CEQA Environmental Compliance Checklist

777 Airport Boulevard Office/R&D Project

Prepared by

THE CITY OF BURLINGAME CALIFORNIA INCORPORATED 1908

In Consultation with

50 YEARS EST. 1972 DAVID J. POWERS & ASSOCIATES, INC. ENVIRONMENTAL CONSULTANTS & PLANNERS

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TABLE OF CONTENTS

Figures

Photos

Tables

Appendices

SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 OVERVIEW OF CEQA GUIDELINES SECTION 15183

The California Environmental Quality Act (CEQA) Guidelines section 15183 provides for streamlined environmental review for projects that are "consistent with the development density established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site" (California Code of Regulations Title 14, § 15183 et seq., 2020)[1]. CEQA Guidelines section 15183(c) further states that "If an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an EIR need not be prepared for the project solely on the basis of that impact."

1.1.1 City of Burlingame 2040 General Plan EIR

The General Plan represents the City's first comprehensive planning endeavor since the late 1960s. Envision Burlingame was the community-led planning process that guided development of the General Plan. The General Plan contains the minimum seven State-mandated elements, as well as additional Community Context, General Plan Guiding Principles, and Engagement and Enrichment chapters. The planning area for the General Plan includes all properties within the incorporated city limits and the sphere of influence.

A project is consistent with a general plan if (1) the density of the proposed project is the same or less than the standard expressed for the involved parcel in the general plan for which an EIR has been certified, and (2) the project complies with the density-related standards contained in that plan (CEQA Guidelines section 15183(i)(2)). Density standards are expressed in various ways, including based on the number of people in a given area, floor area ratio, and other measures of building intensity, building height, and size limitations and use restrictions (Governor's Office of Planning and Research, 2017).

1.1.2 Applicability of CEQA Guidelines Section 15183

Pursuant to CEQA Guidelines section 15183(d), no further environmental review is required for a project if the following conditions are met:

1. The project is consistent with:
    a. A community plan adopted as part of the general plan,
    b. A zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development, or
    c. A general plan of a local agency, and

[1] Also Public Resources Code, § 21083.3[b]: "If a development project is consistent with the general plan of a local agency and an environmental impact report was certified with respect to that general plan, the application of this division to the approval of that development project shall be limited to effects on the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report, or which substantial new information shows will be more significant than described in the prior environmental impact report."

2. An EIR was certified by the lead agency for the zoning action, the community plan, or the general plan.

Section 15183 applies only to the extent that all feasible mitigation measures for a significant effect specified in the EIR are or will be undertaken by the public agency having jurisdiction to implement such mitigation measures (CEQA Guidelines, §15183(e)(1),(2)).

As required by CEQA, the City prepared a Final EIR, State Clearinghouse Number: 2017082018, which analyzed the environmental impacts of the City of Burlingame 2040 General Plan Update. On January 7, 2019, the City Council adopted Resolution No. 005-2019 certifying the General Plan EIR as meeting the requirements of CEQA and Resolution No. 006-2019 adopting the City of Burlingame General Plan Update.

Accordingly, Section 15183 applies because the proposed project is consistent with the City of Burlingame General Plan, the General Plan EIR was certified for the City of Burlingame General Plan, and all feasible mitigation measures identified in the General Plan EIR as being applicable to the proposed project will be implemented, as further discussed herein.

1.1.3 Scope of Section 15183

In evaluating whether further environmental review is required for a project consistent with the City of Burlingame General Plan and the General Plan EIR, CEQA Guidelines section 15183(b) specifies that examination of environmental effects shall be limited to those effects that:

1. Are peculiar to the project or the parcel on which the project would be located,
2. Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,
3. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or
4. Are previously identified significant effects which, as a result of substantial new information that was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

An additional EIR, or other environmental document, need not be prepared for a project solely on the basis of an impact that is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards (CEQA Guidelines §15183(c)). An impact is not peculiar if uniformly applied development standards or procedures have been previously adopted by the City or County with a finding that the development standards or procedures will substantially mitigate that environmental impact (CEQA Guidelines §15183(f)). The finding shall be based on substantial evidence which does not need to be addressed in an EIR and such uniformly adopted policies or procedures do not need to be included in the general plan or any community plan (Id.).

Given the above, the analysis contained herein evaluates whether the project's impacts fall within one of the section 15183(b) categories, thereby triggering the need for an additional EIR or other environmental document.

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

777 Airport Boulevard Office/R&D

2.2 LEAD AGENCY CONTACT

Catherine Keylon, Senior Planner
City of Burlingame
Community Development Department
501 Primrose Road
Burlingame, CA 94010

2.3 PROJECT APPLICANT

Lincoln Property Company
332 Pine Street, Suite 500
San Francisco, CA 94133

2.4 PROJECT LOCATION

The project site is located on 777 Airport Boulevard in the City of Burlingame. Regional, vicinity, and aerial maps are provided in Figure 2.4-1 through Figure 2.4-3.

2.5 ASSESSOR'S PARCEL NUMBER

026-344-130

2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

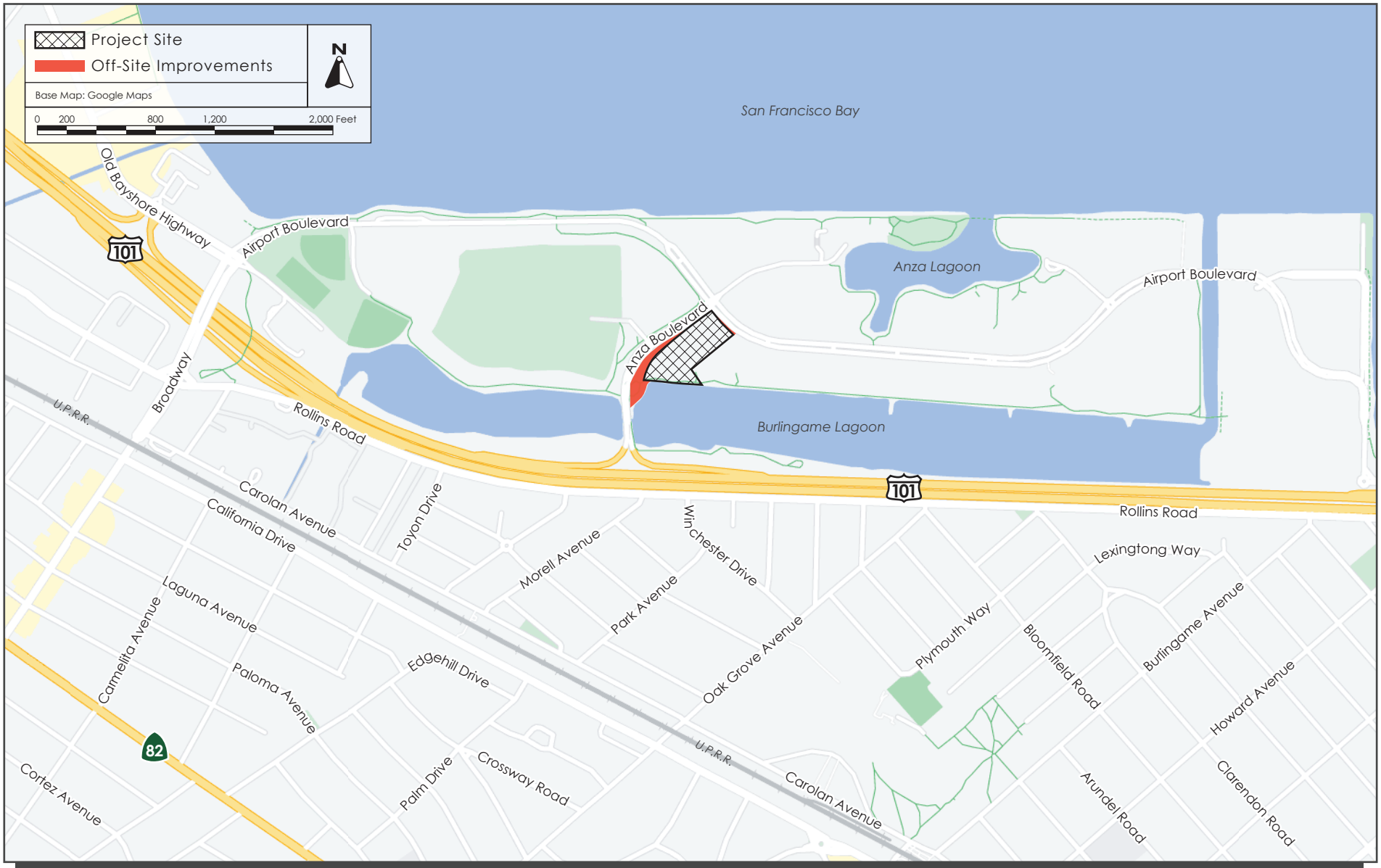
The project site has a General Plan land use designation of Bayfront Commercial (BFC) and is zoned BFC.

2.7 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

Design Review
Special Use Permit
Tree Removal Permit
Federal Aviation Administration (FAA) Approval
San Francisco Bay Conservation and Development Commission (BCDC) Permit

REGIONAL MAP

FIGURE 2.4-1



VICINITY MAP

FIGURE 2.4-2

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES | FIGURE 2.4-3

SECTION 3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The project site is located on 777 Airport Boulevard in the City of Burlingame (Assessor's Parcel Number 026-344-130). Assuming a north-south alignment, the project site is bounded by Airport Boulevard to the north, Anza Boulevard to the west, the Bay Trail and the Burlingame Lagoon to the south, and a hotel to the east. The project site is approximately 134,475 square-feet, or approximately 3.08 acres, in size. The project site is currently occupied by one, five story building and a single-story building, totaling approximately 77,122 square-feet, including a 213-room hotel and a 24-hour café. The buildings are surrounded by approximately 211 surface parking spaces. All existing buildings would be demolished as part of the project. The site also contains an approximately 280-foot-long portion of the Bay Trail and 15 dedicated public access surface parking spaces.

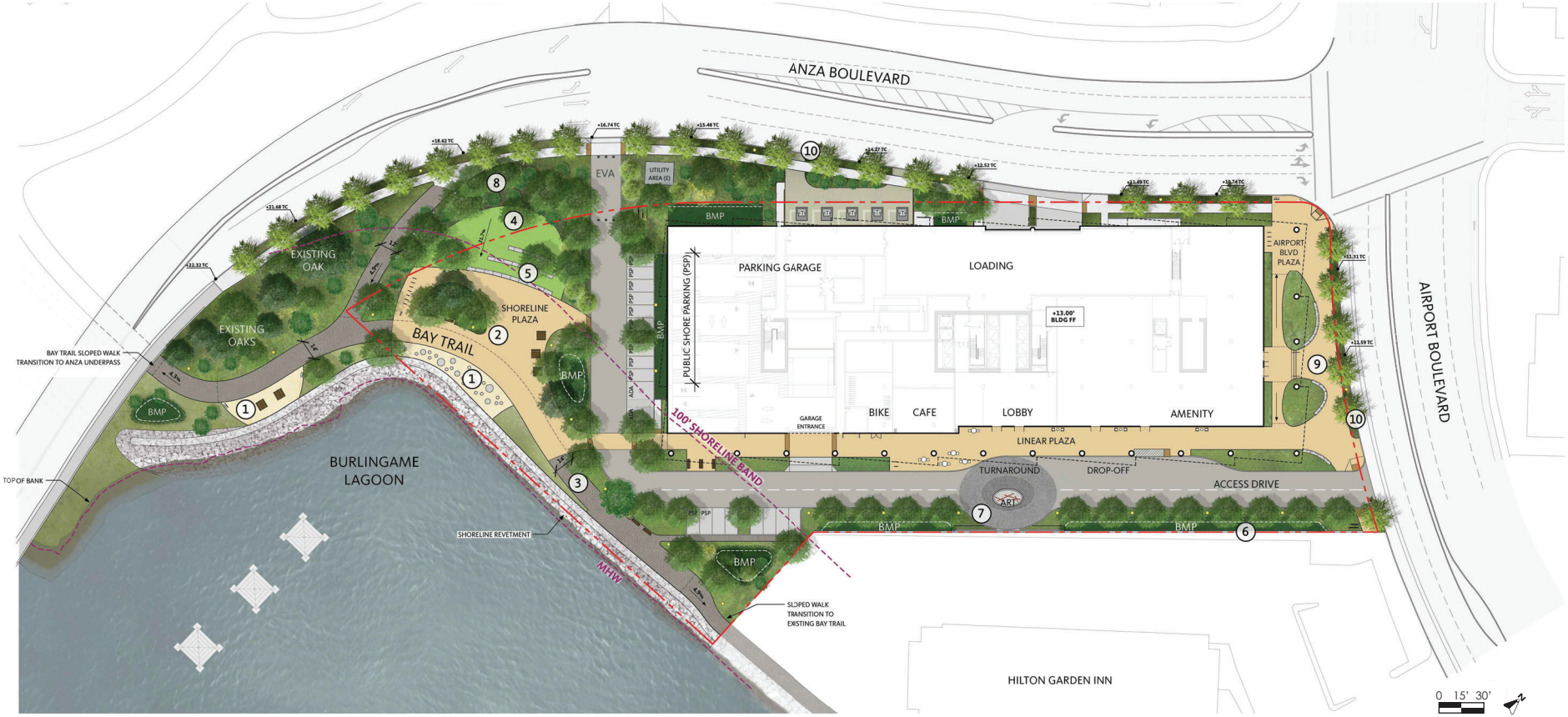
3.1.1 General Plan and Zoning

The project site has a General Plan land use designation of Bayfront Commercial (BFC) and is zoned BFC. The BFC land use designation is defined by the General Plan as providing opportunities for both local and tourist commercial uses. Development in this area should prioritize public access to the waterfront; thus, the designation allows public open space and includes open space easements to implement local and regional trail plans, recreation, and habitat preservation objectives. The Bayfront Commercial designation provides a mix of uses, creating a welcoming environment for Burlingame residents and visitors alike to work, shop, eat, bike and walk, and enjoy nature. The Burlingame Zoning Ordinance states that the purpose of the BFC zoning district is to provide opportunities for office and research and development, as well as both local and tourist commercial uses that take advantage of views of and access to the Bay. The Zoning Ordinance provides higher development opportunities in tiers, for projects that propose public benefits in excess of the City's normal requirements that improve the quality of life of employees, residents, and/or visitors, or assists the City in implementing an important plan or policy. Development under Tiers 2 and 3 requires approval by the Planning Commission. The proposed project is seeking development under Tier 3, the highest tier.

3.2 PROPOSED PROJECT

3.2.1 Office/Research and Development Building

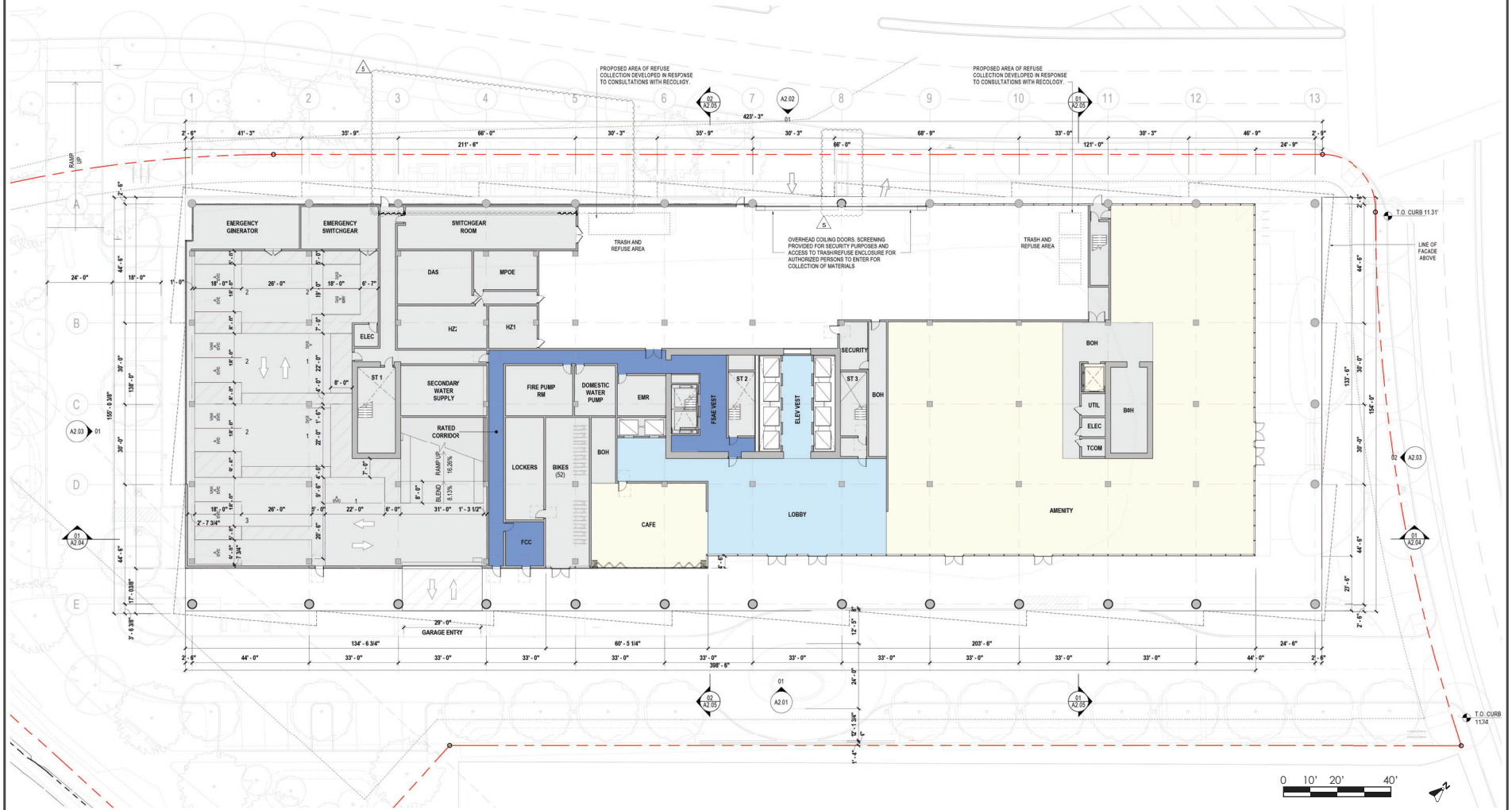
The project proposes to demolish the existing hotel and café buildings, and related site improvements, and redevelop the site with a new 13-story, approximately 834,749 square-foot, office/research and development (R&D) building. The proposed site plan, floor plans, and conceptual building elevations are shown in Figure 3.2-1 through Figure 3.2-7.The building would consist of approximately 409,974 square-feet of office/R&D space spread across the upper six stories and the remaining approximately 424,775 square-feet of floor space on the lower six stories would be primarily used for parking as well as a lobby and support areas such as a loading dock, utility rooms and an approximately 12,351 square-foot amenity space on the first floor. The proposed amenity space has not been fully programmed at this time but would likely include a wellness/fitness center, conference area, and exhibit areas for the future tenants.



