severe discontinuities. Therefore, no analysis of vibration generated by Project-related operational traffic is provided.

- c) ***For a project located within the vicinity of a private airstrip an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?***

**Less than Significant.** The closest airport to the Project site is San Francisco International Airport, approximately 0.8 mile north of the site. Although the Project site is within two (2) miles of this public airport, it is outside the 65 CNEL contour for the airport, as shown in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*.<sup>107</sup> As such, aircraft activity at San Francisco International Airport would not be expected to expose people to excessive noise levels. There are no private airstrips in the vicinity of the Project site, and those working or temporarily residing at the proposed hotel use would not be exposed to excessive noise from any private airstrip activities. There would be a ***less-than-significant impact*** related to excessive aircraft noise from public airports.

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<sup>107</sup> City/County Association of Governments of San Mateo County. 2012. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*. November. 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 20, 2018.

<b>XIV. POPULATION AND HOUSING</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less-than- Significant Impact</b>	<b>No Impact</b>
Would the Project:				
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 units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Setting

**Population.** The American Community Survey estimates that the city of Burlingame had a population of 30,118 in 2016.<sup>108</sup> Table 3-24 shows Association of Bay Area Governments (ABAG) population projections for the city, county, and the Bay Area as a whole. As shown, the city population is expected to grow by approximately 3,000 (9.9 percent) by 2025. Projections also indicate that population growth in Burlingame between 2015 and 2025 will exceed population growth in the county and the Bay Area as a whole (by about 1.9 percent and 0.9 percent, respectively).

**Table 3-24. Population Projections (2015 to 2025)**

	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>Growth (2015–2025)</b>
City	30,200	31,700	33,200	3,000 (9.9%)
County	745,400	775,100	805,600	60,200 (8.0%)
Bay Area	7,461,400	7,786,800	8,134,000	672,600 (9.0%)

Source: ABAG. 2013. *Projection 2013*.

**Housing.** In 2016, the estimated number of housing units in the city was 12,864, with an average size of 2.34 persons per household.<sup>109</sup> That same year, the city had a housing vacancy rate of approximately 5.2 percent (668 units).<sup>110</sup> In addition, the city had approximately 1.35 workers per worker household.<sup>111</sup>

<sup>108</sup> U.S. Census Bureau. 2016. *ACS Demographic and Housing Estimates, Burlingame, California*. American Fact Finder, 2012–2016 American Community Survey 5-year Estimates. ID DP05. Available: <https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF>. Accessed April 23, 2018.

<sup>109</sup> Ibid.

<sup>110</sup> U.S. Census Bureau. 2016. *Selected Housing Characteristics, Burlingame, California*. American Fact Finder, 2012–2016 American Community Survey 5-year Estimates. ID DP04. Available: <https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF>. Accessed April 23, 2018.

<sup>111</sup> U.S. Census Bureau. 2016. *Selected Housing Characteristics, Burlingame, California*. American Fact Finder, 2012–2016 American Community Survey 5-year Estimates. ID DP03. Available: <https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF>. Accessed April 23, 2018.

Table 3-25 presents ABAG projections for households in the city, county, and Bay Area for 2015 to 2025. The number of households in the city is projected to grow from approximately 12,980 in 2015 to 14,230 units in 2025, an increase of approximately 9.6 percent. According to ABAG, the number of households in the county is projected to grow from approximately 267,150 in 2015 to 286,790 units in 2025, an increase of approximately 7.4 percent. Overall, the household growth rate in the city (9.6 percent) is expected to be greater than the household growth rate for the county (7.4 percent) or the Bay Area (8.5 percent).

**Table 3-25. Household Projections (2015 to 2025)**

	2015	2020	2025	Growth (2015-2025)
City	12,980	13,620	14,230	1,250 (9.6 %)
County	267,150	277,200	286,790	19,640 (7.4 %)
Bay Area	2,720,410	2,837,680	2,952,910	232,500 (8.5 %)

Source: ABAG. 2013. Projection 2013.

**Employment.** Table 3-26 presents ABAG projections for the number of jobs in the city, county, and Bay Area for 2015 to 2025. The number of jobs in the city is projected to grow from approximately 31,910 in 2015 to 35,090 in 2025, an increase of approximately 10.0 percent. According to ABAG, the number of jobs in the county is projected to grow from approximately 374,940 in 2015 to 414,240 in 2025, an increase of approximately 10.5 percent. Overall, the job growth rate in the city (10.0 percent) is expected to be lower than the job growth rate for the county (10.5 percent) or the Bay Area (11.4 percent). Of the jobs in Burlingame, the largest employment categories are transportation, warehousing, and utilities, which represent nearly one-third of the jobs in the city. More than 11 percent of the jobs were in the arts, entertainment, recreation, and accommodation and food services.<sup>112</sup>

In 2016, approximately 16,494 city residents were employed.<sup>113</sup> Approximately 12 percent of employees who work in Burlingame also live in the city; 22 percent work in other cities around San Mateo County. The small percentage of residents who work and live in Burlingame suggests that finding affordable and suitable housing is a challenge for a number of Burlingame's employees.<sup>114</sup>

There are currently two commercial buildings on the Project site. The two buildings are currently occupied by approximately 115 individuals who are employed in various businesses (e.g., insurance agencies, financial consulting firms, realty and mortgage services, limousine and taxi services, clothing distributors, digital printers, a marketing agency, a dental laboratory, and a sushi restaurant).

<sup>112</sup> City of Burlingame. 2015. *City of Burlingame: 2015–2023 Housing Element*. Adopted: January 5, 2015. Available: [https://www.burlingame.org/document\\_center/Planning/General%20and%20Specific%20Plans/Housing%20Element%20-%20updated%202015.pdf](https://www.burlingame.org/document_center/Planning/General%20and%20Specific%20Plans/Housing%20Element%20-%20updated%202015.pdf). Accessed: April 23, 2018.

<sup>113</sup> U.S. Census Bureau. 2016. *Selected Housing Characteristics, Burlingame, California*. American Fact Finder, 2012–2016 American Community Survey 5-year Estimates. ID DP03. Available: <https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF>. Accessed April 23, 2018.

<sup>114</sup> City of Burlingame. 2015. *City of Burlingame: 2015–2023 Housing Element*. Adopted: January 5, 2015. Available: [https://www.burlingame.org/document\\_center/Planning/General%20and%20Specific%20Plans/Housing%20Element%20-%20updated%202015.pdf](https://www.burlingame.org/document_center/Planning/General%20and%20Specific%20Plans/Housing%20Element%20-%20updated%202015.pdf). Accessed: April 23, 2018.

**Table 3-26. Job Projections (2015 to 2025)**

	2015	2020	2025	Growth (2015-2025)
City	31,910	34,470	35,090	3,180 (10.0%)
County	374,940	407,550	414,240	39,300 (10.5%)
Bay Area	3,669,990	3,987,150	4,089,320	419,330 (11.4%)

Source: ABAG. 2013. *Projection 2013*.

## 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.** Construction of the Project would directly increase construction employment; however, this would be temporary and only during the 2-year construction period. The size of the construction workforce would vary during the different phases of construction. The average number of construction workers per day would be approximately 200, and the maximum number of construction workers on a peak day would be approximately 300. Given the relatively common nature of the construction anticipated, the demand for construction employment would most likely be met within the existing and future labor market in the city and in San Mateo County. A substantial number of workers from outside of the city or county would not be expected to relocate temporarily or commute long distances. Therefore, impacts associated with inducing substantial population growth during construction would be less than significant.

Operation of the Project would not result in a direct impact on the population because no residential development is proposed. However, the Project would generate employment opportunities, which could induce population growth in the area. It is anticipated that operation of the Project would require a maximum of 70 employees. This level of job growth represents approximately 0.4 percent of the existing number of employed residents in Burlingame and approximately 2.2 percent of the anticipated employment growth between 2015 and 2025. With 1.35 workers per worker household in the city, the Project would generate approximately 52 new households.<sup>115</sup> As discussed previously, approximately 12 percent of city residents also work in the city. That number was used to estimate the number of new workers who would seek and find housing in the city as a result of the Project. Thus, it is estimated that approximately 7 of the projected employees at the Project site would live in the city.<sup>116</sup> Assuming each employee forms a household, with the city average of 2.34 persons per household, the Project would result in approximately 17 new residents. The addition of 17 new residents would represent approximately 0.6 percent of the anticipated population growth in the city by 2025.

As shown in Table 3-26, previously, ABAG estimates that the number of households in the city would grow by approximately 9.6 percent between 2015 and 2025. The Project would generate a demand for seven housing units in the city. Therefore, the Project-induced housing demand would equate to approximately 0.6 percent of the projected housing demand by 2025. The Burlingame General Plan

<sup>115</sup> Regarding new households: 70 new employees in the city/1.35 workers per worker household = 52 new households.