Source: Gensler, September 23, 2022.

PROPOSED SITE PLAN

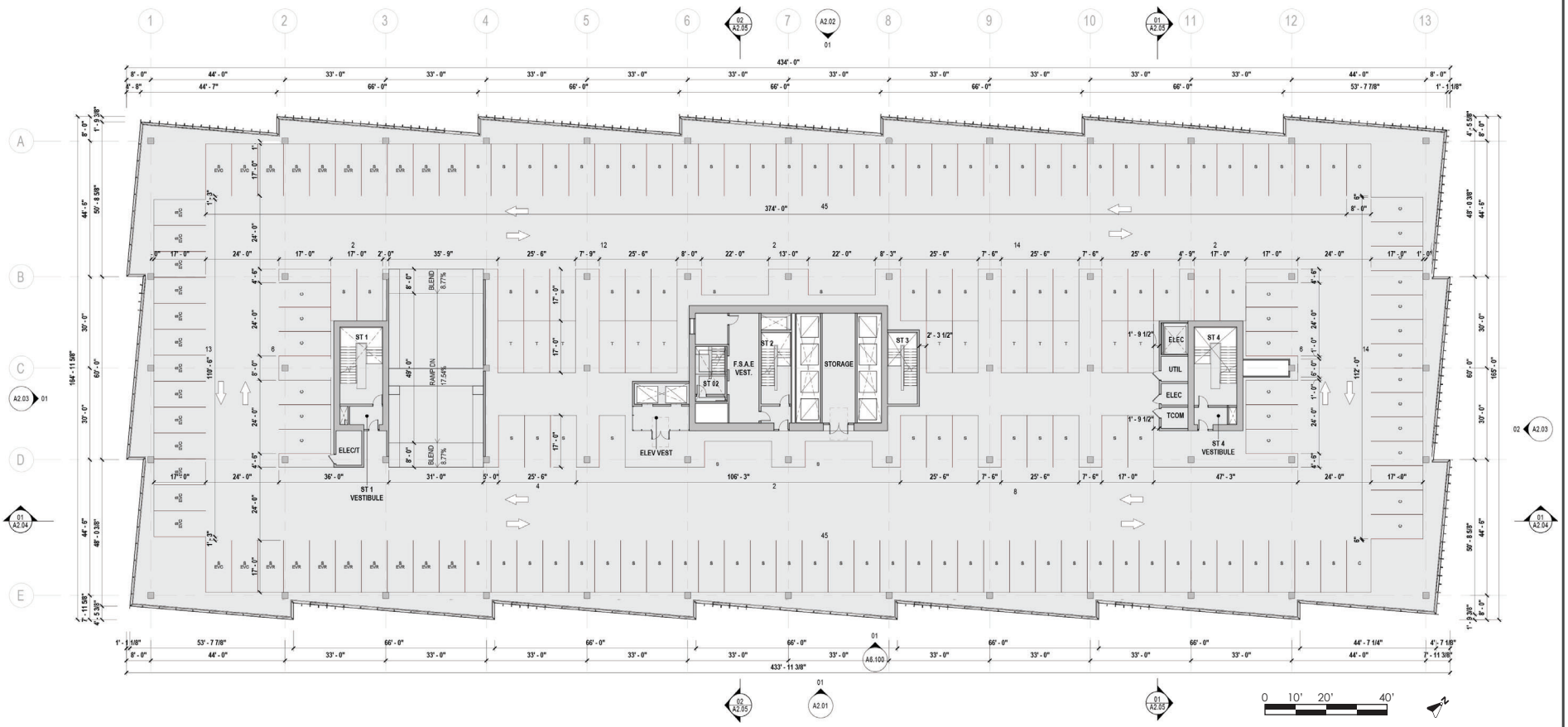
FIGURE 3.2-1



Source: Gensler, September 23, 2022.

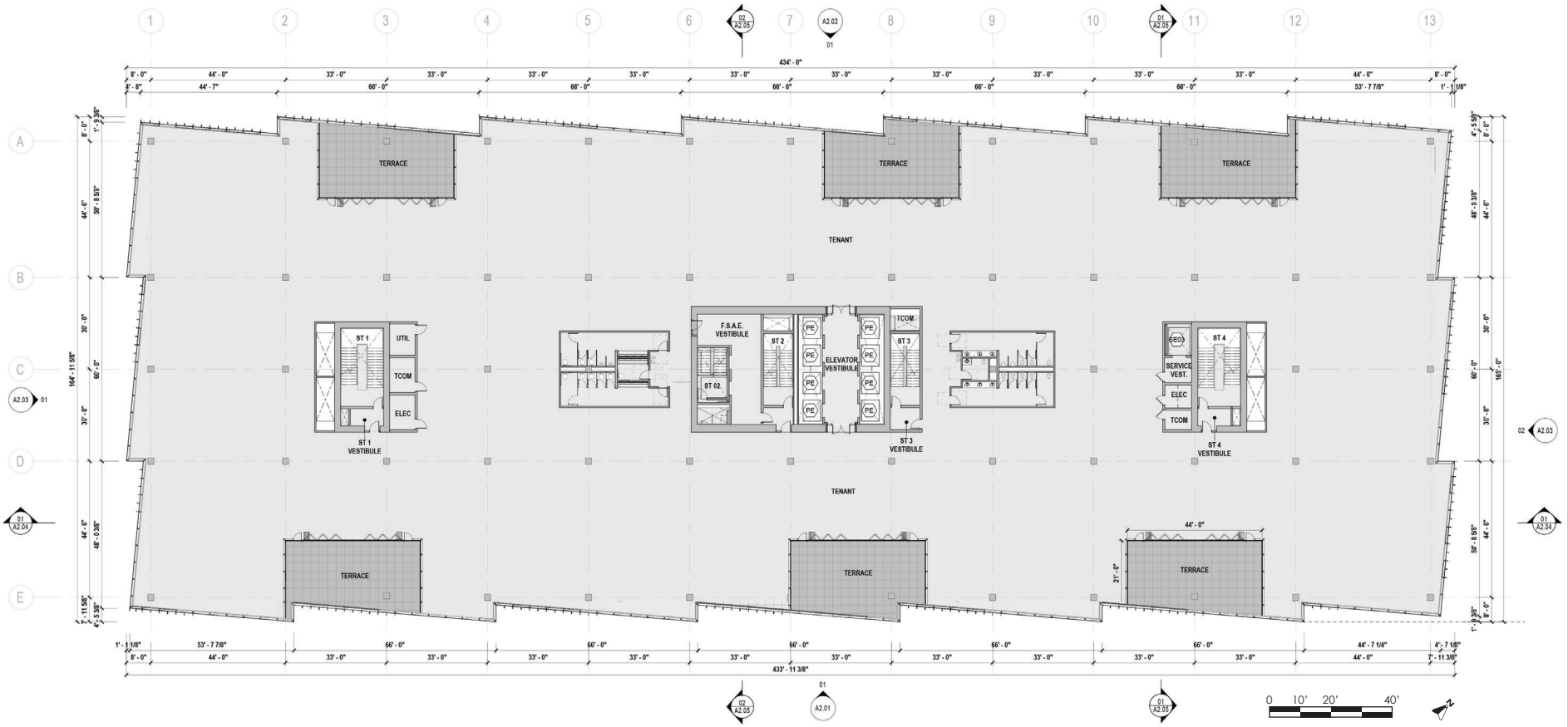
GROUND FLOOR PLAN

FIGURE 3.2-2



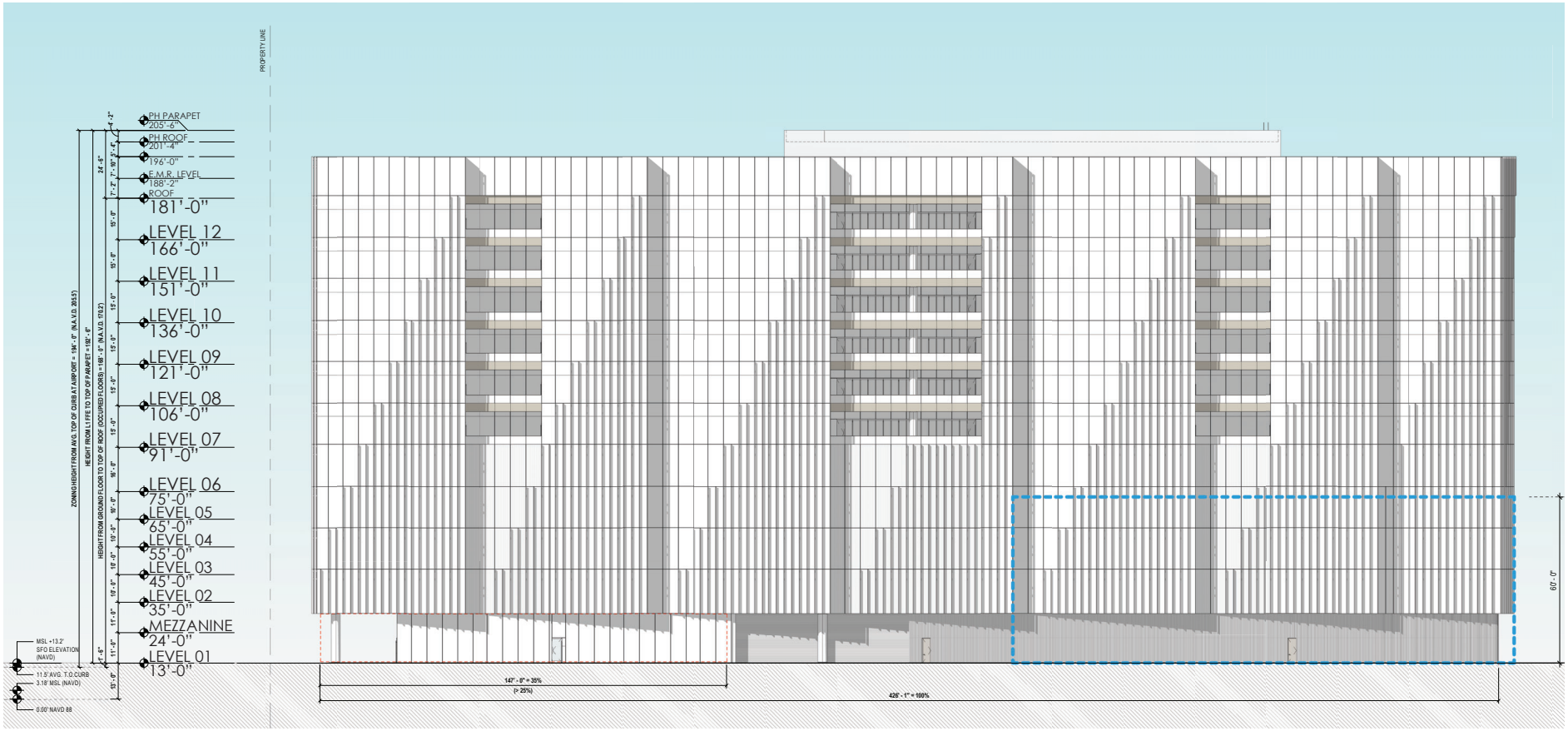
Source: Gensler, September 23, 2022.

REPRESENTATIVE PARKING FLOOR PLAN (FLOORS 2 THROUGH 5) | FIGURE 3.2-3



Source: Gensler, September 23, 2022.

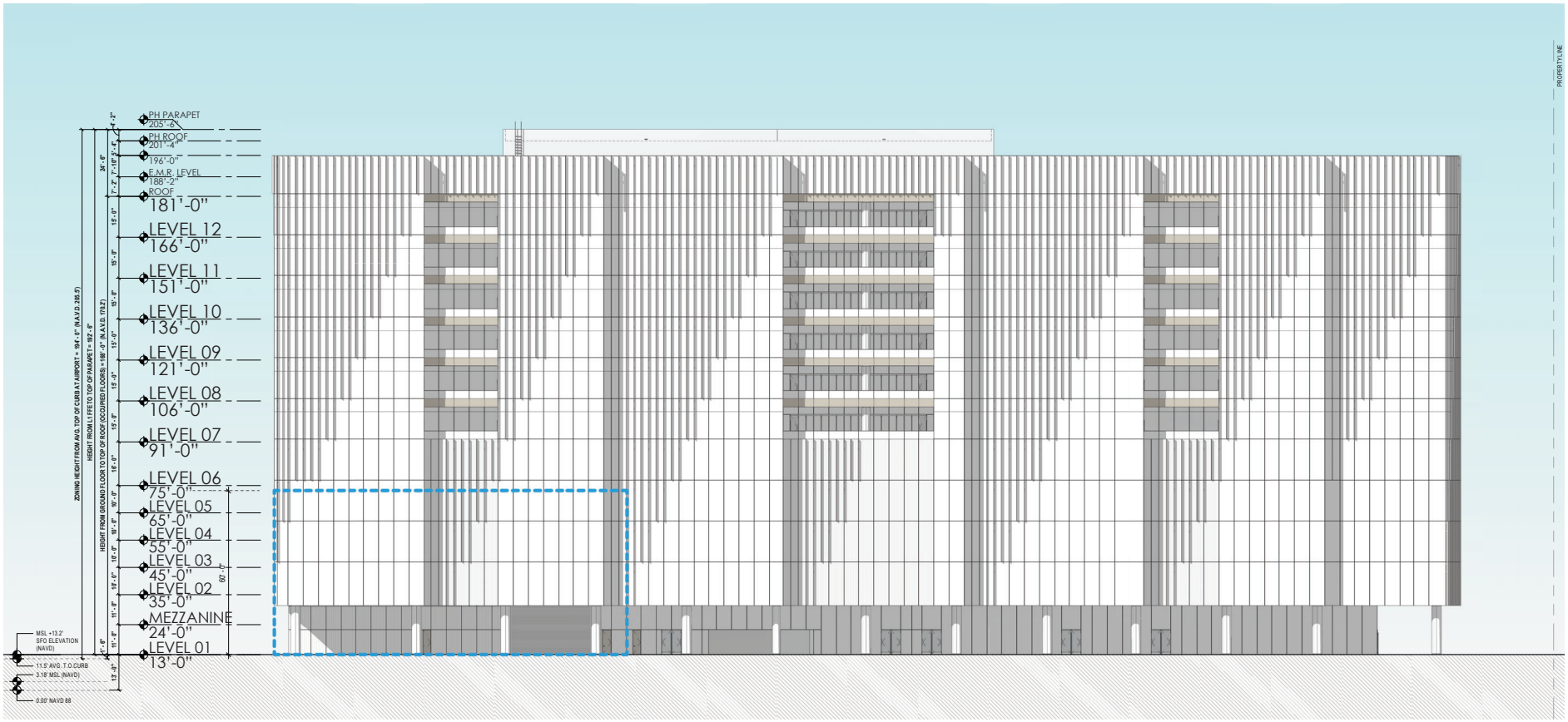
REPRESENTATIVE OFFICE/R&D FLOOR PLAN (FLOORS 7 THROUGH 12) | FIGURE 3.2-4



Source: Gensler, September 23, 2022.

CONCEPTUAL ELEVATIONS - NORTH

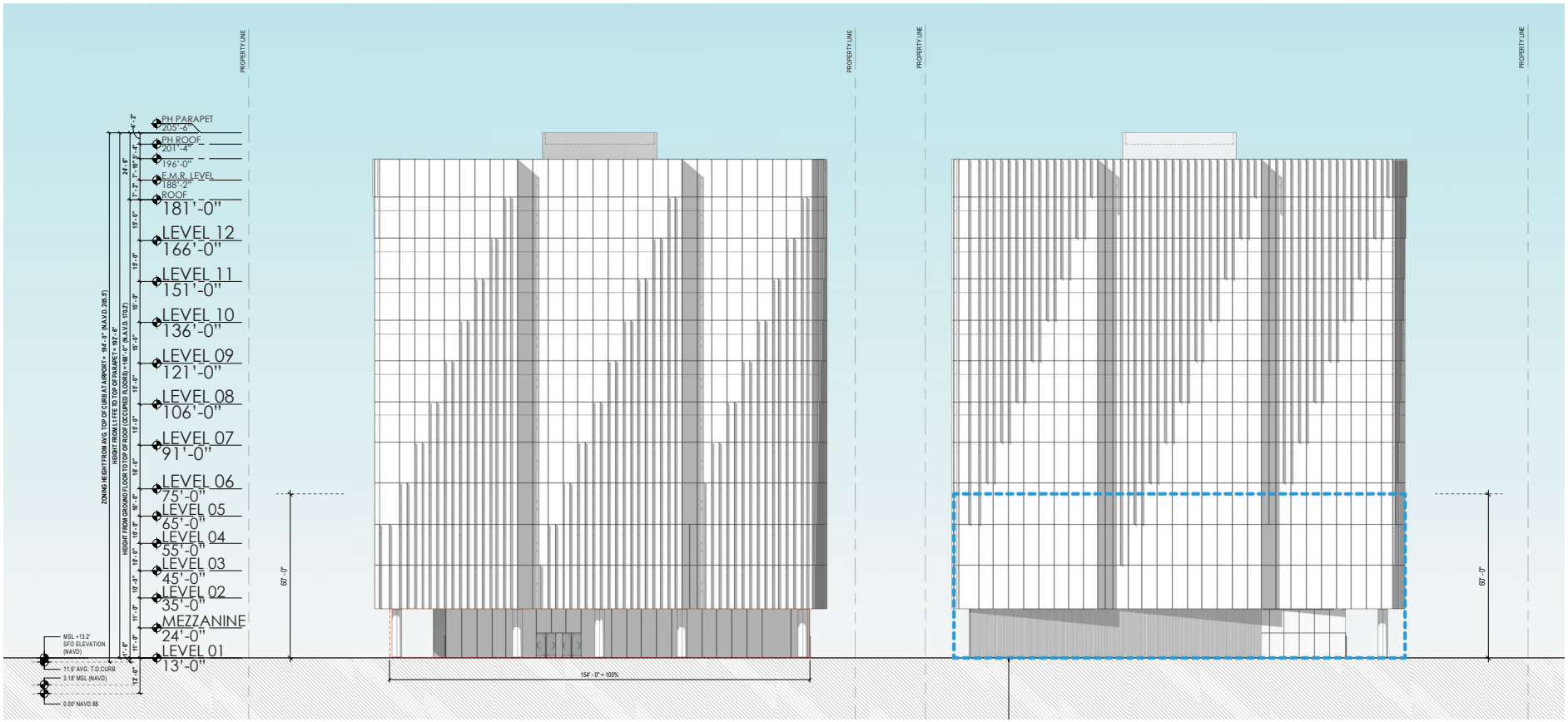
FIGURE 3.2-5



Source: Gensler, September 23, 2022.

CONCEPTUAL ELEVATIONS - SOUTH

FIGURE 3.2-6



Source: Gensler, September 23, 2022.

CONCEPTUAL ELEVATIONS - EAST AND WEST

FIGURE 3.2-7

An approximately 1,607 SF café would include food and beverage offerings for both future tenants and to the general public, although the intent is not that the café would be a dining 'destination' space that would attract patrons from throughout the community, but rather would primarily serve building occupants, visitors to the building, nearby businesses, and passersby on Airport Boulevard. The building would include a mezzanine floor between the first and second stories. The proposed floor area ratio (FAR) for the site would be 3.00.

The building would reach a maximum height of approximately 194 feet. The building would have a front setback of approximately 15'-9" to 33'-6" feet from Airport Boulevard, a side setback of approximately 11 feet from Anza Boulevard, an interior side setback of approximately 45 feet from the neighboring hotel building, and a setback averaging 65 feet from the Burlingame Lagoon.

3.2.2 Site Access and Parking

Vehicle access to the site would primarily be provided via Airport Boulevard. Truck loading access would be provided along Anza Boulevard and an emergency vehicle access (EVA) entrance would also be provided along Anza Boulevard. The project would include approximately 957 total parking spaces. Out of the 923 total parking spaces, 96 spaces would include electric vehicle (EV) charging stations and 108 EV ready spaces. There would also be nine surface parking spaces located at the rear of the site that would be dedicated for use by members of the public using the Bay Trail. The project would also include a bicycle storage room with capacity for 52 bikes along with 16 bicycle parking spaces outside of the building.

3.2.3 Shoreline Improvements

The project would widen the existing approximately 280-foot-long stretch of the Bay Trail passing through the project site, which currently ranges from nine to 11 feet in width, to 14 feet. The project would also add nighttime lighting along the portion of the trail passing through the project site. The project would also include waterside seating areas with communal tables, a drinking fountain, a shoreline plaza, a sloped, garden-enclosed lawn with views of the Burlingame Lagoon, and lawn terraces. The elevation of the bay trail would be increased to 14-feet to address sea level rise, as required by the Zoning Ordinance.

3.2.4 Landscaping and Trees

There are 89 existing trees on-site, including 45 Protected Trees (refer to Section 4.4 Biological Resources). In order to accommodate the proposed shoreline improvements and sea level resiliency described above, the project would remove all 89 existing trees on-site, including the 45 Protected Trees. The project would also remove 34 off-site City trees, to accommodate the proposed Bay Trail and connecting path improvements described below. The project would plant 106 new trees, resulting in a net decrease of 17 trees. The project would include a total of approximately 44,630 square-feet of on-site landscaped areas, in addition to expansive off-site planting and irrigation improvements within the City's Anza right-of-way. The proposed landscaping would include four stormwater garden areas, ornamental gardens, and landscaping in the parking areas. On-site improvements would also include two public plazas with embellished pedestrian paving (concrete unit pavers); a shoreline plaza, and a plaza along Airport Boulevard. City Ordinance 25.36.040 allows for "embellished paving, fountains, and similar hardscape materials, in part, to be substituted for the required landscaping through the Site Plan and Design Review Process".

3.2.5 Off-Site Improvements

The project would include several off-site improvements. The project would widen the existing Bay Trail to 14 feet between the property line and the Anza bridge underpass, an approximately 190-foot stretch of trail. The project would also install a new ADA-compliant path connecting the Bay Trail to the Anza Boulevard sidewalk. The project would also include a bike rack along the Bay Trail that would accommodate approximately 10 bicycles.

The project would also include streetscape improvements to Airport Boulevard and Anza Boulevard. The project would include a public plaza along Airport Boulevard that would provide public seating and green space amenities that extend into the public right-of-way. The public plaza would also include a bike rack that would accommodate approximately 10 bicycles. The project would plant approximately six new street trees along Airport Boulevard. The project would include a new planting strip and sidewalk along Anza Boulevard. The project would plant 20 new street trees along Anza Boulevard.

3.2.6 Green Building Measures

The project proposes green building and design features such as EV charging stations, a bicycle storage room, and composting and recycling collection facilities. The proposed building would operate on 100 percent electric power, in accordance with the City's Reach Code. The project would also include purple piping at the frontage of the project site for future recycled water usage.

3.2.7 Construction

It is anticipated that the project would be constructed over an approximate 22-month period. It is estimated that construction of the project would require the export of approximately 25,000 cubic yards of cut and the import of approximately 5,000 cubic yards of fill along the shoreline to provide sea level rise resiliency and prevent flooding on-site. Thus, the project would result in a net export of approximately 20,000 cubic yards of soil. Project construction would involve soil mixing activities at a depth of approximately 30 feet below present ground surface. Construction equipment would be staged on the project site, as necessary. Construction hours in the City of Burlingame are between 8:00 AM to 7:00 PM Monday through Friday and 9:00 AM to 6:00 PM on Saturdays. Construction is not allowed on Sundays and holidays; in addition Title 18- Building Construction 18.07.110 Section 305.1 amended, allows properties in the Bayfront Commercial (BFC), Innovative Industrial (I/I) and Rollins Road Mixed Use (RRMU) zones only, to begin construction work at 7:00 AM instead of 8:00 AM on weekdays. However, the use of chainsaws, jackhammers, pile-drivers or pneumatic impact wrenches is be prohibited from 7:00 AM to 8:00 AM, unless written approval is granted by the building official pursuant to an exception listed in the 18.07.110 Section 305.1 amended.

SECTION 4.0 ENVIRONMENTAL SETTING, CHECKLIST, AND IMPACT DISCUSSION

This section presents the discussion of impacts related to the following environmental subjects in their respective subsections:

4.1	Aesthetics	4.12	Mineral Resources
4.2	Agriculture and Forestry Resources	4.13	Noise
4.3	Air Quality	4.14	Population and Housing
4.4	Biological Resources	4.15	Public Services
4.5	Cultural Resources	4.16	Recreation
4.6	Energy	4.17	Transportation
4.7	Geology and Soils	4.18	Tribal Cultural Resources
4.8	Greenhouse Gas Emissions	4.19	Utilities and Service Systems
4.9	Hazards and Hazardous Materials	4.20	Wildfire
4.10	Hydrology and Water Quality		
4.11	Land Use and Planning		

The discussion for each environmental subject includes the following subsections:

- **Environmental Setting** – This subsection 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.
- **Impact Discussion** – This subsection 1) summarizes the findings of the City's 2040 General Plan EIR; 2) includes the recommended checklist questions from Appendix G of the CEQA Guidelines to assess project impacts to determine whether they:

    a. Are peculiar to the project or the parcel on which the project would be located,

    b. Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,

    c. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or

    d. Are previously identified significant effects which, as a result of substantial new information that was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

4.1 AESTHETICS

4.1.1 Environmental Setting

4.1.1.1 *Regulatory Framework*

State

Senate Bill 743

Senate Bill (SB) 743 was adopted in 2013 and requires lead agencies to use alternatives to level of service (LOS) for evaluating transportation impacts, specifically vehicle miles traveled (VMT). SB 743 also included changes to CEQA that apply to transit-oriented developments, as related to aesthetics and parking impacts. Under SB 743, a project's aesthetic impacts will no longer be considered significant impacts on the environment if:

- The project is a residential, mixed-use residential, or employment center project, and
- The project is located on an infill site within a transit priority area.[2]

SB 743 also clarifies that local governments retain their ability to regulate a project's aesthetics impacts outside of the CEQA process.

Streets and Highway Code Sections 260 through 263

The California Scenic Highway Program (Streets and Highway Code, Sections 260 through 263) is managed by the California Department of Transportation (Caltrans). The program is intended to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. Interstate 280, located west of Burlingame, is officially designated as a State Scenic Highway.[3]

Local

Envision Burlingame 2040 General Plan

The 2040 General Plan Environmental Impact Report (EIR) identifies locally designated scenic roadways, which include Bayshore Freeway, Canyon Road, Easton Drive, El Camino Real, Skyline Boulevard, Ralston Avenue, Hillside Drive, Trousdale Drive, Airport Boulevard, Occidental Avenue, Ray Drive, Bellevue Avenue, Burlingame Avenue, and California Drive.

[2] An "infill site" is defined as "a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses." A "transit priority area" is defined as "an area within 0.5 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." A "major transit stop" means "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Source: Public Resources Code Section 21009. Accessed February 23, 2022. https://codes.findlaw.com/ca/public-resources-code/prc-sect-21099.html.

[3] California Department of Transportation. "California State Scenic Highway System Map." Accessed February 23, 2022. http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html.

The 2040 General Plan includes policies aimed at reducing the visual impacts of new development and ensuring compatibility with surrounding land uses. General Plan aesthetic policies applicable to the proposed project are listed below.

Policy	Description
HP-7.3	Protect local scenic roadways by preserving mature trees wherever possible, maintaining landscaping along roadways, and ensuring that development and land uses do not detract from the aesthetics of the corridor. Consider establishing specific design guidelines for residential development, commercial development, and roadway signage along scenic corridors.
HP-7.7	Protect views to the Bay shoreline by identifying viewsheds to the Bay from key locations and restricting the height of buildings within these viewsheds. Ensure that new Bayfront development does not detract from the scenic qualities of the area, and consider adopting commercial and hotel design guidelines specific to the Bayfront.
CC-4.2	Emphasize attractive building and site design by paying careful attention to building scale, mass, placement, architecture, materials, landscaping, screening of equipment, loading areas, signage and other design considerations.

4.1.1.2 *Existing Conditions*

The City of Burlingame provides scenic views of the city and San Francisco Bay from the hillside areas in the southern and western portions of the city. The hills can also be seen from the shoreline area on streets perpendicular to the shoreline. Airport Boulevard, just north of the project site, affords unrestricted views of the bay along much of its route, as well as views of the Anza Lagoon. Additionally, a portion of which runs through the project site, provides views of the Burlingame Lagoon just south of the project site. As previously mentioned, I-280 is an officially designated State Scenic Highway which runs adjacent to Burlingame's western border; the project site is approximately 2.6 miles northeast of this segment.

The project site itself does not contain any designated scenic resources. The site is currently developed with a hotel, café, surface parking lot, and associated landscaping. Views from the project site include the surrounding development to the north, east, and west and the Burlingame Lagoon to the south. The surrounding development includes hotels to the east and west, a church building to the north, and office buildings to the northeast. The project vicinity is also characterized by trees, landscaping, and overhead utility lines running along Airport Boulevard and over the Burlingame Lagoon. Sources of light and glare in the surrounding vicinity are typical of developed urban areas and include headlights, streetlights, parking lot lights and security lights. Views of the project site and the surrounding area are shown in photo exhibits on the following pages.

4.1.2 Impact Discussion

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Except as provided in Public Resources Code Section 21099, would the project:					
1) Have a substantial adverse effect on a scenic vista?	Less than Significant	No	No	No	No
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less than Significant	No	No	No	No
3) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? [4] If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less than Significant	No	No	No	No
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than Significant	No	No	No	No

[4] Public views are those that are experienced from publicly accessible vantage points.

Photo 1: View of project site from Airport Boulevard.

Photo 2: View of project site from Bay Trail.

PHOTOS 1 & 2

Photo 3: View of Burlingame Lagoon from Bay Trail.

Photo 4: View of adjacent hotel building east of project site.

Photo 5: View of church office north of project site, across Airport Boulevard.

Photo 6: View of hotel east of project site, across Anza Boulevard.

PHOTOS 5 & 6

4.1.2.1 *Impacts Identified in the 2040 General Plan*

The General Plan EIR determined that the existing regulations and the City's General Plan policies, as summarized in Section 4.1.1.1 Regulatory Framework, would prevent significant impacts to scenic resources from future development under the General Plan EIR. The General Plan EIR also identified the planning area as fully developed, and future development pursuant to General Plan policies would generally be constructed within the context of an urbanized environment. The General Plan EIR concluded that the collective, cumulative mitigating benefits of the regulations and General Plan EIR policies would result in less-than-significant impacts on aesthetics and visual resources.

4.1.2.2 *Impacts of the Proposed Project*

Construction of the proposed project would result in changes to the built environment; however, the project qualifies as an employment center project by proposing an office/R&D development with a Floor Area Ratio (FAR) of 3.00 (greater than 0.75) and is located on an infill site within a transit priority area. Pursuant to SB 743, (Public Resources Code section 21099[d][1]) "aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a transit priority area shall not be considered significant impacts on the environment;" therefore, the aesthetics impacts of the project are not considered significant. The following discussion is provided for information purposes.