<sup>116</sup> Regarding Burlingame employees: (70 projected Project employees/1.35 workers per worker household) x 12 percent of Burlingame employees who also live in the city = approximately seven employees who would live in the city.

Housing Element shows that 154 housing units were approved or under construction as of 2015 and 1,355 housing units could be developed at housing opportunity sites throughout the city. As such, the Project's demand for housing could be accommodated with the city's anticipated housing construction.<sup>117</sup>

In total, the Project is anticipated to generate approximately 17 new residents in the city and a demand for seven new housing units. The anticipated population growth would represent 0.06 percent of the city's current population and 0.6 percent of the city's population growth through 2025. Therefore, the Project would not directly result in substantial population growth beyond that expected in the city by 2025. In addition, the Project site currently includes an employment center; therefore, the net increase in the number of employees compared to existing conditions would be minimal. Impacts related to unplanned population and growth in the city would be ***less than significant***.

***b) Displace substantial numbers of existing people or housing units, necessitating the construction of replacement housing elsewhere?***

**Less than Significant.** The Project would demolish two onsite buildings with a variety of businesses (e.g., insurance agencies, financial consulting firms, realty and mortgage services, limousine and taxi services, clothing distributors, digital printers, a marketing agency, a dental laboratory, a sushi restaurant). Neither building includes residences, and no housing units would be displaced. However, people are employed at the two commercial buildings on the Project site. Although the exact number is unknown, it is estimated that approximately 115 individuals currently work at the Project site. The Project (i.e., development of a hotel) would not accommodate the current uses and employees; however, there is available space in the city to accommodate the small number of current tenants who would be displaced by the Project. The Project would not displace a substantial number of people and would not necessitate the construction of replacement housing; therefore, this impact would be ***less than significant***.

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<sup>117</sup> City of Burlingame. 2015. *City of Burlingame: 2015–2023 Housing Element*. Adopted: January 5, 2015. Available: [https://www.burlingame.org/document\\_center/Planning/General%20and%20Specific%20Plans/Housing%20Element%20-%20updated%202015.pdf](https://www.burlingame.org/document_center/Planning/General%20and%20Specific%20Plans/Housing%20Element%20-%20updated%202015.pdf). Accessed: April 23, 2018.

<b>XV. PUBLIC SERVICES</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less-than- Significant Impact</b>	<b>No Impact</b>
Would the Project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
h. Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Setting

**Fire Protection Services.** The Central County Fire Department (CCFD) provides fire protection services within Burlingame, Millbrae, and Hillsborough. In total, the service area covers almost 15 square miles, with a residential population of approximately 61,344 individuals.<sup>118</sup> CCFD has 86 full-time employees, including 76 uniformed personnel.<sup>119</sup> CCFD's equipment includes six fire engines, one fire truck, and one rescue truck.<sup>120</sup> There are six fire stations in the CCFD's jurisdiction, two of which are in Burlingame. The closest is Fire Station No. 34, at 799 California Drive, 1.5 miles southeast of the Project site. It has one engine and one truck. The current response time for the CCFD is approximately 4 minutes, 30 seconds for 98 percent of emergency calls.<sup>121</sup>

**Police Protection Services.** The Burlingame Police Department (BPD) provides emergency police services with a 5-square-mile area with approximately 30,000 residents. BPD has one police station at 1111 Trousdale Drive. BPD employs 60 employees, including 40 sworn officers. The Burlingame General Plan does not designate a standard ratio for police officers to residents or a standard emergency response time. The current emergency response time is 4 minutes, 37 seconds.<sup>122</sup>

<sup>118</sup> Central County Fire Department. 2017. *Fiscal Year 2017–2018 Adopted Budget*. Available: <http://www.ccfdonline.org/wp-content/uploads/2013/07/ADOPTEDBUDGET-Web.pdf>. Accessed: March 27, 2018.

<sup>119</sup> Yballa, Rocque. Fire marshal, Central County Fire Department. March 27, 2018—phone conversation with Diana Roberts, ICF, San Jose, CA.

<sup>120</sup> Central County Fire Department. 2017. *Fiscal Year 2017–2018 Adopted Budget*. Available: <http://www.ccfdonline.org/wp-content/uploads/2013/07/ADOPTEDBUDGET-Web.pdf>. Accessed: March 27, 2018.

<sup>121</sup> Yballa, Rocque. Fire marshal, Central County Fire Department. March 27, 2018—phone conversation with Diana Roberts, ICF, San Jose, CA.

<sup>122</sup> Mateucci, Mike. Captain, Burlingame Police Department. March 15, 2018—phone conversation with Diana Roberts, ICF, San Jose, CA.

**Schools.** The Burlingame School District (BSD) includes six elementary schools and one intermediate school,<sup>123</sup> with a total enrollment of approximately 3,350.<sup>124</sup> In addition, Burlingame High School, part of the San Mateo Union High School District (SMUHSD), is located in Burlingame.<sup>125</sup> In total, the SMUHSD serves approximately 9,000 students, and enrollment grows every year.<sup>126</sup>

**Parks.** Please see Section XV, *Recreation*, for a discussion about existing parks and recreational facilities in Burlingame.

**Libraries.** The Burlingame Public Library, Easton Branch at 1800 Easton Drive, is the closest public library to the Project site. The Burlingame Public Library is part of the Peninsula Library System, which serves the eastern portions of San Mateo County, from South San Francisco to Menlo Park. The Burlingame Public Library serves Burlingame and Hillsborough residents as well as any resident within the library system.

## Discussion

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

i. **Fire Protection**

**Less than Significant.** The Project would construct a hotel, restaurant, and parking garage on the Project site, which is already developed and currently served by the CCFD. Although the Project would not add new residents at the site, there would be an increase in service population because of the proposed employees (70) and hotel guests (404 rooms). The Project would be required to comply with all applicable CCFD codes and regulations and meet CCFD standards related to fire hydrants (e.g., fire-flow requirements, hydrant spacing), the design of driveway turnaround areas, and access points, among other standards.

Under CEQA, the need for additional equipment and/or personnel to support fire services is not considered a significant impact unless new facilities would need to be constructed, resulting in physical impacts. The increase in the number of employees and guests at the Project site would be minor compared with the population in the rest of the city. Therefore, The Project would not increase the need for fire services, staffing, and/or equipment to the extent that new fire facilities would need to be constructed, resulting in a ***less-than-significant*** impact.

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<sup>123</sup> Burlingame School District. 2018. *Burlingame School District*. Available: <https://www.bsd.k12.ca.us/>. Accessed: March 30, 2018.

<sup>124</sup> SchoolWorks, Inc. 2016. *Level 1 – Developer Fee Justification Study for Burlingame School District*. Available: <http://bsd-ca.schoolloop.com/file/1236520987086/1403330967436/5172072493375788958.pdf>. Accessed: May 7, 2018.

<sup>125</sup> Burlingame High School. 2018. *Burlingame High School*. Available: <https://www.smuhsd.org/burlingamehigh>. Accessed: March 30, 2018.

<sup>126</sup> San Mateo Union High School District. 2018. *Welcome to the San Mateo Union High School District!* Available: <https://www.smuhsd.org/domain/46>. Accessed: May 7, 2018.

ii. ***Police Protection***

**Less than Significant.** The Project site is currently served by the BPD. Although the Project would not add new residents at the Project site, there would be an increase in the service population because of the proposed employees (70) and hotel guests (404 rooms). Under CEQA, the need for additional equipment and/or personnel to support police services is not considered a significant impact unless new facilities would need to be constructed, resulting in physical impacts. The increase in the number of employees and guests at the Project site would be minor compared with the population in the rest of the city. Therefore, The Project would not increase the need for police services or staffing to the extent that new police facilities would need to be constructed, resulting in a ***less-than-significant*** impact.

iii. ***Schools?***

**Less than Significant.** The Project would construct a hotel, restaurant, and parking garage; no residential land uses are proposed for the Project site. Therefore, there would be no direct increase in population. However, because of the new employees generated by the Project, the Project could induce population growth and add new students to the BSD and the SMUHSD. As described in Impact XIV(a), the Project would result in approximately 7 new households in the city. Using the most conservative student generation rate used by the BSD,<sup>127,128</sup> the Project could result in approximately two new students, which would not have a significant impact on either school district. In addition, non-residential development, including the Project, is subject to Senate Bill 50 school impact fees (established by the Leroy F. Greene School Facilities Act of 1998). Section 65996 of the State Government Code states that the payment of the school impact fees established by Senate Bill 50, which may be required by any state or local agency, is deemed to constitute full and complete mitigation for school impacts from development. Therefore, impacts related to schools would be ***less than significant***.

iv. ***Parks?***

***and***

v. ***Other Public Facilities?***

**Less than Significant.** The closest public park to the Project site is Bayside Park, which is approximately 0.8 mile southeast of the site. As explained in more detail in Section XV, *Recreation*, a significant increase in the use of public parks, recreational facilities, or other public facilities is not anticipated after Project buildout. Furthermore, substantial adverse physical impacts that would require the provision of new or physically altered park facilities after Project buildout would not occur. The Project would not result in a burden on library facilities. Although Project guests, employees, and employee-induced Burlingame residents could use these facilities, it is expected that the library system would be able to accommodate the slight increase in the number of library users. Because the Project would not trigger the need for new library or park facilities, the impacts would be ***less than significant***.