Impact AES-1:	The project would not have a substantial adverse effect on a scenic vista. **(Less than Significant Impact)**

The project site does not contain any designated scenic vistas. Scenic views are abundant in the surrounding area, consisting primarily of views of the San Francisco Bay along Airport Boulevard. The proposed project would not interrupt views of the Bay because the scenic viewshed is located directly alongside the Bayfront and the project does not propose any changes to that area. The project would not substantially alter views of the Burlingame Lagoon considering that the existing hotel building currently obstructs views of the lagoon from the surrounding vicinity. The project would maintain the views of the Burlingame Lagoon along the Bay Trail and the proposed shoreline improvements would include designated viewing areas. Therefore, the project would not obstruct or degrade any existing scenic vistas identified in the General Plan and its associated EIR. The project site is currently developed with a hotel building and is located within an urban area, thus, redevelopment of the project site with the proposed office/R&D building would not cause any visual impacts that would be peculiar due to site circumstances or project design. Cumulative projects within the Bayfront area would similarly be determined to have less than significant impacts pursuant to SB 743, located within a developed urban area and would not substantially alter views of the San Francisco Bay or the Burlingame Lagoon that are already obstructed by existing development. Thus, the project would not contribute to a significant cumulative visual impact. The project is consistent with the impact conclusions disclosed in the General Plan EIR, and for the reasons described above, would not result in any new significant impacts or more severe adverse impacts than was discussed in the General Plan EIR. **(Less than Significant Impact)**

Impact AES-2:	The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. **(Less than Significant Impact)**

As previously discussed, the nearest State Scenic Highway is a segment of I-280, located approximately 2.6 miles southwest of the project site. The project site would not be visible from I-280 given the distance and surrounding urban development. Airport Boulevard was identified as a scenic roadway by the General Plan EIR. The primary scenic resource visible from Airport Boulevard is the San Francisco Bay, however, this resource cannot be seen from the segment of Airport Boulevard that fronts the project site. As previously discussed, the existing hotel building obstructs views of the Burlingame Lagoon from Airport Boulevard. Additionally, the project would include improvements along Airport Boulevard including a new public plaza, planting, and six street trees. Therefore, the project would not substantially alter views of scenic resources from a State or City designated scenic roadway. Cumulative projects in the project vicinity within the Bayfront area would be similarly not be visible from I-280 and as previously discussed, the project site would not impact views of the San Francisco Bay from Airport Boulevard. Thus, the project would not contribute to a significant cumulative visual impact. The project would be consistent with the impact conclusions disclosed in the General Plan EIR, and for the reasons described above, would not have any peculiar effects, new significant impacts, or more severe adverse impacts. **(Less than Significant Impact)**

Impact AES-3:	The project is in an urbanized area and would not conflict with applicable zoning and other regulations governing scenic quality. **(Less than Significant Impact)**

The project would be consistent with the BFC zoning, with approval of the proposed Special Use Permit. The Special Use Permit would be required to allow the project to exceed the standard maximum height of 65 feet for the BFC zoning district. While the project would be taller than the existing hotel building, it would not substantially obstruct views of the Burlingame Lagoon, or any other scenic resource more than the existing conditions given that the Burlingame Lagoon is at a lower elevation than the ground level of the project site. There are several other buildings within the City's Bayfront Area that exceed 65 feet including the Hyatt, Crown Plaza, and Hilton hotels which range from 10 to 15 stories in height. Thus, the proposed office/R&D building would not be peculiarly tall for the area. Additionally, the project would be subject to the City's Design Review process. Cumulative projects within the project vicinity would also be subject to the City's Design Review process and applicable zoning regulations, and there would not be significant cumulative visual impacts. Therefore, the project would be consistent with the impact conclusions of the General Plan EIR, and for the reasons described above, would not result in any effect that is peculiar to the site or project, new significant impacts, or more severe adverse impacts. . **(Less than Significant)**

Impact AES-4:	The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. **(Less than Significant Impact)**

The project would include exterior nighttime lighting along the proposed building, driveways, surface parking spaces, and pedestrian walkways. The existing hotel and surface parking lot currently include nighttime lighting. Therefore, the project would not be introducing new sources of light to a site that is currently unlit. It is possible that the project would result in an increase of nighttime light on-site, however, the proposed lighting would be designed to limit spillover onto adjacent properties.

The exterior of the proposed building would largely consist of glass windows and metal framing. These materials would typically be a source of daytime glare due to their reflective nature, however, the project plans show that low reflectance glazing would be incorporated that would reduce the level of glass reflectance to 20 percent or less. Therefore, the project would not create a substantial new source of light or glare. The inclusion of exterior nighttime lighting and some reflective building materials is common for office buildings and would not represent an effect peculiar to the site or the project. The project would be consistent with the impact conclusions of the General Plan EIR, and for the reasons described above, would not result in new significant impacts or more severe adverse impacts. **(Less than Significant)**

4.1.2.3 *Conclusion*

As previously discussed, the proposed project would not result in any effects peculiar to the project or site, new significant effects, new significant off-site cumulative impacts, or more severe adverse impacts related to aesthetics and visual resources. Impacts resulting from the proposed project would be consistent with the impacts identified in the General Plan EIR, and the proposed project would not result in new significant impacts or more severe adverse impacts than those identified in the General Plan EIR. For these reasons, the project does not require additional environmental review under CEQA Guidelines section 15183.

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Environmental Setting

4.2.1.1 *Regulatory Framework*

State

Farmland Mapping and Monitoring Program

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) assesses the location, quality, and quantity of agricultural land and conversion of these lands over time. Agricultural land is rated according to soil quality and irrigation status. The best quality land is identified as Prime Farmland. In CEQA analyses, the FMMP classifications and published county maps are used, in part, to identify whether agricultural resources that could be affected are present on-site or in the project area.[5]

California Land Conservation Act

The California Land Conservation Act (Williamson Act) enables local governments to enter into contracts with private landowners to restrict parcels of land to agricultural or related open space uses. In return, landowners receive lower property tax assessments. In CEQA analyses, identification of properties that are under a Williamson Act contract is used to also identify sites that may contain agricultural resources or are zoned for agricultural uses.[6]

Fire and Resource Assessment Program

The California Department of Forestry and Fire Protection (CAL FIRE) identifies forest land, timberland, and lands zoned for timberland production that can (or do) support forestry resources.[7] Programs such as CAL FIRE's Fire and Resource Assessment Program and are used to identify whether forest land, timberland, or timberland production areas that could be affected are located on or adjacent to a project site.[8]

4.2.1.2 *Existing Conditions*

The project site has a General Plan land use designation of BFC and is zoned BFC. According to the California Department of Conservation, the project site is designated as Urban and Built-Up Land.[9]

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[5] California Department of Conservation. "Farmland Mapping and Monitoring Program." Accessed February 23, 2022. http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx.
[6] California Department of Conservation. "Williamson Act." http://www.conservation.ca.gov/dlrp/lca.
[7] Forest Land is land that can support 10 percent native tree cover and allows for management of forest resources (California Public Resources Code Section 12220(g)); Timberland is land not owned by the federal government or designated as experimental forest land that is available for, and capable of, growing trees to produce lumber and other products, including Christmas trees (California Public Resources Code Section 4526); and Timberland Production is land used for growing and harvesting timber and compatible uses (Government Code Section 51104(g)).
[8] California Department of Forestry and Fire Protection. "Fire and Resource Assessment Program." Accessed February 22, 2022. http://frap.fire.ca.gov/.
[9] California Department of Conservation. "California Important Farmland Finder". Accessed February 23, 2022. DLRP Important Farmland Finder (ca.gov)

The project site is currently developed with a hotel and café and does not contain any forest land and no forest or timberland is located in the vicinity of the project site.

4.2.2 Impact Discussion

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project:					
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact	No	No	No	No
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact	No	No	No	No
3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact	No	No	No	No
4) Result in a loss of forest land or conversion of forest land to non-forest use?	No Impact	No	No	No	No
5) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	No Impact	No	No	No	No

4.2.2.1 *Impacts identified in the 2040 General Plan*

The General Plan EIR stated that the planning area does not contain any areas zoned or designated solely for commercial agriculture or forestry resources and therefore concluded that there are no potential impacts from future development.

4.2.2.2 *Impacts of the Proposed Project*

Impact AG-1:	The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. **(No Impact)**

The project site is not designated, used, or zoned for agricultural purposes. The proposed project, therefore, would not result in impacts to agricultural resources. Thus, the project would be consistent with the impact conclusions of the General Plan EIR and would not result in any peculiar, cumulative, new significant, or more severe adverse effects. **(No Impact)**

Impact AG-2:	The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. **(No Impact)**

The project site and surrounding area are not used or zoned for agriculture. The project site is not part of a Williamson Act contract. The project would not conflict with the existing zoning for the property or a Williamson Act contract. Thus, the project would be consistent with the impact conclusions of the General Plan EIR and would not result in any peculiar, cumulative, new significant, or more severe adverse effects. **(No Impact)**

Impact AG-3:	The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. **(No Impact)**

The project site is developed with an existing hotel and café and is not zoned as forest or timberland. The project, therefore, would not impact timberland or forest land. Thus, the project would be consistent with the impact conclusions of the General Plan EIR and would not result in any peculiar, cumulative, new significant, or more severe adverse effects. **(No Impact)**

Impact AG-4:	The project would not result in a loss of forest land or conversion of forest land to non-forest use. **(No Impact)**

See discussion for Impact AG-3, above. **(No Impact)**

Impact AG-5:	The project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. **(No Impact)**

According to the Department of Conservation's "California Important Farmland Finder", the project site and surrounding area are designated at Urban and Built-Up Land. The redevelopment of the project site would not result in conversion of any forest or farmlands. Thus, the project would be consistent with the impact conclusions of the General Plan EIR and would not result in any peculiar, cumulative, new significant, or more severe adverse effects. **(No Impact)**

4.2.2.3 *Conclusion*

As previously discussed, the proposed project would not result in any effects peculiar to the project or site, new significant effects, new significant off-site cumulative impacts, or more severe adverse impacts related to aesthetics and visual resources. Impacts resulting from the proposed project would be consistent with the impacts identified in the General Plan EIR, and the proposed project would not result in new significant impacts or more severe adverse impacts than those identified in the General Plan EIR. For these reasons, the project does not require additional environmental review under CEQA Guidelines section 15183.

4.3 AIR QUALITY

The following discussion is based, in part, on an Air Quality and Greenhouse Gas Assessment prepared for the project by Illingworth & Rodkin, Inc., dated October 2022. A copy of this report is included in Appendix A of this CEQA Compliance Checklist.

4.3.1 Environmental Setting

4.3.1.1 *Background Information*

Criteria Pollutants

Air quality in the Bay Area is assessed related to six common air pollutants (referred to as criteria pollutants), including ground-level ozone (O_3), nitrogen oxides (NO_x), particulate matter (PM), carbon monoxide (CO), sulfur oxides (SO_x), and lead.[10] Criteria pollutants are regulated because they result in health effects. An overview of the sources of criteria pollutants and their associated health are summarized in Table 4.3-1. The most commonly regulated criteria pollutants in the Bay Area are discussed further below.

Table 4.3-1: Health Effects of Air Pollutants

Pollutants	Sources	Primary Effects
Ozone (O_3)	Atmospheric reaction of organic gases with nitrogen oxides in sunlight	• Aggravation of respiratory and cardiovascular diseases • Irritation of eyes • Cardiopulmonary function impairment
Nitrogen Dioxide (NO_2)	Motor vehicle exhaust, high temperature stationary combustion, atmospheric reactions	• Aggravation of respiratory illness • Reduced visibility
Fine Particulate Matter ($PM_{2.5}$) and Coarse Particulate Matter (PM_{10})	Stationary combustion of solid fuels, construction activities, industrial processes, atmospheric chemical reactions	• Reduced lung function, especially in children • Aggravation of respiratory and cardiorespiratory diseases • Increased cough and chest discomfort • Reduced visibility
Toxic Air Contaminants (TACs)	Cars and trucks, especially diesel-fueled; industrial sources, such as chrome platers; dry cleaners and service stations; building materials and products	• Cancer • Chronic eye, lung, or skin irritation • Neurological and reproductive disorders

High O_3 levels are caused by the cumulative emissions of reactive organic gases (ROG) and NO_x. These precursor pollutants react under certain meteorological conditions to form high O_3 levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to

[10] The area has attained both state and federal ambient air quality standards for CO. The project does not include substantial new emissions of sulfur dioxide or lead. These criteria pollutants are not discussed further.

reduce O_3 levels. The highest O_3 levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources.

PM is a problematic air pollutant of the Bay Area. PM is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM_{10}) and fine particulate matter where particles have a diameter of 2.5 micrometers or less ($PM_{2.5}$). Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide emissions and localized emissions.

Toxic Air Contaminants

TACs are a broad class of compounds known to have health effects. They include but are not limited to criteria pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, diesel fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway).

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. Diesel exhaust is a complex mixture of gases, vapors, and fine particles. Medium- and heavy-duty diesel trucks represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (most susceptible to injury).[11] Chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the California Air Resources Board (CARB).

Sensitive Receptors

Some groups of people are more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools.

4.3.1.2 *Regulatory Framework*

Federal and State

Clean Air Act

At the federal level, the United States Environmental Protection Agency (EPA) is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The federal Clean Air Act requires the EPA to set national ambient air quality standards for the six common criteria pollutants (discussed previously), including PM, O_3, CO, SO_x, NO_x, and lead.

[11] California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed March 24, 2022. https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.

CARB is the state agency that regulates mobile sources throughout the state and oversees implementation of the state air quality laws and regulations, including the California Clean Air Act. The EPA and the CARB have adopted ambient air quality standards establishing permissible levels of these pollutants to protect public health and the climate. Violations of ambient air quality standards are based on air pollutant monitoring data and are determined for each air pollutant. Attainment status for a pollutant means that a given air district meets the standard set by the EPA and/or CARB.

Risk Reduction Plan

To address the issue of diesel emissions in the state, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. In addition to requiring more stringent emission standards for new on-road and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, the plan involves application of emission control strategies to existing diesel vehicles and equipment to reduce DPM (in additional to other pollutants). Implementation of this plan, in conjunction with stringent federal and CARB-adopted emission limits for diesel fueled vehicles and equipment (including off-road equipment), will significantly reduce emissions of DPM and NO_X.

Regional

2017 Clean Air Plan

The Bay Area Air Quality Management District (BAAQMD) is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state and federal air quality standards will be met. BAAQMD's most recently adopted plan is the Bay Area 2017 Clean Air Plan (2017 CAP). The 2017 CAP focuses on two related BAAQMD goals: protecting public health and protecting the climate. To protect public health, the 2017 CAP describes how BAAQMD will continue its progress toward attaining state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the 2017 CAP includes control measures designed to reduce emissions of methane and other super-greenhouse gases (GHGs) that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.[12]

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. Jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing air quality impacts developed by BAAQMD within their CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

[12] BAAQMD. *Final 2017 Clean Air Plan.* April 19, 2017. http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans.

Local

Envision Burlingame 2040 General Plan

In January 2019, the City of Burlingame adopted their Envision Burlingame 2040 General Plan, which includes policies to reduce exposure of the City's sensitive population to exposure of air pollution, toxic air contaminants, and greenhouse gases. The following policies are applicable to the proposed project:

Policy	Description
HP-3.2	*Local Air Quality Standards.* Work with local business, industries, and developers to reduce the impact of stationary and mobile sources of pollution. Ensure that new development does not create cumulative net increases in air pollution, and require Transportation Demand Management Techniques when air quality impacts are unavoidable.
HP-3.3	*Indoor Air Quality Standards.* Require that developers mitigate impacts on indoor air quality for new residential and commercial developments, particularly along higher-density corridors, near industrial uses, and along the freeway and rail line, such as in North Burlingame, along Rollins Road, and in Downtown. Potential mitigation strategies include installing air filters (MERV 13 or higher), building sound walls, and planting vegetation and trees as pollution buffers.
HP-3.10	*Truck Routes.* Ensure projects that generate truck traffic and existing truck routes avoid sensitive land uses such as residences, schools, day care centers, senior facilities, and hospitals.
HP-3.11	*Dust Abatement.* Require dust abatement actions for all new construction and redevelopment projects.
HP-3.12	*Construction Best Practices.* Require construction projects to implement the Bay Area Air Quality Management District's Best Practices for Construction to reduce pollution from dust and exhaust as feasible.

4.3.1.3 *Existing Conditions*

The Bay Area is considered a non-attainment area for ground-level O_3 and $PM_{2.5}$ under both the federal Clean Air Act and state Clean Air Act. The area is also considered nonattainment for PM_{10} under the state act, but not the federal act. The area has attained both state and federal ambient air quality standards for CO. As part of an effort to attain and maintain ambient air quality standards for O_3 and PM_{10}, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for O_3 precursor pollutants (ROG and NO_X), PM_{10}, and $PM_{2.5}$, and apply to both construction period and operational period impacts. Existing sources of air pollution within the project vicinity primarily consist of vehicle emissions along Airport Boulevard, Anza Boulevard, and Highway 101.

4.3.2 Impact Discussion

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project:					
1) Conflict with or obstruct implementation of the applicable air quality plan?	Less than Significant	No	No	No	No
2) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Less than Significant	No	No	No	No
3) Expose sensitive receptors to substantial pollutant concentrations?	Less than Significant	No	No	No	No
4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than Significant	No	No	No	No

4.3.2.1 *Thresholds of Significance*

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of Burlingame has considered the air quality thresholds updated by BAAQMD in May 2017 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and $PM_{2.5}$. The BAAQMD CEQA Air Quality thresholds used in this analysis are identified in Table 4.3-2.

Table 4.3-2: BAAQMD Air Quality Significance Thresholds

Pollutant	Construction Thresholds	Operation Thresholds	
	Average Daily Emissions (pounds/day)	Annual Daily Emissions (pounds/year)	Annual Average Emissions (tons/year)
Criteria Air Pollutants			
ROG, NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
CO	Not Applicable	9.0 ppm (eight-hour) or 20.0 ppm (one-hour)	

Table 4.3-2: BAAQMD Air Quality Significance Thresholds			
Pollutant	**Construction Thresholds**	**Operation Thresholds**	
	Average Daily Emissions (pounds/day)	**Annual Daily Emissions (pounds/year)**	**Annual Average Emissions (tons/year)**
Fugitive Dust	Dust-Control Measures/Best Management Practices	Not Applicable	
Health Risks and Hazards for New Sources (within a 1,000-foot Zone of Influence)			
Health Hazard	**Single Source**	**Combined Cumulative Sources**	
Excess Cancer Risk	10 per one million	100 per one million	
Hazard Index	1.0	10.0	
Incremental Annual $PM_{2.5}$	0.3 µg/m^3	0.8 µg/m^3 (average)	
Notes: ROG = reactive organic gases, NO_x = nitrogen oxides, PM_{10} = course particulate matter with a diameter of 10 micrometers (µm) or less, and $PM_{2.5}$ = fine particulate matter with a diameter of 2.5 µm or less.			

4.3.2.2 *Impacts identified in the 2040 General Plan*

The GP EIR determined that impacts on air quality within the planning area could occur if existing regulations and/or proposed policies are not sufficient to prevent conflicts with existing air quality plans, exposure of substantial pollutant concentrations to sensitive receptors, a cumulatively considerable net increase of any criteria pollutant, or other emissions such as those leading to odors. In order to reduce those identified impacts, the GP EIR determined that the existing regulations and General Plan policies would prevent significant impacts to air quality from future development under the General Plan. The GP EIR determined that the planning area is fully developed, and future development pursuant to the General Plan policies would generally be constructed within the context of an urbanized environment. The GP EIR does not identify any significant adverse effects on air quality, as the General Plan policies ensure air quality is not degraded within the City of Burlingame.

4.3.2.3 *Impacts of the Proposed Project*

Impact AIR-1:	The project would not conflict with or obstruct implementation of the applicable air quality plan. **(Less than Significant Impact)**

Clean Air Plan

BAAQMD is the regional agency responsible for overseeing compliance with State and Federal laws, regulations, and programs within the San Francisco Bay Area Air Basin. As previously stated, BAAQMD's most recently adopted plan is 2017 CAP. The primary goals of the Clean Air Plan are to attain air quality standards, reduce population exposure and protect public health, and reduce GHG emissions and protect the climate. The BAAQMD has also developed CEQA guidelines to assist lead agencies in evaluating the significance of air quality impacts. In formulating compliance strategies,

BAAQMD relies on planned land uses established by local general plans. Land use planning affects vehicle travel, which in turn affects region-wide emissions of air pollutants and GHGs.

The 2017 CAP includes control measures that are intended to reduce air pollutant emissions in the Bay Area either directly or indirectly. Plans must show consistency with the control measures listed within the Clean Air Plan. The proposed project would not conflict with the latest Clean Air planning efforts because the project would have emissions below the BAAQMD thresholds (as described below) and would be considered urban infill.

Regional Criteria Pollutant Emissions

The California Emissions Estimator Model (CalEEMod) Version 2020.4.0 was used to estimate emissions from construction and operation of the project. The project land use types and size, and anticipated construction schedule were input to CalEEMod. The model output from CalEEMod along with construction and operational inputs can be found in Appendix A.

Construction Period Emissions

CalEEMod provided annual emissions for construction including both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker, hauling, and vendor traffic. The project construction schedule and equipment usage assume the project would take 22 months to construct. Average daily emissions were computed by dividing the total construction emissions by the number of construction days. Table 4.3-2 shows average daily construction emissions of ROG, NO_X, PM_{10} exhaust, and $PM_{2.5}$ exhaust during construction of the project.

Table 4.3-2: Construction Period Emissions

Year	ROG	NO_x	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Construction Emissions Per Year (Tons)				
2023	0.60	5.14	0.23	0.18
2024	2.51	2.70	0.13	0.10
Annualized Daily Construction Emissions (pounds/day)				
2023 (260 construction workdays)	4.62	39.57	1.77	1.42
2024 (212 construction workdays)	23.64	25.44	1.23	0.94
BAAQMD Thresholds (pounds per day)	54 lbs./day	54 lbs./day	82 lbs./day	54 lbs./day
Exceed Threshold?	No	No	No	No

As shown in Table 4.3-2, above, project construction period emissions would not exceed the BAAQMD significance thresholds. Project construction, therefore, would have a less than significant criteria pollutant emissions impact during construction and would not conflict with or obstruct implementation of the 2017 CAP. The thresholds used to assess project impacts are the same used to

determine whether a project would contribute a cumulatively considerable amount of air pollution to cumulative regional criteria pollutant impacts. Therefore, project construction criteria air pollutant emissions would not be substantial or peculiar to the site or project, would not result in a new significant effect, would not contribute to a significant cumulative impact, and would not cause a substantial increase in the severity of the impacts discussed in the General Plan EIR.

Operational Period Emissions

Operational criteria pollutant emissions from the project would be generated primarily from vehicles driven by future employees. Evaporative emissions from architectural coatings and maintenance products (classified as consumer products) would also occur. CalEEMod was used to calculate emissions from operation of the proposed project. Vehicle trip generation rates were input to the model using the daily trip generation rate provided by Fehr & Peers (see Section 4.17 Transportation). Emissions associated with vehicle travel depend on the year of analysis because emission control technology requirements are phased-in over time. Therefore, the earlier the year analyzed in the model, the higher the emission rates utilized by CalEEMod. The earliest year of full operation would be 2025 if construction begins in 2023. Emissions associated with build-out later than 2025 would be lower.

The project proposes to include a stand-by emergency generator located either on the roof or in the loading dock on the first level of the proposed building. The generator would be 1,000 kilowatts (kW) powered by a 1,340 horsepower (HP) diesel engine. The generator would be tested periodically and power the building in the event of a power failure. For modeling purposes, it was assumed that the generator would be operated primarily for testing and maintenance purposes. CARB and BAAQMD requirements limit these engine operations to 50 hours each per year of non-emergency operation. During testing periods, the engine would typically be run for less than one hour. The engine would be required to meet CARB and EPA emission standards and consume commercially available California low-sulfur diesel fuel.

A CalEEMod model run was developed to compute emissions from use of the existing hotel and café on-site as if they were to continue operating into 2025. The existing trip generation rates with reduction adjustments, provided in the project traffic study, and other inputs were applied to the existing modeling in the same manner described for the proposed project. Historical energy usage was applied. The calculated emissions of the existing uses on-site were considered a baseline credit for the project site.

Annual emissions were predicted using CalEEMod and daily emissions were estimated assuming 365 days of operation. Table 4.3-3 shows net average daily operational emissions of ROG, NO_X, PM_{10} exhaust, and $PM_{2.5}$ exhaust during operation of the project.

Table 4.3-3: Operational Period Emissions

Scenario	ROG	NO_x	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
2025 Project Operational Emissions (tons/year)	3.08	0.81	1.91	0.49

Table 4.3-3: Operational Period Emissions				
Scenario	**ROG**	**NO_x**	**PM_{10} Exhaust**	**$PM_{2.5}$ Exhaust**
2025 Existing Operational Emissions (tons/year)	2.41	1.13	1.27	0.36
Net Annual Emissions (tons/year)	0.67	-0.32	0.64	0.13
BAAQMD Thresholds (tons/year)	10 tons	10 tons	15 tons	10 tons
Exceed Threshold?	No	No	No	No
2025 Project Operational Emissions (lbs./day)[1]	3.66 lbs.	-1.78	3.49	0.71
BAAQMD Thresholds (lbs./day)	**54 lbs.**	**54 lbs.**	**82 lbs.**	**54 lbs.**
Exceed Threshold?	No	No	No	No
Notes: [1]Assumes 365-day operation				

As shown in Table 4.3-3, above, project operation would not exceed the BAAQMD significance thresholds, even without baseline credit for the existing uses on-site. Project operation, therefore, would have a less than significant criteria pollutant emissions impact during construction and would not conflict with or obstruct implementation of the 2017 CAP. Given the cumulative nature of regional criteria pollutants, the thresholds used to assess project impacts are the same used to determine whether a project would contribute a cumulatively considerable amount of air pollution to cumulative regional criteria pollutant impacts. Therefore, project operational criteria air pollutant emissions would not be substantial or peculiar to the site or project, would not result in a new significant effect, would not contribute to a significant cumulative impact, and would not cause a substantial increase in the severity of the impacts discussed in the General Plan EIR. Therefore, the project would be consistent with the determination of the General Plan EIR and for the reasons described above, would not result in a new significant or more severe adverse impact. **(Less than Significant Impact)**

Impact AIR-2:	The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. **(Less than Significant Impact)**

Per the BAAQMD CEQA Air Quality Guidelines, air pollution by its nature is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. As discussed above, the proposed project would not, by itself, result in any air pollutant emissions exceeding BAAQMD's significance thresholds. As a result, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment. Therefore, the project would be consistent with the determination of the General Plan EIR and would not result in any peculiar, new significant, or more severe adverse impacts. **(Less than Significant Impact)**

Impact AIR-3:	The project would not expose sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact)**

Dust Generation

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less-than-significant if best management practices are implemented to reduce these emissions, and the basic construction standard conditions of approval presented below represent uniformly applied development standards that the General Plan EIR concluded will substantially mitigate the construction dust generated during project construction.

Standard Condition of Approval: General Plan Policies HP-3.11 and HP-3.12 require that all projects apply BAAQMD recommended best management practices to control dust from project construction. Therefore, as a uniformly applied standard condition of approval, the project will implement the following measures.

> BASIC AIR QUALITY CONSTRUCTION PRACTICES: The applicant shall require all construction contractors to implement the basic construction practices recommended by the Bay Area Air Quality Management District (BAAQMD) to reduce fugitive dust emissions. Additional measures may be identified by the BAAQMD or contractor as appropriate. Emission reduction measures will include, at a minimum, the following measures:
>
> - All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
> - All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
> - All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
> - All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
> - All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
> - Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

The project, with the implementation of the above Standard Condition of Approval, would ensure construction dust emissions would have a less than significant impact.

Community Health Risk Impacts

This project would introduce new sources of TACs during construction (i.e., on-site construction and truck hauling emissions) and operation (i.e., stationary and mobile sources). Project construction activity would generate dust and equipment exhaust that would affect nearby sensitive receptors. The project would also include the installation of a stand-by generator powered by a diesel engine and would generate some traffic consisting of mostly light-duty vehicles, which would produce TAC and air pollutant emissions. Project impacts to existing sensitive receptors were addressed for temporary construction activities and long-term operational conditions. There are also several sources of existing TACs and localized air pollutants in the vicinity of the project. The impact of the existing sources of TAC was also assessed in terms of the cumulative risk which includes the project contribution.

Community TAC risk impacts were assessed by predicting increased cancer risk, the increase in annual $PM_{2.5}$ concentrations and computing the Hazard Index (HI) for non-cancer health risks. The risk impacts from the project are the combination of risks from construction and operation sources of TACs. Sensitive receptors within the project vicinity include the existing residences to the south of the project site, across the Burlingame Lagoon. The maximally exposed individual (MEI) for both the construction and operation phases was determined to be located on the first floor at a multi-family residence south of the bridge connecting Anza Boulevard to Highway 101, across the Burlingame Lagoon and Highway 101 from the project site (see Figure 4.3-1).

Diesel powered vehicles are the primary concern with local traffic-generated TAC impacts. Per BAAQMD recommended risks and methodology, a road with less than 10,000 total vehicle per day is considered a low-impact source of TACs, and therefore, was not considered in this analysis. This project would generate approximately 1,063 net daily trips(see Section 4.17 Transportation) dispersed on the roadway system with a majority of the trips being from light-duty vehicles (i.e., passenger automobiles), which is a fraction of 10,000 daily vehicles. Therefore, emissions from project traffic are considered negligible and not included in this analysis. As discussed under Impact AIR-1, the project would include one stand-by emergency diesel generator that would be operated for testing and maintenance purposes and in the event of a power shutoff.

To give the most conservative analysis, the receptors were assumed to be infants and children. The MEI would be exposed to 22 months of construction and 28 years of operational TACs,

conservatively assuming an individual would live at the same location within the multi-family residence for 30 years. The project health risk impacts at the MEI are summarized in Table 4.3-4.

Table 4.3-4: Construction and Operation Risk Impacts at the Off-Site Receptors			
Source	**Cancer Risk (per million)**	**Annual $PM_{2.5}$ ($\mu g/m^3$)**	**Hazard Index**
Project Construction (Years 0-2) – Unmitigated	6.71 (infant)	0.05	<0.01
Project Generator (Years 3-30)	0.01 (child)	<0.01	<0.01
Total/Maximum Project Impact (Years 0-30) – Unmitigated	6.72 (infant)	0.05	<0.01
BAAQMD Single-Source Threshold	**10**	**0.3**	**1.0**
Exceed Threshold?	No	No	No

As shown in Table 4.3-4, the project would not exceed the BAAQMD significance thresholds and therefore, would not expose sensitive receptors to substantial pollutant concentrations.

Cumulative Community Health Risk Impacts

Community health risk assessments typically look at all substantial sources of TACs that can affect sensitive receptors that are located within 1,000 feet of a project site (i.e., influence area). These sources include highways, rail lines, busy surface streets, and stationary sources identified by BAAQMD. A review of BAAQMD's stationary source map website and the traffic information provided by Fehr & Peers (see Section 4.17 Transportation) found two existing stationary sources of TACs and one roadway that would exceed 10,000 vehicles per day; Highway 101. Other nearby streets are assumed to have less than 10,000 vehicles per day. The stationary sources found within the project vicinity were both diesel-powered generators, the locations of which are shown in Figure 4.3-1. The cumulative community health risks of the project combined with the existing sources of TACs are shown in Table 4.3-5.

Source: Illingworth & Rodkin, Inc., January 12, 2022.

LOCATIONS OF PROJECT MEI AND NEARBY TAC SOURCES | FIGURE 4.3-1

Table 4.3-5: Impacts from Combined Sources at Off-Site Project MEI			
Source	**Cancer Risk (per million)**	**Annual $PM_{2.5}$ ($\mu g/m^3$)**	**Hazard Index**
Total/Maximum Project Impact	6.72 (infant)	0.05	<0.01
Highway 101	70.69	1.37	--
Embassy Suites Hotel (Facility ID# 13325, Generator), MEI at +1,000 feet	0.22	<0.01	<0.01
City of Burlingame (Facility ID# 14469, Generator), MEI at +1,000 feet	0.01	--	--
Combined Sources – Unmitigated	77.64	**<1.43**	<0.02
BAAQMD Cumulative Source Threshold	**100**	**0.8**	**10.0**
Exceed Cumulative Threshold?	No	**Yes**	No

While the project would have a less than significant impact on nearby sensitive receptors as a single-source, cumulative source annual $PM_{2.5}$ emissions exceed the BAAQMD-recommended cumulative threshold for annual $PM_{2.5}$ without the project. It should be noted that the cumulative $PM_{2.5}$ concentration exceeds the BAAQMD-recommended cumulative threshold largely due to the influence of traffic along Highway 101, which exceeds the threshold on its own, and which is recognized by the General Plan EIR as a substantial existing source of TAC emissions. The project's unmitigated annual $PM_{2.5}$ concentration of 0.05 g/m^3 is one sixth the single-source threshold of 0.3 g/m^3, and represents only three percent of the total unmitigated cumulative concentration of 1.43 g/m^3. Therefore, project $PM_{2.5}$ emissions would contribute to a cumulative impact, however, the contribution would not be cumulatively considerable based on the BAAQMD thresholds. General Plan Policy HP-3.12 requires that all construction projects would be required to implement BAAQMD Best Management Practices (BMPs) to reduce pollution from exhaust as much as feasible, and the BMPs presented below represent uniformly applied development standards that the General Plan EIR concluded will substantially reduce construction emissions generated during project construction. Therefore, the project would be required to implement the following measures as a condition of approval, which would serve to further reduce the project's less than cumulatively considerable contribution to the cumulative $PM_{2.5}$ emissions noted in Table 4.3-5.

Condition of Approval: Pursuant to General Plan Policy HP-3.12, the project shall implement the following measures consistent with BAAQMD BMPs to reduce construction emissions as much as feasible.