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<sup>127</sup> The student generation rate for the Burlingame School District for transitional kindergarten through sixth grade is 0.2067 student per household.

<sup>128</sup> SchoolWorks, Inc. 2016. *Level 1 – Developer Fee Justification Study for Burlingame School District*. Available: <http://bsd-ca.schoolloop.com/file/1236520987086/1403330967436/5172072493375788958.pdf>. Accessed: May 7, 2018.



<b>XVI. RECREATION</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less-than- Significant Impact</b>	<b>No Impact</b>
Would the Project:				
a. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Setting

The City of Burlingame owns and operates 17 parks and recreational facilities.<sup>129</sup> The closest parks to the Project site are Bayside Park and Village Park. Bayside Park is 0.8 mile southeast of the site and includes lighted fields for soccer, youth baseball, and softball. In addition, the park includes several miles of trails that connect to the Bay Trail system.<sup>130</sup> Village Park is 1.5 miles west of the Project site, across US 101. Village Park is a neighborhood park with a playground, basketball court, fields, and picnic areas. In addition, the Bay Trail, which is accessible from the Project site, across Old Bayshore Highway, provides recreational activities. The Bay Trail, on the perimeter of San Francisco and San Pablo Bays, is a series of existing and planned regional hiking and bicycle trails that will eventually connect. The 350-mile-long Bay Trail, which is administered by ABAG, provides easily accessible recreational opportunities for hikers, joggers, bicyclists, and skaters and offers a setting for wildlife viewing and environmental education. The Bay Trail connects all nine Bay Area counties, 47 cities, and communities to parks, open spaces, schools, transit, and alternative commute corridors.<sup>131</sup> The segment of the Bay Trail closest to the Project site includes a paved path with benches and trash receptacles.

## Discussion

### *a) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?*

**Less than Significant.** As described previously, Bayside Park and Village Park are 0.8 and 1.5 miles of the Project site, respectively. Both parks provide recreational opportunities for the nearby community. The Project would construct a hotel, restaurant, and parking garage; no residential land uses are proposed for the Project site. Therefore, there would be no direct increase in population. However, as described in Impact XIV(a), the Project would generate approximately 17 new

<sup>129</sup> Burlingame Parks & Recreation. 2018. *Parks & Amenities*. Available: [https://www.burlingame.org/parksandrec/facilities/parks\\_and\\_playgrounds/index.php](https://www.burlingame.org/parksandrec/facilities/parks_and_playgrounds/index.php). Accessed: March 30, 2018.

<sup>130</sup> Burlingame Parks & Recreation. 2018. *Parks & Amenities*. Available: [https://www.burlingame.org/parksandrec/facilities/parks\\_and\\_playgrounds/index.php](https://www.burlingame.org/parksandrec/facilities/parks_and_playgrounds/index.php). Accessed: March 30, 2018.

<sup>131</sup> Association of Bay Area Governments. 2018. *Welcome to the San Francisco Bay Trail*. Available: <http://baytrail.org/about-the-trail/welcome-to-the-san-francisco-bay-trail/>. Accessed: May 8, 2018.

Burlingame residents, who could use existing neighborhood and regional parks. In addition, hotel guests could visit nearby parks, and employees could use parks during their lunch breaks and before/after work.

The Project would provide onsite amenities for hotel guests, which would reduce the likelihood of guests using or overburdening existing Burlingame park facilities. The third level of the proposed hotel would include an enclosed outdoor deck with a pool and spa as well as a fitness center. Employees would not be able to use these hotel facilities; therefore, employees might use City park facilities. However, the number of proposed employees would not be substantial enough to result in physical deterioration of the parks. In addition, the induced Burlingame population resulting from new hotel employees would not accelerate physical deterioration of the parks. Therefore, the Project would not require development of new park facilities, and the impact would be ***less than significant***.

***b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?***

**Less than Significant.** Although the Project would add guests, employees, and employee-induced residents to the area, the Project would not trigger the need for construction or expansion of parks or other recreational facilities. Although the Project would not include new or expanded City facilities, new private recreational space would be constructed for hotel guests. Construction of this new private recreational space, as part of the Project, would not have an adverse physical effect on the environment. Therefore, impacts would be ***less than significant***.

<b>XVII. TRANSPORTATION</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less-than- Significant Impact</b>	<b>No Impact</b>
Would the Project:				
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? <sup>132</sup>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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

A draft transportation impact analysis (TIA) was prepared by Hexagon Transportation Consultants in June 2018 (included in Appendix E). The TIA describes existing and future conditions for transportation with and without the Project. In addition, the TIA includes information on the regional and local roadway networks, pedestrian and transit conditions, and transportation facilities associated with the Project.

The following traffic forecasting scenarios were considered in the analysis:

- Existing: Based on existing peak-hour volumes and existing intersection configurations.
- Existing Plus Project: Based on existing traffic volumes plus trips generated from the Project.
- Background: Conditions within the next 3 to 5 years (a horizon year of 2021–2023), just prior to completion/occupation of the Project.
- Background Plus Project: Based on background traffic volumes plus trips generated from the Project.
- Cumulative Conditions: 2028 cumulative volumes, based on planned and approved projects.
- Cumulative Plus Project: 2028 cumulative volumes, based on planned and approved projects plus the Project.

<sup>132</sup> The 2019 CEQA Guidelines, Appendix G Checklist Item XVII(b), state “would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?” Section 15064.3, *Determining the Significance of Transportation Impacts*, was added to the CEQA Guidelines to identify the criteria for analyzing transportation impacts. These guidelines updated the criteria that require CEQA to consider impacts using the metric of vehicles miles traveled (VMT) rather than level of service (LOS). Section 15064.3 (c) states that a lead agency may elect to be governed by this section immediately and that beginning on July 1, 2020, the provisions of this section shall apply statewide. The City of Burlingame has not elected to be governed by this section yet, and this IS/MND was prepared prior to July 1, 2020. Therefore, the updated Appendix G guidelines were not used for this impact analysis; LOS was used as a metric to determine impacts rather than VMT.

**Existing Intersection Levels of Service.** The Project site is east of US 101 and west of Old Bayshore Highway, both of which are major traffic corridors that provide access to Burlingame and Millbrae. Existing operational conditions were evaluated using the level-of-service (LOS) methodology from the 2010 *Highway Capacity Manual* (HCM) and Synchro software. LOS refers to the ability of an intersection (or roadway segment) to accommodate the volume of traffic moving through it at any given time. LOS describes traffic flow by using six ratings, ranging from “A” to “F,” with “A” indicating relatively free-flowing traffic and “F” indicating stop-and-go traffic and traffic jams. The City of Burlingame does not have any council-adopted definitions for significant traffic impacts, although LOS D at all intersections during peak hours is considered an acceptable standard. Two of the study intersections are in Millbrae. The City of Millbrae LOS standard for signalized intersections along Millbrae Avenue is LOS D.

The TIA considered LOS at the following intersections:

- US 101 southbound ramps and Millbrae Avenue
- US 101 northbound ramps and Millbrae Avenue
- Old Bayshore Highway and Millbrae Avenue
- Old Bayshore Highway and Mitten Road
- Old Bayshore Highway and Stanton Road
- Old Bayshore Highway and Mahler Road
- Old Bayshore Highway and US 101 northbound ramps
- Old Bayshore Highway and Airport Boulevard
- US 101 southbound ramps and Broadway
- Rollins Road and Broadway
- Carolan Avenue and Broadway
- California Drive and Broadway
- Airport Boulevard and Anza Boulevard

Most of the signalized study intersections currently operate at LOS D or better during the AM and PM peak hours. The study intersections nearest to the Project site operate adequately during the AM and PM peak hours of traffic, and the level of service analysis accurately reflects actual existing traffic conditions. The study intersections along Millbrae Avenue and Broadway carry relatively heavy traffic volume to and from US 101. The intersection of California Drive and Broadway operates at a substandard LOS E during the AM peak hour. The unacceptable level of service at this intersection is attributed to the high traffic volume on Broadway, as well as the Caltrain railroad gate down-times on Broadway, between California Drive and Carolan Avenue.