> All construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall meet U.S. EPA Tier 4 emission standards for particulate matter (PM10 and PM2.5), if feasible. If use of Tier 4 equipment is not available, alternatively use equipment that meets U.S. EPA emission standards for Tier 3 engines and include particulate matter emissions control equivalent to CARB Level 3 verifiable diesel emission control devices.

Alternatively, the applicant can also use alternatively fueled or electric equipment.

The project's impacts are below single-source thresholds without and with implementation of the conditions of approval described above and the standard permit conditions for dust abatement, the project's impacts would be reduced further. Thus, the project would not make a cumulatively considerable contribution towards a cumulatively significant health risk impact. Implementation of the conditions of approval described above would be consistent with General Plan Policy HP-3.12. Therefore, the project would be consistent with the findings of the General Plan EIR, and would not result in a peculiar effect, new significant impact, or more severe adverse impact related to exposing sensitive receptors to substantial pollutant concentrations. **(Less than Cumulatively Considerable Contribution to Significant Cumulative Impact)**

Therefore, project construction TAC emissions would not be substantial or peculiar to the site or project, would not result in a new significant effect, would not contribute to a significant cumulative impact, and would not cause a substantial increase in the severity of the impacts discussed in the General Plan EIR.

Impact AIR-4:	The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. **(Less than Significant Impact)**

The project would generate localized emissions of diesel exhaust, an odor source, during construction equipment operation and truck activity. These emissions may be noticeable by adjacent receptors; however, the odors would be localized and temporary and would not substantially affect people off-site. For these reasons, consistent with the General Plan EIR, implementation of the proposed project would not result in significant long-term or short-term odor impacts, affecting a substantial number of people. Odors from diesel exhaust are typical of construction projects and thus would not represent a peculiar effect, new significant impact, or more severe adverse impact. Odors would be localized to the immediate project vicinity and would not have the potential to combine with other projects into a considerable cumulative impact. **(Less than Significant Impact)**

4.3.2.4 *Conclusion*

As previously discussed, the proposed project would not result in any effects peculiar to the project or site, new significant effects, new significant off-site cumulative impacts, or more severe adverse impacts related to air quality. Impacts resulting from the proposed project would be consistent with the impacts identified in the General Plan EIR, and the proposed project would not result in new significant impacts or more severe adverse impacts than those identified in the General Plan EIR. For these reasons, the project does not require additional environmental review under CEQA Guidelines section 15183.

4.4 BIOLOGICAL RESOURCES

The following discussion is based, in part, on an Arborist Report prepared for the project by Arborwell, dated November 2021, and an Avian Collision Risk Assessment prepared for the project by H.T. Harvey & Associates, dated October 2022. Copies of these reports are included in Appendix B and Appendix C, respectively, of this CEQA Compliance Checklist.

4.4.1 Environmental Setting

4.4.1.1 *Regulatory Framework*

Federal and State

Endangered Species Act

Individual plant and animal species listed as rare, threatened, or endangered under state and federal Endangered Species Acts are considered special-status species. Federal and state endangered species legislation has provided the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Permits may be required from both the USFWS and CDFW if activities associated with a proposed project would result in the take of a species listed as threatened or endangered. To "take" a listed species, as defined by the State of California, is "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill" these species. Take is more broadly defined by the federal Endangered Species Act to include harm of a listed species.

In addition to species listed under state and federal Endangered Species Acts, Sections 15380(b) and (c) of the CEQA Guidelines provide that all potential rare or sensitive species, or habitats capable of supporting rare species, must be considered as part of the environmental review process. These may include plant species listed by the California Native Plant Society and CDFW-listed Species of Special Concern.

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, capture, possession, or trade of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Hunting and poaching are also prohibited. The taking and killing of birds resulting from an activity is not prohibited by the MBTA when the underlying purpose of that activity is not to take birds.[13] Nesting birds are considered special-status species and are protected by the USFWS. The CDFW also protects migratory and nesting birds under California Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

[13] United States Department of the Interior. "Memorandum M-37050. The Migratory Bird Treaty Act Does Not Prohibit Incidental Take." Accessed July 20, 2022. https://www.doi.gov/sites/doi.gov/files/uploads/m-37050.pdf.

Regional and Local

San Francisco Bay Conservation and Development Commission

The San Francisco Bay Conservation and Development Commission (BCDC) is tasked with regulating all development within the San Francisco Bay, the Bay's shoreline band, and the Suisun Marsh. BCDC is guided in its decisions by the McAteer-Petris Act, the San Francisco Bay Plan, and other plans for specific areas around the Bay.

Envision Burlingame 2040 General Plan

The City adopted the Envision Burlingame 2040 General Plan in January 2019. The following General Plan policies pertaining to biological resources are applicable to the proposed project:

Policy	Description
HP-5.1	Preserve critical habitat areas and sensitive species within riparian corridors, hillsides, canyon areas, tree canopies, and wetlands that are within the City's control. Consult with the California Department of Fish and Wildlife to identify and map significant habitat areas, and focus protection measures on habitats with special status species. Protect declining or vulnerable habitat areas from disturbance during design and construction of new development.
HP-5.2	Identify and protect habitats that contribute to the healthy propagation of migratory birds, including trees and natural corridors that serve as stopovers and nesting places. Avoid construction activities that involve tree removal between March and June unless a bird survey has been conducted to determine that the tree is unused during breeding season by avian species protected under California Fish and Game Codes 3503, 3503.5, and 3511.
HP-5.5	Continue to preserve and protect valuable native trees and introduced species that contribute to the urban forest, but allow for the gradual replacement of trees for on-going natural renewal. Promote replacement with native species. Use zoning and building requirements to ensure that existing trees are integrated into new developments and that existing trees are well protected during construction activity.
HP-5.6	Continue to adhere to the Burlingame Tree Preservation Ordinance (Burlingame Municipal Code Title 11), ensure the preservation of protected trees as designated by the ordinance and continue to be acknowledged by the Arbor Day Foundation as a Tree City USA.
HP-5.7	Continue to update and use the Burlingame Urban Forest Management Plan for guidance on best management practices related to tree planting, removal, and maintenance.
HP-5.10	Maintain and improve the quality of Burlingame's shoreline, and support regulatory programs that protect Bayfront open space. Control shoreline uses to minimize erosion, and use a combination of human-made and natural elements to establish flood barriers.
HP-5.14	Through environmental review, ensure that all projects affecting resources of regional concern satisfy regional, State, and federal laws.

City of Burlingame Tree Preservation Ordinance

Burlingame Municipal Code Title 11 provides for the protection and preservation of significant trees. Title 11 designates what types of trees located on what types of development or properties are "protected" and would require a permit before removal or pruning (aside from routine maintenance), and determines when removed or disfigured trees would require replacement. Protected trees include:

- Street trees, which are any woody perennial plant with a single stem and commonly achieving ten feet or more in height.
- Any tree with a circumference of 48 inches or more when measured at a height 54 inches above natural grade;
- A tree or stand of trees so designated by the City Council; or
- A stand of trees in which the Parks and Recreation director has determined each tree is dependent on the others for survival.

The Municipal Code Title 11, Chapter 11.06 Urban Reforestation and Tree Protection includes measures and conditions that protect trees that are to remain, and requirements for replacement of trees that are removed. Section 11.06.090 requires permits for removal of protected tree(s) and the following replacement ratios:

- Replacement shall be three (3) fifteen (15)-gallon size, one twenty-four (24)-inch box size, or one thirty-six (36)-inch box size landscape tree(s) for each tree removed as determined below.
- Any tree removed without a valid permit shall be replaced by two (2) 24-inch box size, or two (2) 36-inch box size landscape trees for each tree so removed as determined below.
- Replacement of a tree can be waived by the director if a sufficient number of trees exists on the property to meet all other requirements of the Urban Reforestation and Tree Protection ordinance.
- Size and number of the replacement tree(s) shall be determined by the director and shall be based on the species, location and value of the tree(s) removed.
- If replacement trees, as designated above, cannot be planted on the property, payment of equal value shall be made to the City. Such payments shall be deposited in the tree planting fund to be drawn upon for public tree planting.

4.4.1.2 *Existing Conditions*

The project site is currently occupied by a hotel, café, surface parking lot, and landscaping. The project site is largely surrounded by urban uses to the north, east, and west. The Burlingame Lagoon is located immediately south of the project site. Additionally, the San Francisco Bay is located approximately 650 feet to the north and the Anza Lagoon is located approximately 800 feet to the northeast.

Special-Status Plants

The existing parking lot on-site is lined with small areas of nonnative landscape vegetation including low shrubs, herbaceous plants, and turf. Small trees and shrubs are sparsely distributed throughout the site and include species such as nonnative cotoneaster (*Cotoneaster sp*.), wattle (*Acacia sp*.), sweet pittosporum (*Pittosporum undulatum*), and crepe myrtle (*Lagerstroemia sp*.). Hedges of nonnative Italian buckthorn (*Rhamnus alaternus*) are located along the eastern margin of the parking lot, and also along the fence surrounding the hotel's swimming pool. Given the developed nature of the site and the dominance of nonnative landscaping plants, it is unlikely that any special-status plant species occur on-site.

Special-Status Wildlife Species

Due to the developed nature of the project site and lack of native vegetation, it is unlikely that any terrestrial special-status wildlife species occur on-site. The project site does not contain any bodies of water that could provide habitat for aquatic species, though it is possible that special-status aquatic species could occur in the Burlingame Lagoon, Anza Lagoon, or San Francisco Bay. The existing bird activity and potential for special-status bird species to occur on-site are discussed in further detail below.

The project site and surrounding vicinity provide low-quality habitat for most native birds found in the region due to the urban development, lack of native vegetation, limited extent of all vegetation, and lack of well-layered vegetation (i.e., ground cover, shrub, and canopy layers in the same areas). However, the project site and surrounding vicinity do support several species of urban-adapted birds such as the native American robin (*Turdus migratorius*), Brewer's blackbird (*Euphagus cyanocephalus*), bushtit (*Psaltriparus minimus*), house finch (*Haemorhous mexicanus*), American crow (*Corvus brachyrhynchos*), and Anna's hummingbird (*Calypte anna*), as well as the nonnative European starling (*Sturnus vulgaris*) and house sparrow (*Passer domesticus*). All of these birds are year-round residents that can potentially nest on or in the immediate vicinity of the project site. A number of other species, primarily migrants or winter visitors (i.e., nonbreeders), occur occasionally on and adjacent to the site as well, including the cedar waxwing (*Bombycilla cedrorum*), white-crowned sparrow (*Zonotrichia leucophrys*), golden-crowned sparrow (*Zonotrichia atricapilla*), and yellow-rumped warbler (*Setophaga coronata*). For example, low numbers of migrants are expected to forage in the ornamental vegetation on the site. However, no bird species are expected to occur on the site in large numbers, and all of the species expected to occur regularly are regionally abundant species. No special-status birds are expected to nest or otherwise occur regularly on the site.

Off-Site Bird Activity

The Burlingame Lagoon, located directly adjacent to the southern boundary of the site, is a tidally influenced, linear lagoon with a shoreline lined primarily with imported rock. During high tides, the Burlingame Lagoon provides open-water foraging habitat for waterbirds including the double-crested cormorant (*Nannopterum aruitum*), mallard (*Anas platyrhynchos*), elegant tern (*Thalasseus elegans*), common goldeneye (*Bucephala clangula*), greater scaup (*Aythaya marila*), lesser scaup (*Aythya affinis*), bufflehead (*Bucephala albeola*), green-winged teal (*Anas crecca*), American wigeon (*Mareca americana*), ruddy duck (*Oxyura jamaicensis*), northern shoveler (*Spatula clypeata*), and American coot (*Fulica americana*), which occur in flocks of varying size during winter and migration. During low tide, the lagoon provides foraging habitat for small numbers of shorebirds, including the western sandpiper (*Calidris mauri*), dunlin (*Calidris alpina*), semipalmated plover (*Calidris pusilla*), least sandpiper (*Calidris minutilla*), short-billed dowitcher (*Limnodromus griseus*), black-necked stilt (*Himantopus mexicanus*), and long-billed dowitcher (*Limnodromus scolopaceus*). The section of the lagoon on the opposite side of Anza Avenue, southwest of the site supports tidal marsh habitat, with a more naturalized shoreline and apparent tidal channels surrounded by emergent marsh vegetation. This area supports many of the same bird species noted above, but in greater diversity and abundance compared to the section of the lagoon located immediately adjacent to the project site due to the higher-quality cover and foraging resources provided by the more complex physical and biological structure of the tidal marsh. The Alameda song sparrow (*Melospiza melodia pusillula*), a California species of special concern that is closely associated with salt marsh habitats

around the San Francisco Bay, nests and forages in the marsh vegetation along this tidal marsh shoreline year-round.

Higher numbers of the waterbirds and shorebirds listed above are also expected to occur within and along the San Francisco Bay, north of the project site. The Anza Lagoon also supports similar habitats and supports similar species of birds in smaller numbers. Many of these birds will fly over the project site while moving between the San Francisco Bay, Anza Lagoon, and Burlingame Lagoon. Additionally, Coyote Point, located approximately 1.5 miles east of the project site, supports dense stands of mature trees which provide foraging habitat for migrant landbirds. Thus, despite the limited extent of vegetation present on the project site, relatively high numbers of migrant birds are expected to occur on the site, and/or fly past the project site, compared to similar developed areas located farther inland in Burlingame.

Trees

A total of 133 trees comprised of 17 species were surveyed for the proposed project. Of these trees, 86 were located on-site and 47 were located off-site. Table 4.4-1 contains a summary of the trees that were surveyed in the Arborist Report.

Table 4.4-1: Existing Tree Inventory

Species	Number of Trees	Protected Trees
On-Site Trees		
Holly oak (*Quercus ilex*)	1	--
Western Australian peppermint (*Agonis flexuosa*)	6	6
Tristania laurina (*Tristania laurina*)	3	--
Crape myrtle (*Lagerstroemia indica*)	3	--
Podocarpus (*Podocarpus gracilior*)	4	--
Japanese maple (*Acer palmatum*)	3	--
Purple leaf plum (*Prunus cerasifera*)	2	--
Red iron bark eucalyptus (*Eucalyptus sideroxylon*)	19	17
Myoporum (*Myoporum laetum*)	3	1
Black acacia (*Acacia melanoxylon*)	30	15
Pittosporum (*Pittosporum spp*.)	1	--
Quoin head marlock (*Eucalyptus mcquoidii*)	5	1
Glossy privot (*Ligustrum lucidum*)	5	--
Queen palm (*Syagrus romanzoffiana*)	1	--
Total	86	40

Table 4.4-1: Existing Tree Inventory		
Species	**Number of Trees**	**Protected Trees**
Off-Site Trees		
Black acacia	24	6
Red iron bark eucalyptus	2	--
Crape myrtle	12	--
Silver dollar eucalyptus	1	--
Coast live oak	5	1
Toyon	3	--
Total	47	7

As summarized in the table above, the project site is primarily dominated by black acacia and red iron bark eucalyptus trees. Trees in the off-site improvements areas primarily consist of black acacia and crape myrtle. Out of the 133 trees surveyed, 47 are considered protected trees under the City Code.

4.4.2 Impact Discussion

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project:					
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	Less than Significant	No	No	No	No
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	Less than Significant	No	No	No	No
3) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less than Significant	No	No	No	No

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project:					
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less than Significant	No	No	No	No
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than Significant	No	No	No	No
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact	No	No	No	No

4.4.2.1 *Impacts identified in the 2040 General Plan*

The General Plan EIR stated that impacts on special status species and migratory birds could occur if development results in the conversion of vacant lands that have a reasonable potential to support special status species or habitat to developable lands or other incompatible uses. A reasonable potential for occurrence was defined as relatively recent sightings and presence of appropriate habitat for the species or birds. The General Plan EIR also went on to state that important biological resources within the City are almost entirely associated with existing undeveloped areas that are mostly protected from future development by existing land use designations such as parks and open space, creek corridors, lagoons, bay and estuaries, and areas of undevelopable topography or where geologic or other hazards exist. It was determined that the individual environmental analysis of each project and conformance with existing regulations and General Plan policies aimed at protecting biological resources would prevent significant adverse impacts on biological resources under the General Plan.

4.4.2.2 *Impacts of the Proposed Project*

Impact BIO-1:	The project would not 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 CDFW or USFWS. **(Less than Significant Impact)**

As previously stated, the project site largely does not provide suitable habitat for special status plant or wildlife species. The project does not propose any modifications to the Burlingame Lagoon and therefore would not adversely affect any aquatic species adjacent to the project site. There is potential for the Alameda song sparrow, a California species of special concern to occur off-site along the tidal marsh of the Burlingame Lagoon. However, this species is not expected to nest or

otherwise regularly occur within the project site. Impacts to birds during the project's construction and operation phases are further discussed below.

Construction Impacts on Nesting Birds

The project proposes to remove a total of 123 trees. It is possible that these trees could provide nesting habitat for birds, including migratory birds. Construction of the project during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute an impact. Construction activities such as tree removal and site grading that disturb a nesting bird or raptor on-site or immediately adjacent to the construction zone would also constitute an impact. The need to remove trees is common for development projects, and the need for pre-construction nesting surveys to avoid disturbing nesting birds is also a common occurrence, and so this issue does not indicate an impact that is peculiar to the site or project. Further, compliance with the uniformly applied standard conditions of approval presented below will substantially mitigate the potential for construction activity to disturb nesting activity on and near development sites.

Standard Conditions of Approval: As required by the MBTA and General Plan Policy HP-5.2, the project will be required to implement the following conditions of approval to reduce impacts to raptors and nesting birds to a less than significant level.

- Pre-construction nesting bird surveys shall be completed prior to tree removal if removal or construction is proposed to commence during the breeding season (February 1 to August 31) in order to avoid impacts to nesting birds. Surveys shall be completed by a qualified biologist no more than 14 days before construction begins. During this survey, the biologist or ornithologist shall inspect all trees and other possible nesting habitats in and within 250 feet of the project boundary.
- If an active nest is found in an area that would be disturbed by construction, the ornithologist shall designate an adequate buffer zone (~250 feet) to be established around the nest. The buffer would ensure that nests shall not be disturbed until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.
- The applicant shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Community Development Director, prior to the removal of trees and issuance of a grading permit or demolition permit.

Implementation of these standard conditions of approval would ensure impacts to nesting birds are reduced to a less than significant impact, as required by the MBTA and General Plan Policy HP-5.2. The General Plan EIR determined that compliance with these regulations would ensure less than significant impacts on migratory nesting birds. Therefore, with implementation of MM BIO-1.1, the project would not result in any effects that are peculiar to the site or project, or new significant or more severe adverse impacts on nesting birds during construction. Tree removal is a typical activity associated with urban development; therefore, this would not be considered an effect peculiar to the project site. Other cumulative projects would also be required to comply with these regulations and thus, would need to incorporate similar measures to reduce impacts to nesting birds to a less than

significant level. Thus, the project would not contribute to an off-site or cumulative impact. **(Less than Significant Impact)**

Operational Impacts – Bird Safe Design

As previously discussed, it is expected that high numbers of birds, including migratory species, occur on the project site and/or fly past the project site while traveling to or from the nearby aquatic habitats. While project construction may initially decrease the number of birds on-site due to the proposed tree removals, bird occurrence on-site is expected to increase on-site over the long-term due to the proposed increase in native plant species on-site, which generally provide better quality resources (i.e., food, nesting sites, roosting sites, cover from predators,) for native birds. The exterior of the proposed office/R&D building would largely consist of glass windows. Birds do not necessarily perceive glass as an obstacle due to its transparency and thus, are subject to collide with windows or other structures that reflect the sky, trees, or other habitat. Migratory birds are particularly susceptible to glass collisions because they are less familiar with their surroundings and are less likely to be aware of risks while being fatigued from migration.

The extent of glazing on a building and the presence of vegetation opposite the glazing are two of the strongest factors in bird collision risk. The greatest risk of avian collisions with glazed facades is within 60 feet of the ground because this is the area in which most bird activity occurs. Therefore, it is expected that collision risk on the proposed building would be highest within 60 feet of the ground where landscape vegetation or the Burlingame Lagoon occurs adjacent to or opposite extensive areas of glass. The upper six stories would also present a risk to birds traversing the airspace between the aquatic habitats within the project vicinity.

Several features of the proposed building's architecture would reduce the frequency of avian collisions. The facades of the building up to 78 feet above grade would incorporate areas of perforated metal panels, a material that poses low risk for bird collisions. Additionally, the visible reflectance on the building is proposed to be 20 percent or lower. However, spandrel glazing[14] is proposed on the majority of the building's facades up to 78 feet above grade, which have the potential to create reflections of the sky, water, or vegetation and thus, would pose a risk for bird collisions. This risk would be greater along the building's west façade and the westernmost portions of the north and south facades as these areas are closest to the Burlingame Lagoon and the adjacent area of landscape vegetation. To address these risks, the project proposes to treat the areas where collision risk is relatively high with a bird-safe glazing treatment such that no more than 10 percent of the area from 0 to 60 feet above grade consists of untreated glazing. These glazing treatments may include fritting, netting, permanent stencils, frosted glass, exterior screens, physical exterior grids, or ultraviolet (UV) patterns visible to birds.

The glass railings on the proposed balconies on the upper levels would also be treated with a bird-safe glazing. The project design also includes extruded aluminum shadow boxes and mullions, which will help increase the visibility of the proposed building to birds as well as a grey color window tint that will contrast the proposed building with the sky behind it. Therefore, while some bird collisions may still occur, bird collisions are an unfortunate reality for virtually all buildings, and the project

[14] Spandrel glazing is an opaque glass that conceals structural building components (such as columns, floors, electrical wiring, and plumbing) from being visible from the exterior of a building.

design features described above will reduce the potential for bird collisions to a less than significant level.

Lighting Impacts to Birds

Artificial lighting can be generally disorienting to birds in flight and can also attract them, increasing the risk of collision with buildings, light structures, and other urban structures. Seabirds in particular can become so attracted to artificial lighting that they become "trapped" within the sphere of light and are unwilling to leave the light for hours or even days, often flying themselves to exhaustion or death. Lighting facing upwards are particularly disorienting to birds and have the most risk of "trapping" them.

Areas to the north, west, and east of the project site are primarily developed urban habitats that do not support bird communities that might be substantially affected by lighting from the proposed project. However, birds inhabiting the more natural areas along the Burlingame Lagoon to the south may be affected by an increase in lighting. To address potential impacts related to lighting, the project incorporates the following guidelines as has been indicated on the project plans:

- Provide minimal nighttime lighting, both indoor and outdoor, as an additional way to make building more bird-friendly,
- Provide shielded lighting fixtures,
- Provide fixtures with seal of approval of Dark-Sky association or equally performing luminaires,
- No upward lighting shall be provided,
- Provide astronomical controls with manual override for night time dimming,
- Provide interior shading at perimeter, and
- Provide astronomical controls with manual override for operation of interior shading devices.

  Additionally, as a condition of approval, the project is required to submit a lighting plan to the Community Development Director prior to issuance of a building permit. The following measures shall be reflected in the lighting plan as a condition of approval:
- All exterior lighting shall be fully shielded to block illumination from shining outward towards the Burlingame Lagoon to the south. All fixtures on the site shall have a BUG rating of U0, and any fixtures located along the site's southern property line shall have a BUG rating of B0, as follows:
    - U0: 0 lumens (90–180 degrees).
    - B0: 110 lumens high (60–80 degrees), 220 lumens mid (30–60 degrees), and 110 lumens low (0–30 degrees)
- Except as indicated in the measure above, fixtures shall comply with lighting zone LZ-2, Moderate Ambient, as recommended by the International Dark-Sky Association (2011) for light commercial business districts and high-density or mixed-use residential districts. The allowed total initial luminaire lumens for the project site is 2.5 lumens per square foot of hardscape, and the BUG rating for individual fixtures shall not exceed B3 or G2, as follows:

    - B3: 2,500 lumens high (60–80 degrees), 5,000 lumens mid (30–60 degrees), 2,500 lumens low (0– 30 degrees)
    - G2: 225 lumens (forward/back light 80–90 degrees), 5,000 lumens (forward 60–80 degrees), 1,000 lumens (back light 60–80 degrees asymmetrical fixtures), 5,000 lumens (back light 60–80 degrees quadrilateral symmetrical fixtures)
- Exterior lighting shall be minimized (i.e., total outdoor lighting lumens shall be reduced by at least 30 percent or extinguished, consistent with recommendations from the International Dark-Sky Association [2011]) from 10:00 p.m. until sunrise, except as needed for safety and City code compliance.
- Interior or exterior blinds shall be programmed to close on all windows from 10:00 p.m. to sunrise in order to block lighting from spilling outward from these windows.

Implementation of the guidelines noted in the project plans and the standard condition of approval described above would ensure the project's lighting would not cause a significant impact on birds. It is common for urban development to include outdoor lighting (as does the site in its current condition) and for projects to include lighting plans as part of the approval process. Thus, the potential for lighting impacts is not an effect peculiar to the project site, and would be reduced through project design as noted above. The project's potential to impact birds through exterior nighttime lighting would be limited to the natural areas along Burlingame Lagoon within the immediate vicinity of the project and, thus, would not contribute to a cumulative impact given no other developments are proposed adjacent to Burlingame Lagoon. A nearby pending development at 620 Airport Boulevard is adjacent to Anza Lagoon, and is separated from the Burlingame Lagoon by Airport Boulevard and private development. The project would not result in a new significant impact or more severe adverse impact. **(Less than Significant Impact)**

Impact BIO-2:	The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS. **(No Impact)**

The project does not contain any riparian habitat or other sensitive natural communities. Therefore, consistent with the General Plan EIR, the project would have no impact on riparian habitat or other sensitive natural communities. Thus, the project would not contribute to a cumulative impact or result in a peculiar effect, new significant impact, or more severe adverse impact. **(No Impact)**

Impact BIO-3:	The project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. **(No Impact)**

While wetlands do exist within the project vicinity, the project site itself does not contain any wetland areas nor is it adjacent to any wetlands[15]. Therefore, consistent with the General Plan EIR, the project would not impact any state or federally protected wetlands. Thus, the project would not contribute to a cumulative impact or result in a peculiar effect, new significant impact, or more severe adverse impact. **(No Impact)**

[15] Burlingame 2040 General Plan EIR. Figure 8-1 Existing Vegetation Communities. June 2018.

Impact BIO-4:	The project would not 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 Impact)**

The General Plan EIR identifies existing wildlife corridors within the City as including creek or stream channels and associated riparian vegetation, canyons, and the Bay shoreline. The General Plan EIR identifies large groves of trees and aquatic habitats as potential wildlife nursery sites within the City. The project site is approximately 650 feet south of the Bay shoreline and is adjacent to the Burlingame Lagoon, however, the guidelines and conditions of approval described under Impact BIO-1 would ensure that the project does not substantially interfere with the movement or nesting of native or migratory birds associated with the identified wildlife corridor. The project does not propose any alterations to the Burlingame Lagoon or any other bodies of water and thus, would not affect the movements of any fish species or other aquatic wildlife species. Due to the developed nature of the project site and the surrounding vicinity, the project site does not serve as a wildlife corridor or wildlife nursery site for any terrestrial wildlife species. Therefore, with implementation of the guidelines and condition of approval described under Impact BIO-1, the project would have a less than significant impact on wildlife corridors and wildlife nursery sites. Given the existing development near the Bay shoreline and Burlingame Lagoon, the redevelopment of the project site would not represent a peculiar effect on wildlife corridors or nursery sites and the project would not contribute toward a new cumulative effect. For the reasons described above, the project would not result in a new significant impact or a more severe adverse impact. **(Less than Significant Impact)**

Impact BIO-5:	The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. **(Less than Significant Impact)**

Tree Removal

As previously discussed, 45 out of the 133 trees surveyed are defined by the City Code as protected trees. The proposed project would remove a total of 123 trees, 45 of which are protected trees. As discussed in Section 4.4.1.1, Regulatory Framework, removal of a protected tree (with a valid permit) shall require replacement with three 15-gallon size trees, one 24-inch box size tree, or one 36-inch box size tree for each protected tree removed. The project proposes to plant 106 new trees that would be a mix of 24- and 36-inch box trees. Therefore, the project would provide more than the required number of replacement trees required by the City of Burlingame Municipal Code Section 11.06. Therefore, removal of the protected trees would not result in a significant impact. Tree removal is common for urban development projects and thus, is not an effect peculiar to the project site.

Tree Protection

The proposed project would retain trees that could be affected by project construction. The project shall implement the recommendations identified in the tree survey to protect trees during project construction.

Standard Conditions of Approval: As required by General Plan Policies HP-5.5 and HP-5.6, the project shall implement the following conditions of approval based off the City of Burlingame

Municipal Code 11.06.050 and industry best practice for tree preservation to ensure project impacts to all retained trees are reduced to a less than significant level:

Tree Protection Measures

- Trees to be preserved are to be protected by a fence which is to be maintained at all times at a minimum distance of the canopy dripline. All fill soil shall be kept out of the tree protection zones (TPZ) both during and after construction.
- Protected trees that have been damaged or destroyed by construction shall be replaced or the city shall be reimbursed, as provided in Section 11.06.090 of the City's Municipal Code.
- Chemicals or other construction materials shall not be stored within the drip line of protected trees.
- Drains shall be provided as required by the director whenever fill soil is placed around protected trees.
- Signs, wires, or similar devise shall not be attached to protected trees.
- Should any construction activity take place within the Critical Root Zone (CRZ) of any trees, stress reduction measures shall be implemented. These can include:
    - Air spading and root pruning
    - Fencing
    - Signage on the fencing
    - Biostimulant and growth regulator treatments in advance of disturbance
- Anti-compaction measures shall be implemented inside the CRZ but outside the TPZ if they do not coincide.
- Follow ANSI A300 Pruning Standards when conducting any pruning on trees. Any pruning beyond 20 percent of the tree canopy should be approved by project arborist.

With implementation of the tree protection measures outlined above and in the project arborist report, the proposed project would not result in significant impacts to trees. Tree removal and tree protection are common for urban development and would not be considered an effect peculiar to the project site. All projects throughout the City are required to comply with the City's Tree Preservation Ordinance and thus, there would be no potential for a cumulative impact. The project would not result in a new significant impact or more severe adverse effect. **(Less than Significant Impact)**

Impact BIO-6:	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. **(No Impact)**

As stated in the General Plan EIR, there are no adopted Habitat Conservation Plan or Natural Community Conservation Plan in effect within the City. As there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat

Conservation Plan applicable to the project site, no impact would occur in this regard as also was determined in the General Plan EIR. Thus, the project would not contribute to a cumulative impact and would not result in a peculiar effect, new significant impact or more severe adverse effect related to a conflict with a conservation plan. **(No Impact)**

4.4.2.3 *Conclusion*

As previously discussed, the proposed project would not result in any effects peculiar to the project or site, new significant effects, new significant off-site cumulative impacts, or more severe adverse impacts related to hazards and hazardous materials. Impacts resulting from the proposed project would be consistent with the impacts identified in the General Plan EIR, and the proposed project would not result in new significant impacts or more severe adverse impacts than those identified in the General Plan EIR. For these reasons, the project does not require additional environmental review under CEQA Guidelines section 15183.

4.5 CULTURAL RESOURCES

The following discussion is based, in part, on an Archaeological Sensitivity Assessment prepared for the project by Archaeological/Historical Consultants dated July 2022. A copy of this report is on file with the City of Burlingame and is included in Appendix D**.**

4.5.1 Environmental Setting

4.5.1.1 *Regulatory Framework*

Federal and State

National Historic Preservation Act

Federal protection is legislated by the National Historic Preservation Act of 1966 (NHPA) and the Archaeological Resource Protection Act of 1979. These laws maintain processes for determination of the effects on historical properties eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA and related regulations (36 Code of Federal Regulations [CFR] Part 800) constitute the primary federal regulatory framework guiding cultural resources investigations and require consideration of effects on properties that are listed or eligible for listing in the NRHP. Impacts to properties listed in the NRHP must be evaluated under CEQA.

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is administered by the State Office of Historic Preservation and encourages protection of resources of architectural, historical, archeological, and cultural significance. The CRHR identifies historic resources for state and local planning purposes and affords protections under CEQA. Under Public Resources Code Section 5024.1(c), a resource may be eligible for listing in the CRHR if it meets any of the NRHP criteria.[16]

Historical resources eligible for listing in the CRHR must meet the significance criteria described previously and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

The concept of integrity is essential to identifying the important physical characteristics of historical resources and, therefore, in evaluating adverse changes to them. Integrity is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." The processes of determining integrity are similar for both the CRHR and NRHP and use the same seven variables or aspects to define integrity that are used to evaluate a resource's eligibility for listing. These seven characteristics include 1) location, 2) design, 3) setting, 4) materials, 5) workmanship, 6) feeling, and 7) association.

[16] California Office of Historic Preservation. "CEQA Guidelines Section 15064.5(a)(3) and California Office of Historic Preservation Technical Assistance Series #6." Accessed August 31, 2020. http://www.ohp.parks.ca.gov/pages/1069/files/technical%20assistance%20bulletin%206%202011%20update.pdf.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act applies to both state and private lands. The act requires that upon discovery of human remains, construction or excavation activity must cease, and the county coroner be notified.

Public Resources Code Sections 5097 and 5097.98

Section 15064.5 of the CEQA Guidelines specifies procedures to be used in the event of an unexpected discovery of Native American human remains on non-federal land. These procedures are outlined in Public Resources Code Sections 5097 and 5097.98. These codes protect such remains from disturbance, vandalism, and inadvertent destruction, establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, and establish the Native American Heritage Commission (NAHC) as the authority to resolve disputes regarding disposition of such remains.