**Existing Freeway Segment Level of Service.** The LOS for freeway segments is based on average vehicle travel speed. The San Mateo County Congestion Management Plan relies on the 1994 HCM method for the LOS on freeway segments. The 1994 HCM method evaluates operations by considering the average travel speed of all vehicles on the freeway segment. This average speed can then be correlated to LOS. A freeway segment has an acceptable LOS if the segment operates at or better than the LOS standard identified for that segment by the county congestion management agency. The City/County Association of Governments (C/CAG) for San Mateo County has an LOS standard of LOS E for freeway segments on US 101 between Peninsula Avenue and I-380.

The TIA considered LOS along the following freeway segments:

- US 101 from Peninsula Avenue to Broadway
- US 101 from Millbrae Avenue to I-380
- US 101 from I-380 to Millbrae Avenue
- US 101 from Broadway to Peninsula Avenue

**Existing Transit Service.** Public transit as well as bicycle and pedestrian facilities also serve the Project site. Three major public mass transit operators, SamTrans, Caltrain, and BART, provide service in areas adjacent to Burlingame and Millbrae. The Project site is approximately 1.5 miles south of the Millbrae Transit Center, which serves Caltrain and BART, and two (2) miles north of the Burlingame Caltrain station. SamTrans Express Route 292 provides access to the Project site from Old Bayshore Highway. The nearest bus stops are less than 500 feet south of the Project site. The Project site is also served by the Burlingame-Bayside Shuttle Service and the Burlingame Trolley Service. The Burlingame-Bayside Shuttle Service to BART/Caltrain is one of San Mateo County's free public shuttle services. It travels between the Millbrae Transit Station and the intersection of Airport Boulevard/Bay View Place in Burlingame. The Burlingame Trolley Service provides weekday peak-hour service between the Burlingame Caltrain station and the San Francisco Airport Marriott Hotel.

## Discussion

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

*and*

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

## Construction

**Less than Significant with Mitigation.** Heavy equipment would be transported on and off the site throughout demolition and construction of the Project. The haul trucks would access the site by traveling on Old Bayshore Highway from Broadway, turning left on Mahler Road, then turning left to the site. Once full, the trucks would exit the site by turning right on Mahler Road, turning right on Old Bayshore Highway, then heading back on US 101, depending on the final destination. The transport of heavy equipment to and from the Project site could cause traffic impacts in the vicinity of the site during construction, which would be a potentially significant impact. In accordance with Mitigation Measure TRA-1, prior to issuance of grading and building permits, the Project Sponsor would be required to submit a Traffic Control Plan. With implementation of Mitigation Measure TRA-1, demolition and construction activities associated with the Project would not lead to noticeable congestion in the vicinity of the site or the perception of decreased traffic safety. The impact regarding conflicts with applicable plans would be ***less than significant with mitigation incorporated***.

**Mitigation Measure TRA-1: Traffic Control Plan.** Prior to issuance of grading and building permits, the Project Sponsor shall submit a Traffic Control Plan to the City. The requirements of the Traffic Control Plan include, but are not limited to, the following: Truck drivers shall be notified of and required to use the most direct route between the site and US 101, as determined by the City Engineering Department; all site ingress and egress shall occur only at the main

driveways to the Project site; specifically designated travel routes for large vehicles shall be monitored and controlled by flaggers; warning signs, indicating frequent truck entry and exit points, shall be posted on adjacent roadways, if requested; and any debris or mud on nearby streets caused by trucks shall be monitored daily, which may require instituting a street cleaning program.

## Operation

**Less than Significant.** The current uses at the Project site generate 480 vehicle trips each day. Based on the Project description and Institute of Transportation Engineers (ITE) rates for Hotel and High-Turnover (Sit-Down) Restaurant uses, the proposed development would generate a total of 3,719 gross daily vehicle trips, with 220 gross trips occurring during the AM Peak Hour and 272 gross trips occurring during the PM Peak Hour. Because the Project would consist of a mix of hotel and restaurant uses, a trip reduction of 15 percent was applied to account for the internalization of trips between the two components of the Project. In addition, a transit shuttle trip reduction of 10 percent was applied to the peak-hour trip generation estimates for the proposed hotel space. Trips that are generated by existing uses can be subtracted from the gross Project trip generation estimates. Accordingly, trip credits were applied to account for existing uses that currently occupy the Project site (e.g., office building, restaurant, print shop) but would be removed as part of the Project. After applying the appropriate trip reductions, the Project would generate 2,799 net new daily vehicle trips, with 159 net new trips (103 inbound and 56 outbound) during the AM Peak Hour and 174 net new trips (87 inbound and 87 outbound) during the PM Peak Hour, as shown in Table 3-27.

Project trips, as represented in the Project trip assignment, were added to existing traffic volumes to obtain existing-plus-Project traffic volumes at study area intersections. Table 3-28 shows LOS and delay at Project intersections under (1) existing conditions and (2) existing conditions plus the Project. Table 3-28 shows that most of the study intersections would continue to operate at LOS D or better during both the AM and PM Peak Hours of traffic. The California Drive/Broadway intersection would continue to operate at a substandard LOS E during the AM Peak Hour. Therefore, the Project would increase delay under existing conditions by less than five (5) seconds; therefore, the Project impact would be *less than significant*.

**Table 3-27. Project Trip Generation Estimates**

Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trip <sup>f</sup>	Rate	In	Out	Total	Rate	In	Out	Total
Proposed Use											
Hotel <sup>a</sup>	404 units	8.36	3,377	0.47	112	78	190	0.60	123	119	242
Alternative Transportation Trip Reduction (10 percent) <sup>d</sup>			-338		-11	-8	-19		-12	-12	-224
Internalization Trip Reduction (15 percent) <sup>e</sup>				-51		-2	-3	-5		-2	-3
Subtotal			2,988		99	67	166		109	104	213
Restaurant <sup>b</sup>	3.05 ksf <sup>g</sup>	112.18	342	9.94	17	13	30	9.77	18	12	30
Internalization Trip Reduction (15 percent) <sup>e</sup>			-51		-3	-2	-5		-3	-2	-5
Subtotal			291		14	11	25		15	10	25
Total Project Trips			3,279		113	78	191		124	114	238
Existing Use											
Existing Use <sup>c</sup>			-480		-10	-22	-32		-37	-27	-64
Net Project Trips											
Net Project Trips			2,799		103	56	159		87	87	174

## Notes:

a. Hotel (Land Use 310) average rates published in ITE's *Trip Generation Manual*, tenth edition (2017).

b. High-Turnover (Sit-Down) Restaurant (Land Use 932) average rates published in ITE's *Trip Generation Manual*, tenth edition (2017).

c. Based on driveway counts conducted on February 8, 2018.

d. A 10 percent trip reduction was applied, given the proximity of the Burlingame Trolley, Burlingame-Bayside BART/Caltrain shuttle service from adjacent hotels to the Millbrae Transit Station, and the availability of ride-sharing alternatives. The trip reduction percentage was based on the transit trip reduction factors published in the ITE *Trip Generation Manual*, ninth edition (2012).

e. A 15 percent trip reduction was applied to account for internalization between complementary land uses. The trip reduction percentage was based on the trip reduction factors published in the ITE *Trip Generation Manual*, ninth edition (2012).

f. Daily trip reductions for existing uses are the average of the AM and PM Peak-Hour rate multiplied by 10.

g. ksf = 1,000 sf

**Table 3-28. Existing Conditions – Intersection Levels of Service**

Study No.	Intersection	Peak Hour	Existing Conditions			
			No Project		With Project	
			Avg. Delay (seconds)	LOS	Avg. Delay (seconds)	LOS
1	US 101 southbound ramps and Millbrae Avenue <sup>a</sup>	AM	26.8	C	27.0	C
		PM	30.1	C	30.2	C
2	US 101 northbound ramps and Millbrae Avenue	AM	15.6	B	16.0	B
		PM	11.5	B	11.7	B
3	Old Bayshore Highway and Millbrae Avenue	AM	28.6	C	29.2	C
		PM	33.6	C	34.4	C
4	Old Bayshore Highway and Mitten Road <sup>a</sup>	AM	15.2	B	15.3	B
		PM	18.1	B	18.2	B
5	Old Bayshore Highway and Stanton Road <sup>a</sup>	AM	13.3	B	13.3	B
		PM	15.1	B	15.2	B
6	Old Bayshore Highway and Mahler Road <sup>a</sup>	AM	7.4	A	10.2	B
		PM	8.0	A	11.0	B
7	Old Bayshore Highway and US 101 northbound ramps <sup>a</sup>	AM	34.4	C	34.8	C
		PM	38.3	D	39.0	D
8	California Drive and Broadway	AM	18.2	B	18.2	B
		PM	18.6	B	18.7	B
9	Carolan Avenue and Broadway	AM	26.5	C	26.9	C
		PM	17.7	B	17.9	B
10	Rollins Road and Broadway	AM	33.2	C	33.4	C
		PM	33.9	C	34.0	C
11	US 101 southbound ramps and Broadway <sup>a</sup>	AM	25.9	C	25.9	C
		PM	24.8	C	24.9	C
12	Old Bayshore Highway and Airport Boulevard <sup>a</sup>	AM	<b>61.2</b>	<b>E</b>	<b>62.3</b>	<b>E</b>
		PM	45.0	D	45.4	D
13	Airport Boulevard and Anza Boulevard <sup>a</sup>	AM	14.9	B	14.8	B
		PM	23.2	C	23.1	C

Notes:

<sup>a</sup>. The 2010 *Highway Capacity Manual* (HCM) does not support turning movements with shared and exclusive lanes. Therefore, this intersection was analyzed using the 2000 HCM.

**Bold** indicates substandard LOS.



Project trips were added to background traffic volumes to obtain traffic volumes under Project conditions. Table 3-29 shows LOS and delay at Project intersections under (1) background conditions and (2) background conditions plus the Project. Table 3-29 shows that most of the study intersections would continue to operate at LOS D or better during both the AM and PM Peak Hours of traffic. The California Drive/Broadway intersection would continue to operate at an unacceptable LOS E during both peak hours with the addition of Project traffic. However, the addition of Project traffic would not create a significant impact at this intersection because the weighted average delay per vehicle would increase by only 1.4 seconds, which is less than the standard threshold of five (5) seconds for a significant impact. Therefore, the Project impact under background conditions would be **less than significant**. Although the Airport Boulevard/Anza Boulevard intersection shows an improvement with increased traffic from the Project, it should be noted that this typically occurs when traffic is added to intersection turning movements that have a low level of delay. Therefore, the overall weighted average for delay can improve.

Traffic volumes under cumulative conditions at study intersections were estimated by applying a one (1) percent annual growth rate to existing traffic counts and adding traffic from approved developments. The growth rate was applied to study intersections through 2028 (10-year horizon). Project trips were then added to the growth estimates to create the volumes for cumulative conditions. Table 3-30 shows LOS and delay at Project intersections under (1) cumulative conditions and (2) cumulative conditions plus the Project. The results of the LOS analysis for cumulative conditions show that most of the study intersections would operate at an acceptable LOS D or better during both the AM and PM Peak Hours. The California Drive/Broadway intersection would operate at an unacceptable LOS F and LOS E during the AM and PM Peak Hours, respectively. However, based on the significance criteria, the Project would add only 1.8 seconds of average delay. This impact would be considered **less than significant**. It should also be noted that the City of Burlingame is seeking to grade separate the Caltrain tracks at Broadway and currently studying design options. With the grade separation, the gate downtime at the Broadway and California Drive intersection would be eliminated, thereby relieving the vehicle queues along Broadway. Therefore, the intersection would operate at LOS D or better during peak hours under cumulative conditions.

Per Congestion Management Plan technical guidelines, an LOS analysis for a freeway segment is required when the number of trips added by a project is expected to be greater than 1 percent of the segment's capacity. The number of new trips generated by the Project is expected to be considerably less than the one (1) percent threshold for all freeway segments in the area. Therefore, a detailed analysis of freeway segments was not performed. The Project would have a **less-than-significant** impact on study freeway segments. A simple freeway segment capacity evaluation to substantiate this determination is presented in Table 3-31.

The City of Burlingame General Plan identifies goals to encourage transit use while promoting safety.<sup>133</sup> The Project site is approximately 1.5 miles south of the Millbrae Transit Center, two (2) miles north of the Burlingame Caltrain station, and less than 500 feet from SamTrans Express Route 292, the Burlingame-Bayside Shuttle Service, and the Burlingame Trolley Service. The Project would promote continued use of these public transit facilities/services and add, on average, about three new transit riders per bus. It is assumed that the buses would have adequate capacity to

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<sup>133</sup> City of Burlingame. 2015. *Burlingame General Plan*. Chapter VIII, Circulation Element Update. February 2, 2015. Available: [https://www.burlingame.org/document\\_center/Planning/General%20and%20Specific%20Plans/Circulation%20Element%20-%20updated%202015.pdf](https://www.burlingame.org/document_center/Planning/General%20and%20Specific%20Plans/Circulation%20Element%20-%20updated%202015.pdf). Accessed: June 27, 2019.

accommodate this minor increase in ridership. The Project would not interfere with any existing bus routes and would not remove or relocate any existing bus stops. Therefore, the Project's impact on transit services would be ***less than significant***, and the Project would be consistent with goals identified by the City of Burlingame.

The City of Burlingame Bicycle Transportation Plan identifies goals to improve existing bicycle routes, promote safe bicycle travel, and establishing new connections.<sup>134</sup> There are some bicycle facilities in the immediate vicinity of the Project site. There are also many planned bicycle facilities in the study area, including a bicycle route along Millbrae Avenue between Old Bayshore Highway and California Drive. Although the Project could add additional bicycle trips, bicyclists would be able to use existing or planned facilities. Thus, the Project's impact on bicycle facilities would be ***less than significant***, and the Project would be consistent with goals identified by the City of Burlingame.

The City of Burlingame General Plan identifies goals to encourage walking while promoting safety.<sup>135</sup> Pedestrian facilities in the study area consist of sidewalks, crosswalks, and signals at signalized intersections. The Project would provide adequate pedestrian circulation throughout the site as well as between the site and surrounding pedestrian facilities. The Project would include continuous walkways along the northern edge of the site as well as between the hotel and the restaurant. In addition, a pedestrian connection from the hotel to the sidewalk on Old Bayshore Highway would be provided. The Project would increase the width of the sidewalk adjacent to Old Bayshore Highway to between 10 and 12 feet to create a more pedestrian-friendly environment. Therefore, the Project's impact on pedestrian facilities would be ***less than significant*** and the Project would be consistent with goals identified by the City of Burlingame.

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<sup>134</sup> City of Burlingame. 2004. *Bicycle Transportation Plan*. October 18, 2004. Available: [https://www.burlingame.org/document\\_center/Planning/General%20and%20Specific%20Plans/Bicycle%20Transportation%20Plan.pdf](https://www.burlingame.org/document_center/Planning/General%20and%20Specific%20Plans/Bicycle%20Transportation%20Plan.pdf). Accessed: June 27, 2019.

<sup>135</sup> City of Burlingame. 2015. *Burlingame General Plan*. Chapter VIII, Circulation Element Update. February 2, 2015. Available: [https://www.burlingame.org/document\\_center/Planning/General%20and%20Specific%20Plans/Circulation%20Element%20-%20updated%202015.pdf](https://www.burlingame.org/document_center/Planning/General%20and%20Specific%20Plans/Circulation%20Element%20-%20updated%202015.pdf). Accessed: June 27, 2019.

**Table 3-29. Background Conditions – Intersection Levels of Service**

Study No.	Intersection	Peak Hour	Existing Conditions			
			No Project		With Project	
			Avg. Delay (seconds)	LOS	Avg. Delay (seconds)	LOS
1	US 101 Southbound Ramps and Millbrae Avenue <sup>a</sup>	AM	26.9	C	27.0	C
		PM	30.1	C	30.2	C
2	US 101 Northbound Ramps and Millbrae Avenue	AM	15.6	B	16.1	B
		PM	11.5	B	11.7	B
3	Old Bayshore Highway and Millbrae Avenue	AM	28.6	C	29.2	C
		PM	33.6	C	34.4	C
4	Old Bayshore Highway and Mitten Road <sup>a</sup>	AM	15.2	B	15.3	B
		PM	18.1	B	18.2	B
5	Old Bayshore Highway and Stanton Road <sup>a</sup>	AM	13.3	B	13.3	B
		PM	15.1	B	15.2	B
6	Old Bayshore Highway and Mahler Road <sup>a</sup>	AM	7.4	A	10.2	B
		PM	8.0	A	11.0	B
7	Old Bayshore Highway and US 101 Northbound Ramps <sup>a</sup>	AM	36.8	D	37.3	D
		PM	42.4	D	43.1	D
8	California Drive and Broadway	AM	18.4	B	18.5	B
		PM	19.4	B	19.5	B
9	Carolan Avenue and Broadway	AM	28.1	C	28.5	C
		PM	19.4	B	19.8	B
10	Rollins Road and Broadway	AM	35.7	D	35.9	D
		PM	38.6	D	38.9	D
11	US 101 Southbound Ramps and Broadway <sup>a</sup>	AM	27.3	C	27.3	C
		PM	29.0	C	29.1	C
12	Old Bayshore Highway and Airport Boulevard <sup>a</sup>	AM	<b>69.9</b>	<b>E</b>	<b>71.3</b>	<b>E</b>
		PM	<b>65.8</b>	<b>E</b>	<b>66.5</b>	<b>E</b>
13	Airport Boulevard and Anza Boulevard <sup>a</sup>	AM	14.9	B	14.8	B
		PM	23.2	C	23.1	C

Notes:

<sup>a</sup>. The 2010 *Highway Capacity Manual* (HCM) does not support turning movements with shared and exclusive lanes. Therefore, this intersection was analyzed using the 2000 HCM.

**Bold** indicates substandard LOS.

**Table 3-30. Cumulative Conditions – Intersection Levels of Service**

Study No.	Intersection	Peak Hour	Existing Conditions			
			No Project		With Project	
			Avg. Delay (seconds)	LOS	Avg. Delay (seconds)	LOS
1	US 101 southbound ramps and Millbrae Avenue <sup>a</sup>	AM	28.5	C	28.7	C
		PM	31.6	C	31.7	C
2	US 101 northbound ramps and Millbrae Avenue	AM	17.2	B	17.7	B
		PM	12.1	B	12.2	B
3	Old Bayshore Highway and Millbrae Avenue	AM	29.0	C	30.1	C
		PM	35.1	D	36.0	D
4	Old Bayshore Highway and Mitten Road <sup>a</sup>	AM	15.8	B	15.9	B
		PM	18.7	B	18.8	B
5	Old Bayshore Highway and Stanton Road <sup>a</sup>	AM	13.5	B	13.6	B
		PM	15.6	B	15.7	B
6	Old Bayshore Highway and Mahler Road <sup>a</sup>	AM	7.8	A	10.3	B
		PM	8.3	A	11.1	B
7	Old Bayshore Highway and US 101 northbound ramps <sup>a</sup>	AM	39.1	D	39.7	D
		PM	45.4	D	46.2	D
8	California Drive and Broadway	AM	19.0	B	19.2	B
		PM	20.1	C	20.2	C
9	Carolan Avenue and Broadway	AM	29.6	C	30.0	C
		PM	21.2	C	21.7	C
10	Rollins Road and Broadway	AM	38.2	D	38.5	D
		PM	42.1	D	42.4	D
11	US 101 southbound ramps and Broadway <sup>a</sup>	AM	28.0	C	28.1	C
		PM	30.5	C	30.6	C
12	Old Bayshore Highway and Airport Boulevard <sup>a</sup>	AM	<b>87.1</b>	<b>F</b>	<b>88.9</b>	<b>F</b>
		PM	<b>72.8</b>	<b>E</b>	<b>73.7</b>	<b>E</b>
13	Airport Boulevard and Anza Boulevard <sup>a</sup>	AM	15.3	B	15.3	B
		PM	24.3	C	24.3	C

Notes:

<sup>a</sup>. The 2010 *Highway Capacity Manual* (HCM) does not support turning movements with shared and exclusive lanes. Therefore, this intersection was analyzed using the 2000 HCM.

**Bold** indicates a substandard LOS.

**Table 3-31. Freeway Segment Capacity Evaluation**

Freeway	Segment	Direction	Peak Hour	Existing Conditions <sup>a</sup>			Project Conditions		
				No. of Lanes	Capacity	LOS	Project Trips	Percent Capacity	Impact
US 101	Peninsula Avenue to Broadway	NB	AM	<b>4</b>	<b>9,200</b>	<b>F</b>	27	0.29%	No
			PM	<b>4</b>	<b>9,200</b>	<b>F</b>	22	0.25%	No
US 101	Millbrae Avenue to I-380	NB	AM	4	9,200	E	19	0.21%	No
			PM	<b>4</b>	<b>9,200</b>	<b>F</b>	<b>29</b>	<b>0.32%</b>	<b>No</b>
US 101	I-380 to Millbrae Avenue	SB	AM	4	9,200	E	34	0.37%	No
			PM	4	<b>9,200</b>	<b>F</b>	<b>28</b>	<b>0.30%</b>	<b>No</b>
US 101	Broadway to Peninsula Avenue	SB	AM	4	<b>9,200</b>	<b>F</b>	<b>14</b>	<b>0.15%</b>	<b>No</b>
			PM	4	<b>9,200</b>	<b>F</b>	<b>24</b>	<b>0.26%</b>	<b>No</b>

Notes:

<sup>a</sup>. Existing freeway condition references in the *Level of Service and Performance Measure Monitoring Report* (2015).**Bold** indicates substandard LOS.

NB = northbound; SB = southbound

**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 with Mitigation.** Vehicular access to the Project site would be provided via the following:

- A partial-access driveway (12 to 16 feet wide) that would be enter only off Mahler Road and exit onto Old Bayshore Highway. This would provide access to the restaurant and hotel.
- A two-way access driveway (25 feet wide) off of Mahler Road that would be the main entry/exit to/from the parking garage.
- A two-way access driveway (38 feet wide) off of Mahler Road that would be used to access the loading dock and trash/recycling area.

Increased safety or operational hazards associated with inbound stacking space at the parking garages, intersection vehicle queues at driveways, or driveway locations are not anticipated. In addition, the Project would provide adequate access to all parking stalls at the site, adequate vehicular and pedestrian circulation on all levels of the parking structure, and adequate access for large vehicle types at the loading spaces. The Project site design is not expected to affect bicyclist, pedestrian, or traffic operations. The City of Burlingame Zoning Code requires a minimum of either two 12-foot driveways or one 18-foot driveway for parking areas with more than 30 vehicle spaces. The Project would meet the City's minimum width requirement for driveways. Therefore, it is not expected that the design of the driveways would affect bicyclist, pedestrian, or traffic operations.

The Project would include new landscaping and signage, which could obstruct the views of drivers when exiting the Project site. If the access points for the Project are not designed to be free of obstructions, sight distance could be minimized, resulting in potential conflicts between vehicles

and bicyclists/pedestrians. This could be a hazard for bicyclists/pedestrians and is therefore considered a potentially significant impact. Mitigation Measure TRA-2 would ensure that adequate sight distance would be provided, reducing the impact from an increased hazard due to a geometric design feature to ***less than significant with mitigation***.

**Mitigation Measure TRA-2: Adequate Site Distance.** Project access points shall be free and clear of obstructions to provide adequate sight distance, thereby ensuring that bicyclists, pedestrians, and vehicles are visible to drivers when exiting the Project site. Landscaping and signage shall be located so as to ensure an unobstructed view for drivers when exiting the site. Adequate sight distance (i.e., sight distance triangles) shall be provided at Project driveways, in accordance with California Department of Transportation (Caltrans) standards. For driveways on Mahler Road, the stopping sight distance shall be 200 feet (based on a design speed of 30 mph). For driveways on Old Bayshore Highway, the stopping sight distance shall be 300 feet (based on a design speed of 40 mph). Sight distance triangles shall be measured approximately 10 feet back from the travel way. Given that on-street parking is permitted along Mahler Road, red curbs shall be painted west of the Project driveway a length equivalent to that of a standard vehicle to ensure that exiting drivers see bicyclists in the street.

**d) Result in inadequate emergency access?**

**Less than Significant.** Emergency vehicles access (EVA) would be provided via a drivable surface accessway for emergency vehicles along the property line behind the proposed hotel. In addition, emergency vehicles would be able to access the vehicular arrival court. Adequate emergency access to the Project site would be provided with the EVA roads. No internal site circulation or access issues have been identified that would result in a traffic safety problem or unusual traffic congestion or delay. Therefore, the Project would have a ***less-than-significant*** impact on emergency vehicle access.

<b>XVIII. TRIBAL CULTURAL RESOURCES</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less-than- Significant Impact</b>	<b>No Impact</b>
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resource Code Section 21074 as 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:				
a. Listed or eligible for listing in the California Register of Historical Resources or a local register of historical resources, as defined in Public Resources Code Section 5020.1(k).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. 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 50024.1. 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

To identify tribal cultural resources within the Project area, the Native American Heritage Commission (NAHC) was contacted on April 5, 2018, and asked to provide a list of California Native American tribes that are geographically affiliated with the Project site. A search of the NAHC's Sacred Land File (SLF) was also requested. On May 4, 2018, the NAHC responded with a list of five individuals for consultation; the search of the SLF was negative. Letters with Project details, a location map, and a request for consultation were sent on May 7, 2018, to the following individuals:

- Tony Cerda, Chairperson – Coastanoan Rumsen Carmel Tribe
- Rosemary Cambra, Chairperson – Muwekma Ohlone Indian Tribe of the San Francisco Bay Area
- Andrew Galvan – The Ohlone Indian Tribe
- Ann Marie Sayers, Chairperson – Indian Canyon Mutsun Band of Coastanoan
- Irenne Zwierlein, Chairperson – Amah Mutsun Tribal Band of Mission San Juan Bautista

To date, no responses have been received, and no Native American resources have been identified within the Project site. Consultation is ongoing; consultation records will be updated as necessary. In addition, as outlined in Section V, *Cultural Resources*, the records search conducted at the NWIC did not identify any cultural resources within the Project area. However, three previously recorded pre-contact resources were identified outside the Project site but within 0.5 mile.

## Discussion

- a) *Listed or eligible for listing in the California Register of Historical Resources or a local register of historical resources, as defined in Public Resources Code Section 5020.1(k)*

**Less than Significant with Mitigation Incorporated.** A search of the SLF did not identify any tribal cultural resources in the Project area. In addition, no tribal cultural resources were identified as a result of consultation with the Native American groups the NAHC listed as geographically affiliated with the region. However, the potential exists for previously undiscovered tribal cultural resources to be encountered during Project demolition or construction work. Buried deposits may be eligible for listing in the CRHR. If such resources were to be destroyed by Project-related activities, the impact would be significant. Implementation of Mitigation Measure CUL-1 would require construction work to be stopped if an archeological material or feature is encountered during ground-disturbing activities and proper treatment of any archeological resources that are found during construction. Mitigation Measure CUL-3 would require construction work to be stopped if human remains are encountered during ground-disturbing activities and proper procedures regarding notification to be followed, per Section 50977.98 of the Public Resources Code and Section 7050.5 of the State Health and Safety Code. Implementation of Mitigation Measures CUL-1 and CUL-3 would ensure that any previously undiscovered tribal cultural resources would be properly treated if found during construction. Therefore, this impact on tribal cultural resources would be ***less than significant after mitigation***.

- b) *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 50024.1*

**Less than Significant with Mitigation Incorporated.** As stated previously, no tribal cultural resources were identified within the Project site during consultation with California Native American tribes or the cultural resources review. However, the potential still exists for encountering as-yet undocumented resources that could be considered significant by California Native American tribes during Project-related construction activities. Therefore, the impact on these resources would be potentially significant. As described previously, implementation of Mitigation Measures CUL-1 and CUL-3 would mitigate the potential impacts on as-yet undocumented resources. Therefore, the impact on as-yet undocumented resources that could be considered significant by California Native American tribes would be ***less than significant after mitigation***.



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

## Setting

The City of Burlingame purchases all of its potable water from the SFPUC RWS. Approximately 85 percent of the SFPUC RWS water supply originates in the Hetch Hetchy watershed in Yosemite National Park, then flows down the Tuolumne River to Hetch Hetchy Reservoir.<sup>136</sup> The remaining 15 percent of the SFPUC RWS water supply originates locally in the Alameda and Peninsula watershed and is stored in six different reservoirs in Alameda and San Mateo Counties.<sup>137</sup> According to the City of Burlingame 2015 Urban Water Management Plan (UWMP), the city's average water demand between 2011 and 2015 was a total of 1,458 million gallons, which is equivalent to 3.99 million gallons per day (mgd) of water,<sup>138</sup> or 76 percent of the city's allotted 5.23 mgd. Generally, 41 percent of water consumption is from single-family residential uses, 17 percent from multi-family residential uses, 13 percent from industrial uses, 12 percent from commercial uses, 5 percent from irrigation uses, and five (5) percent from institutional uses.<sup>139</sup>

<sup>136</sup> Erler & Kalinowski, Inc. 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: April 17, 2018.

<sup>137</sup> Ibid.

<sup>138</sup> Ibid. (see Table 3-2 of the UWMP).

<sup>139</sup> Ibid. (see Table 3-2 of the UWMP).

The City's Public Works Department services Burlingame's wastewater system. Wastewater flows are carried to the wastewater treatment plant (WWTP) at 1103 Airport Boulevard, which serves the entire city of Burlingame as well as approximately one-third of Hillsborough. The average dry-weather flow of wastewater treated at the WWTP has remained fairly constant, at approximately 3.0 to 3.5 mgd, which is approximately 55 to 64 percent of the facility's 5.5 mgd capacity.<sup>140</sup>

Stormwater collection within the Bayfront Specific Plan area is provided by a system of storm drains that feed into the creeks that run from the face of the Coastal Range to San Francisco Bay. Sites that have Bay frontage drain directly into the Bay.<sup>141</sup> Because the City's stormwater system empties into San Francisco Bay, it is subject to the requirements of the Clean Water Act of 1972, which prohibits the discharge of stormwater into waters of the United States unless the discharge is in compliance with a NPDES permit, as described in detail in Section X, *Hydrology and Water Quality*.

The city is within the service area of RethinkWaste, also known as the South Bayside Waste Management Authority. The City of Burlingame as well as the cities of Atherton, Belmont, East Palo Alto, Foster City, Hillsborough, Menlo Park, Redwood City, San Carlos, and San Mateo; the County of San Mateo; and the West Bay Sanitary District form the joint powers authority (JPA) for Rethink Waste. Recology San Mateo County provides recycling, composting, and garbage collection services for residents and businesses in the RethinkWaste service area. Recyclables and organic solid waste are taken by Recology trucks to the Shoreway Environmental Center in San Carlos for sorting. The Shoreway Environmental Center is owned by Rethink Waste and operated by South Bay Recycling on behalf of Rethink Waste. Solid waste and recyclables received at the Shoreway Environmental Center are processed and sent to the appropriate facility, including the Ox Mountain Landfill (also known as Corinda Los Trancos Landfill), which is in Half Moon Bay. This landfill is expected to remain operational until 2034 and has a permitted throughput capacity of 3,598 tons per day.<sup>142</sup>

PG&E's natural gas (methane) pipe delivery system includes 42,000 miles of distribution pipelines and 6,700 miles of transmission pipelines. Gas delivered by PG&E originates in gas fields in California, the Southwest, Rocky Mountains, and Canada. Transportation pipelines send natural gas from fields and storage facilities in large pipes while under high pressure. The smaller distribution pipelines deliver gas to individual businesses or residences. PG&E gas transmission pipeline systems serve approximately 15 million gas and electric energy customers in California. The system is operated under an inspection and monitoring program. The system operates in real time on a 24-hour basis and includes leak inspections, surveys, and patrols of the pipelines.<sup>143</sup> In southern Burlingame, a PG&E gas transmission pipeline runs primarily along US 101. However, at Airport Boulevard, the pipeline continues northwest under Rollins Road; at David Road, it turns northeast under US 101, then continues under Mahler Road immediately adjacent to the Project site. At the intersection with Old Bayshore Highway, the pipeline continues to the northwest, toward SFO.<sup>144</sup> Distribution gas pipelines are located throughout the Bayfront area.

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<sup>140</sup> Ibid. (see page 56 of 120).

<sup>141</sup> City of Burlingame Planning Department. 2012. *Burlingame Bayfront Specific Plan*. Available: [https://www.burlingame.org/document\\_center/Planning/General%20and%20Specific%20Plans/Bayfront%20Specific%20Plan.pdf](https://www.burlingame.org/document_center/Planning/General%20and%20Specific%20Plans/Bayfront%20Specific%20Plan.pdf). Accessed: April 26, 2018.

<sup>142</sup> California Department of Resources Recycling and Recovery. 2018. *Facility/Site Summary Details: Corinda Los Trancos Landfill (Ox Mtn) (41-AA-0002)*. Available: <https://www2.calrecycle.ca.gov/SWFacilities/Directory/41-AA-0002/Detail>. Accessed: June 27, 2019.

<sup>143</sup> Pacific Gas & Electric. *Learn about the PG&E Natural Gas System*. Available: [https://www.pge.com/en\\_US/safety/how-the-system-works/natural-gas-system-overview/natural-gas-system-overview.page](https://www.pge.com/en_US/safety/how-the-system-works/natural-gas-system-overview/natural-gas-system-overview.page). Accessed: June 27, 2019.

<sup>144</sup> Pacific Gas & Electric. *Learn Where Natural Gas Pipelines Are Located*. Available: [https://www.pge.com/en\\_US/safety/how-the-system-works/natural-gas-system-overview/gas-transmission-pipeline/gas-transmission-pipelines.page](https://www.pge.com/en_US/safety/how-the-system-works/natural-gas-system-overview/gas-transmission-pipeline/gas-transmission-pipelines.page). Accessed: June 27, 2019.

Numerous telecommunication providers serve Burlingame and provide access to infrastructure, including broadband, fiber optic, wireless, and other emerging technologies. AT&T, XFINITY from Comcast, Wave Broadband, Sonic, and others provide telecommunication and cable television services to residents and businesses in the city. The Project site receives services from mainly AT&T and Comcast Business.<sup>145</sup> Underground conduits and overhead cables are present throughout the vicinity of the Project.

## Discussion

**a) *Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?***

**Less than Significant (Water and Wastewater).** As described in more detail in XIX(b) and (c), below, the increased water and wastewater treatment demand, which would be minimal, could be served by the existing water supply and remaining capacity of the WWTP. The Project would not require relocation or construction of new or expanded water or wastewater treatment facilities because there is adequate water and wastewater treatment capacity available to serve the Project. Impacts would be ***less than significant***.

**Less than Significant (Stormwater).** As described in Section X, *Hydrology and Water Quality*, Impacts Xc and Xd, the Project would reduce the area of impervious surfaces and include the installation of new stormwater drainage facilities, as required by the MRP. Overall, the Project would reduce the demand on stormwater facilities because implementation of the Project would reduce the amount of stormwater runoff that would be generated at the Project site. Therefore, no new stormwater drainage facilities, other than those included in the Project design (e.g., trench drains, roof drain outlets, rain-harvesting system), would be required for the Project. Because new stormwater drainage facilities would be incorporated into the design of the Project, any impacts associated with the new stormwater drainage facilities for the Project would be covered in Sections I through XX of this document. Therefore, impacts associated with new stormwater drainage facilities would be ***less than significant***.

**Less than Significant (Natural Gas and Telecommunications).** Operation of the Project is not anticipated to result in the construction or expansion of new natural gas facilities or telecommunication lines. Existing gas and telecommunication lines in the vicinity of the Project site would continue to serve the Project and may be upgraded, if necessary, for the Project. The installation of new or expanded gas and telecommunication lines on the Project site would require excavation, trenching, soil movement, and other activities typical of construction of development projects. These construction impacts are discussed in detail in the appropriate topical sections of this document as part of the assessment of overall Project impacts. However, no offsite natural gas facilities or telecommunication lines would need to be constructed or expanded as a result of the Project, resulting in ***less-than-significant*** impacts.

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<sup>145</sup> BroadbandNow. *Internet Service Providers in Burlingame, California*. Available: <https://broadbandnow.com/California/Burlingame#>. Accessed: June 27, 2019.

**b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years.**

**Less than Significant.** As explained previously, the city uses an average of 3.99 mgd of its 5.23 mgd water supply. The city's existing use represents 76 percent of its allotted supply; therefore, 24 percent of the city's water supply is unused. Table 3-32 summarizes the estimated water demand that currently exists at the two office buildings on the Project site and the estimated water demand with implementation of the Project. As shown in Table 3-32, the Project could increase water demand by 3,945 gallons per day, which is equivalent to approximately 0.004 mgd. The additional water demand of 0.004 mgd due to the Project represents approximately a 0.1 percent increase in water use in the city. The city's water supply can accommodate the minimal increase in water demand due to the Project. Therefore, sufficient water supplies would be available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years; the impact would be **less than significant**.

**Table 3-32. Project Water Demand**

	Land Use	Generation Rate (gallons per employee per day) <sup>a,b</sup>	Number of Employees	Water Demand (gallons per day)
Existing Site	Office	127	115	14,605
Site with Project	Hotel + Restaurant	265 <sup>c</sup>	70	18,550
<i>Net Water Demand (Project Water Demand - Existing Water Demand)</i>				<i>3,945</i>

Source: Pacific Institute. 2003. *Appendix E to Waste Not, Want Not: The Potential for Urban Water Conservation in California*. November.

a. These generation rates were calculated using data regarding how much water was actually used at different land uses in California.

b. The generation rate for restaurants is 265 gallons per employee per day, and the generation rate for hotels is 240 gallons per employee per day. In order to be conservative, the higher generation rate was used to calculate water demand for the Project.

**c) Result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Less than Significant.** As described previously, the WWTP treats approximately 3.0 to 3.5 mgd of wastewater, which represents approximately 55 to 64 percent of the facility's 5.5 mgd capacity. Therefore, 36 to 45 percent of the WWTP's capacity remains available to treat wastewater. As shown in Table 3-32, the Project is anticipated to generate a water demand of 3,945 gallons per day (0.004 mgd); therefore, it is conservatively estimated that the Project would also generate 0.004 mgd of wastewater. The additional wastewater demand of 0.004 mgd due to the Project represents an approximately 0.1 percent increase in wastewater treatment at the WWTP. Currently, the city's remaining wastewater treatment capacity can accommodate the minimal increase in wastewater demand due to the Project. Therefore, the Project's 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 California Integrated Waste Management Act of 1989 (Assembly Bill 939) requires municipalities to adopt an integrated waste management plan to establish objectives, policies, and programs related to waste disposal, management, source reduction, and recycling. In addition, Senate Bill 1383, passed in 2016, established a target that calls for a 50 percent reduction in organic waste by 2020 and a 75 percent reduction by 2025. As discussed above, the City is part of a regional JPA that manages solid waste collection and recycling services for several cities. The JPA is required to divert waste from landfills to achieve state reduction goals. In 2018, San Mateo County as a whole had a total diversion rate of 54.5 percent because of recycling and composting waste materials. The city of Burlingame had a slightly lower diversion rate than the county, with 40.3 percent of waste diverted from landfills.<sup>146</sup>

Construction of the Project would generate waste but would be required to adhere to state and local standards. The Project would generate 20,000 cubic yards of building debris, approximately 60 percent of which would be recycled. Construction of the Project would require disposal of these materials at a permitted landfill. In addition, operation of the Project would most likely increase overall solid waste generation due to a greater number of people on the site, including hotel guests, restaurant visitors, and employees, compared with the number currently on the site (i.e., employees of the existing buildings). However, operation of the proposed facility would be required to meet state and local standards for solid waste and recycling. In addition, such an increase would be negligible because the landfills that would be used by the City would continue to have ample capacity and be able to handle the minimal increase in solid waste. The Project would not 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. Therefore, impacts from solid waste disposal 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.** The Project involves a commercial land use. This land use would not result in the generation of unique types of solid waste that would conflict with the existing regulations that are 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 939. As a result, the Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, and the impact would be ***less than significant***.

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<sup>146</sup> Recology San Mateo County. 2019. *Annual Report to the SBWMA for Year 2018*. Available: [https://www.rethinkwaste.org/uploads/media\\_items/recology-annual-report-2018.original.pdf](https://www.rethinkwaste.org/uploads/media_items/recology-annual-report-2018.original.pdf). Accessed: June 27, 2019.

XX. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have impacts that would be 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. Have environmental effects that would have substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) *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.** As described in Section IV, *Biological Resources*, the Project site is in an urban area and surrounded by dense commercial development. Other than the trees that occur on the site, there are no natural environment or habitat features on the Project site. Removal of the trees would not result in degradation of the quality of the environment because the trees are not naturally occurring and were planted for landscaping purposes. Although nesting birds, special-status birds, and special-status bats could use the trees and existing buildings that would be removed on the Project site, there are trees elsewhere in the city and suitable natural habitat outside the city. Therefore, the Project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal. As described in Section V, *Cultural Resources*, construction of the Project would not eliminate important examples of major periods of California history or prehistory. The Project’s impact would be ***less than significant***.

- b) 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 Project site is developed for commercial uses. The Project would demolish an existing structure and construct a hotel, restaurant, and parking garage. The Project would have no impact on agricultural and forestry resources or mineral resources. Therefore, the Project would not result in a cumulatively considerable contribution to any potential cumulative impacts on these resources.

The Project would result in a less-than-significant impact on aesthetics, hydrology and water quality, land use, population and housing, public services, recreation, and utilities/service systems. The Project would not result in a cumulatively considerable contribution to any potential cumulative aesthetic impacts because the Project site is already developed for commercial uses, and the Project would appear similar to other nearby buildings. The Project would not result in a cumulatively considerable contribution to any potential cumulative hydrology and water quality impacts because future projects would be required to comply with state and local regulations that protect water quality, including the NPDES Construction General Permit and the MRP. As stated in Section X, *Land Use and Planning*, the Project would not result in conflicts with applicable plans and policies. The Project would not result in a cumulatively considerable contribution to any potential cumulative population and housing impacts because, as described in Section XIV, *Population and Housing*, the Project is expected to indirectly generate a minimal number of new residents and housing units (24 new residents and 10 housing units). The Project would not result in a cumulatively considerable contribution to any potential cumulative public service, recreation, or utility/service system impacts because the Project involves a hotel, which would generate minimal demand for these resources.

The Project would result in potential impacts related to air quality, biological resources, cultural resources, geology/soils, greenhouse gases, hazards and hazardous materials, noise, transportation and traffic, and tribal cultural resources. Incorporation of mitigation measures would reduce these impacts to a less-than-significant level. The Project site is already developed for commercial uses. Although the Project would construct a hotel, restaurant, and parking garage and increase the square footage of the buildings on the site compared with existing conditions, such an increase would not be substantial enough to result in a cumulatively considerable contribution to any potential cumulative impacts. The Project’s impact would be ***less than significant***.

- c) Have environmental effects that would have substantial adverse effects on human beings, either directly or indirectly?**

**Less than Significant with Mitigation Incorporated.** As described in this document, implementation of the Project could result in temporary air quality, greenhouse gas, hazardous materials, and noise impacts during the construction period. Implementation of the mitigation measures recommended in this document would ensure that the Project would not result in environmental effects that would have substantial adverse effects on human beings. Impacts would be ***less than significant after mitigation***.

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