Pursuant to Public Resources Code Section 5097.98, in the event of human remains discovery, no further disturbance is allowed until the county coroner has made the necessary findings regarding the origin and disposition of the remains. If the remains are of a Native American, the county coroner must notify the NAHC. The NAHC then notifies those persons most likely to be related to the Native American remains. The code section also stipulates the procedures that the descendants may follow for treating or disposing of the remains and associated grave goods.

Local

Envision Burlingame 2040 General Plan

The following General Plan Policies pertaining to cultural resources are applicable to the proposed project:

Policy	Description
CC-1.11	Protect and maintain Burlingame's historic Eucalyptus groves and other heritage trees in a healthy, safe and efficient manner so they remain an important part of the community.

4.5.1.2 *Existing Conditions*

Archaeological Context

Burlingame is situated within the historic territory of many discrete tribes of Native Americans known collectively as the Ohlone (also known as Costanoans). The Ohlone inhabited a natural environment of grasslands and oak forests in the Burlingame area. According to the General Plan EIR, Burlingame contains 10 recorded Native American sites. A record search for previously recorded cultural resources in the project area was completed at the Northwest Information Center (NWIC). No Native American cultural resources were identified within a quarter-mile radius of the project site. Three previous archaeological surveys have been conducted at nearby properties along Airport Boulevard and Anza Boulevard. None of these three prior studies identified cultural resources within their respective properties.

The project area was a shallow area of San Francisco Bay until the mid-1960s, with portions of the project area appearing as exposed mud flats at low tide. Recent research suggests that sea level was six to nine feet lower than present levels 2,000-2,500 years ago. This suggests that the project area has been regularly inundated only in the last 2,000 years, and was dry land before that time. Native American archaeological sites are typically found in areas that are relatively flat, are located within 200 feet of a perennial source of fresh water, and contain soils that developed in the Holocene era (last 11,700 years), after human habitation in North America was established. The land-side soils close to the project area are late Pleistocene alluvial fan deposits, formed before the arrival of humans in North America; it is likely that soils of similar age are also located under the marine deposits present on the project area. The nearest perennial fresh water source is San Mateo Creek, 2.5 miles to the southeast, while several seasonal drainages are located over one mile to the southwest. The lack of Holocene-era stream channels within one mile of the project area suggests that the project area did not have easy access to fresh water in prehistory. The presence of older, Pleistocene-era soils and absence of access to fresh water therefore give the project area a low sensitivity for buried Native American archaeological resources.

Historical Context

The existing hotel building on-site was constructed in 1982-1984.[17] Therefore, the existing hotel is less than 50 years old and is not eligible for listing as a historic resource under the CRHR. No built environment resources are known within the project area. Within the search radius, 20 built environment resources have been previously recorded. These are all residential buildings along Rollins Road, Winchester Drive, and adjoining streets, constructed between 1930 and 1960. None were found eligible for the CRHR.

Since the project area was filled in the 1960s, the project area is highly unlikely to contain historic-era archaeological deposits. Few boats are likely to have visited the area, since the waters of the bay at the project area were very shallow at low tide (0 to one feet) in the early historic period, and there were no anchorages or channels nearby. A review of the NOAA Coast Survey Wrecks and Obstructions Database and the State Lands Commission shipwreck list for San Mateo did not identify any known shipwrecks in the project vicinity. Given these factors, the project area has low sensitivity for historic-era archaeological resources.

4.5.2 Impact Discussion

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project:					
1) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	Less than Significant Impact	No	No	No	No

[17] Ibid.

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project:					
2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	Less than Significant Impact	No	No	No	No
3) Disturb any human remains, including those interred outside of dedicated cemeteries?	Less than Significant Impact	No	No	No	No

4.5.2.1 *Impact Identified in the 2040 General Plan*

The General Plan EIR determined that future development within the planning area could impact historic resources, where new development supplants older development. Archaeological resources may be impacted as a result of excavation and other earthmoving activities during construction. The General Plan EIR also determined that undiscovered human remains may be encountered during future development activities within the planning area. The General Plan EIR concluded that the collective, cumulative mitigating benefits of the regulations and General Plan policies would result in less than significant impacts on cultural resources.

4.5.2.2 *Impacts of the Proposed Project*

Impact CUL-1:	The project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. **(No Impact)**

As previously stated, the existing hotel building on-site is less than 50 years old and thus, is not eligible for listing as a historic resource. There are no historic resources within the project vicinity that would be affected by the project. Therefore, the project would not result in impacts to historic resources and would not contribute to a cumulative impact or result in a peculiar effect, new significant impact, or more severe adverse effect. **(No Impact)**

Impact CUL-2:	The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. **(Less than Significant Impact)**

The project site has low sensitivity to archaeological resources due to the age of the underlying soils and its distance from freshwater sources. There are no recorded archaeological resources or sites within the project area. The project would disturb soils on-site, for trenching, site grading, and other construction activities. Soil mixing activities would occur at a maximum depth of approximately 30 feet below the present ground surface. While there are no recorded archaeological or historic sites on the project site, there is potential, albeit low potential as there is for nearly all construction projects, for buried archaeological resources to occur on the site.

Standard Condition of Approval: Consistent with General Plan Policy CC-3.1, an archaeological report has been prepared for the project. The project site was determined to have a low potential for archaeological resources, though the archaeological report recommended that construction work stop within 50 feet of any archaeological deposits encountered on-site. Implementation of the following condition of approval, as recommended by the archaeological report required by General Plan Policy CC-3.1, would ensure that potential impacts to buried cultural resources remain at a less than significant level.

> *Undiscovered Archaeological Resources.* If evidence of an archaeological site or other suspected cultural resource as defined by CEQA Guideline Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction related earth-moving activities, all ground-disturbing activity within 50 feet of the resources shall be halted and the City's Community Development Director shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The City's Community Development Director shall consult with the archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological documentation. Any identified cultural resources shall be recorded on the appropriate California Department of Parks and Recreation (DPR) 523 (A-J) form and filed with the Northwest Information Center (NWIC).
>
> *Report of Archaeological Resources.* If archaeological resources are identified, a final report summarizing the discovery of cultural materials shall be submitted to the City's Community Development Director prior to issuance of building permits. This report shall contain a description of the mitigation program that was implemented and its results, including a description of the monitoring and testing program, a list of the resources found and conclusion, and a description of the disposition/curation of the resources.

With the implementation of the above condition of approvals, impacts to buried cultural resources would be less than significant. Thus, the project would not result in a new significant impact or more severe adverse impact. All construction projects throughout the City would be required to follow the same procedures outlined above, thus, the project would not contribute to a cumulative impact. Earth-moving activities during construction are typical for development projects and would not represent a peculiar effect, as the site has low sensitivity for archaeological resources. The conditions of approval listed above are standard procedure in the event that a buried archaeological resource is discovered during construction activities. Therefore, this is not an impact peculiar to the project site. **(Less than Significant Impact)**

Impact CUL-3:	The project would not disturb any human remains, including those interred outside of dedicated cemeteries. **(Less than Significant Impact)**

As previously discussed, there is low potential for buried archaeological resources, including human remains, to exist on-site. It is possible, though unlikely, that earth-moving activities during project construction could disturb buried human remains.

Standard Conditions of Approval: Consistent with General Plan Policy CC-3.1, an archaeological report has been prepared for the project. The project site was determined to have a low potential for archaeological resources, though the archaeological report recommended that construction work stop within 50 feet of any archaeological deposits encountered on-site, which would include human remains. Implementation of the following condition of approval, as recommended by the archaeological report required by General Plan Policy CC-3.1, would ensure that potential impacts to buried cultural resources remain at a less than significant level.

> *Human Remains.* If human remains are discovered at any project construction site during any phase of construction, all ground-disturbing activity within 50 feet of the resources shall be halted and the City's Community Development Director and the San Mateo County Coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Burlingame shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of Burlingame, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.

With the implementation of the above condition of approval, impacts to buried human remains would be less than significant. Thus, the project would not result in a new significant impact or more severe adverse impact. All construction projects throughout the City would be required to follow the same procedures outlined above, thus, the project would not contribute to a cumulative impact. Earth-moving activities during construction are typical for development projects. The conditions listed above are standard procedure in the event that human remains are discovered during construction activities. Therefore, this is not an impact peculiar to the project site. **(Less than Significant Impact)**

4.5.2.3 *Conclusion*

As previously discussed, the proposed project would not result in any effects peculiar to the project or site, new significant effects, new significant off-site cumulative impacts, or more severe adverse impacts related to cultural resources. Impacts resulting from the proposed project would be consistent

with the impacts identified in the General Plan EIR, and the proposed project would not result in new significant impacts or more severe adverse impacts than those identified in the General Plan EIR. For these reasons, the project does not require additional environmental review under CEQA Guidelines section 15183.

4.6 ENERGY

4.6.1 Environmental Setting

4.6.1.1 *Regulatory Framework*

Federal and State

Energy Star and Fuel Efficiency

At the federal level, energy standards set by the EPA apply to numerous consumer products and appliances (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation.

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2010. Governor Schwarzenegger issued Executive Order (EO) S-3-05, requiring statewide emissions reductions to 80 percent below 1990 levels by 2050. In 2008, EO S-14-08 was signed into law, requiring retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable sources by 2030. SB 100, passed in 2018, requires 100 percent of electricity in California to be provided by 100 percent renewable and carbon-free sources by 2045.

Executive Order B-55-18 To Achieve Carbon Neutrality

In September 2018, Governor Brown issued an executive order, EO-B-55-18 To Achieve Carbon Neutrality, setting a statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." The executive order requires CARB to "ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal." EO-B-55-18 supplements EO S-3-05 by requiring not only emissions reductions, but also that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO_2 from the atmosphere through sequestration.

California Building Standards Code

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6 of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years.[18] Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.[19]

[18] California Building Standards Commission. "California Building Standards Code." Accessed March 28, 2022. https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo.
[19] California Energy Commission (CEC). "2022 Building Energy Efficiency Standards." Accessed March 28, 2022. https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency.

California Green Building Standards Code

CALGreen establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. CALGreen covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars program in 2012 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing pollutants and GHG emissions into a single coordinated set of requirements for vehicle model years 2015 through 2025. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.[20]

Local

Envision Burlingame 2040 General Plan

The General Plan includes policies aimed at increasing energy efficiency, promoting renewable energy sources, and reducing energy waste. General Plan energy policies applicable to the proposed project are listed below.

Policy	Description
HP-2.6	Pursue the goal of using 100 percent renewable energy for the City's municipal accounts. Encourage residents and businesses to opt up to 100 percent renewable purchase for additional community-wide greenhouse gas reductions. Encourage and support opportunities for developing local solar power projects.
HP-2.10	Aim for new construction and major renovations of City facilities to be zero net energy.
HP-2.11	Encourage the advancement of emerging technologies and innovations around energy, waste, water, and transportation. Support local green technology businesses. Explore demonstration project opportunities.
HP-2.13	Expand composting services to multi-family residential buildings and commercial buildings.
HP-6.2	Promote best practices for water conservation throughout the City, and continue to enforce City ordinances requiring high-efficiency indoor water fixtures in new development. Educate the public about Burlingame's water rebate programs, and continue to establish tiered water rates that promote water conservation. Consider water consumption when evaluating development projects. Encourage drought-tolerant landscaping and efficient irrigation systems.
HP-6.8	Continue to enforce Burlingame's Water-Efficient Landscaping Ordinance, and promote the use of native, drought-tolerant landscaping. Educate the public about the Bay-Friendly Landscaping Guidelines and other resources for water-efficient landscaping.

[20] California Air Resources Board. "The Advanced Clean Cars Program." Accessed March 28, 2022. https://www.arb.ca.gov/msprog/acc/acc.htm.

Policy	Description
CC-1.6	Promote water conservation by encouraging and incentivizing property owners to incorporate drought-tolerant landscaping, "smart" irrigation systems, water efficient appliances, and recycled water systems. Continue to enforce the water-efficiency landscaping ordinance. Encourage recycling and reuse of graywater in new buildings.
CC-1.7	Incentivize solar panel installation on existing buildings and new developments.
CC-1.9	Support the use of sustainable building elements such as green roofs, cisterns, and permeable pavements. Continue to enforce the California Green Building Standards Code (CALGreen). Periodically revisit the minimum standards required for permit approval. Adopt zero-net-energy building goals for municipal buildings.
CC-1.13	Support the electric vehicle network by incentivizing use of electric vehicles and installations of charging stations.
IF-5	Achieve waste reduction goals in excess of State mandates.
IF-5.5	Require demolition, remodeling, and major new development projects include salvaging or recycling asphalt and other concrete and all other nonhazardous construction and demolition materials to the maximum extent practicable.
IF-6	Ensure the provision of adequate and safe gas and electric services to Burlingame residents and businesses, and that energy facilities are constructed in a fashion that minimizes their impacts on surrounding development and maximizes efficiency.

4.6.1.2 *Existing Conditions*

Total energy usage in California was approximately 6,957 trillion British thermal units (Btu) in the year 2020, the most recent year for which this data was available.[21] Out of the 50 states, California is ranked second in total energy consumption and 49th in energy consumption per capita. The breakdown by sector was approximately 21.8 percent (1,508 trillion Btu) for residential uses, 19.6 percent (1,358 trillion Btu) for commercial uses, 24.6 percent (1,701 trillion Btu) for industrial uses, and 34 percent (2,355 trillion Btu) for transportation.[22] This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

Electricity

Electricity in San Mateo County in 2020 was consumed primarily by the non-residential sector (60 percent), followed by the residential sector consuming 40 percent. In 2019, a total of approximately 4,167 gigawatt hours (GWh) of electricity was consumed in San Mateo County.[23]

Peninsula Clean Energy (PCE) is a public and locally controlled electricity provider for the County of San Mateo. Electricity provided by PCE is delivered through PG&E transmission lines. Commercial and residential customers in San Mateo County are included in the PCE service area and can choose to have 50 to 100 percent of their electricity supplied from carbon-free and renewable sources. Customers are automatically enrolled in the ECOplus plan, which generates its electricity

[21] United States Energy Information Administration. "State Profile and Energy Estimates, 2019." Accessed July 21, 2022. https://www.eia.gov/state/?sid=CA#tabs-2.
[22] Ibid.
[23] California Energy Commission. Energy Consumption Data Management System. "Electricity Consumption by County." Accessed March 28, 2022. http://ecdms.energy.ca.gov/elecbycounty.aspx.

from 100 percent carbon-free sources, with at least 50 percent from renewable sources. Customers have the option to enroll in the ECO100 plan, which generates its electricity from 100 percent carbon-free, renewable sources. [24]

Fuel for Motor Vehicles

In 2019, 15.4 billion gallons of gasoline were sold in California.[25] The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles) in the United States has steadily increased from about 13.1 miles per gallon (mpg) in the mid-1970s to 25.4 mpg in 2020.[26] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was updated in March 2020 to require all cars and light duty trucks achieve an overall industry average fuel economy of 40.4 mpg by model year 2026. [27,28]

On-Site Energy Use

The project site is currently occupied by a hotel and café. Energy (in the form of electricity and natural gas) is used by the existing buildings primarily for heating and cooling, lighting, and water heating. Vehicle fuel is used by employees and customers traveling to and from the site.

4.6.2 Impact Discussion

	Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project:						
1)	Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than Significant	No	No	No	No
2)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	N/A	No	No	No	No

[24] Sources: 1) Peninsula Clean Energy. "Frequently Asked Questions." Accessed March 28, 2022. https://www.peninsulacleanenergy.com/faq/. 2) Peninsula Clean Energy. "Energy Choices." Accessed March 28, 2022. https://www.peninsulacleanenergy.com/faq/.
[25] California Department of Tax and Fee Administration. "Net Taxable Gasoline Gallons." Accessed March 28, 2022. https://www.cdtfa.ca.gov/dataportal/dataset.htm?url=VehicleTaxableFuelDist.
[26] United States Environmental Protection Agency. "The 2021 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." November 2021. https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P1010U68.pdf
[27] United States Department of Energy. *Energy Independence & Security Act of 2007.* Accessed March 28, 2022. http://www.afdc.energy.gov/laws/eisa.
[28] Public Law 110–140—December 19, 2007. *Energy Independence & Security Act of 2007.* Accessed March 28, 2022. http://www.gpo.gov/fdsys/pkg/PLAW-110publ140/pdf/PLAW-110publ140.pdf.

4.6.2.1 *Impacts Identified in the 2040 General Plan*

The General Plan EIR determined that an increase in short-term energy demand would result from construction activities related to implementation of the General Plan, and an increase in long-term energy demand would result from land use operations within the City from operational activities such as lighting, heating and cooling of structures. Operational energy demands would typically result from vehicle trips, electricity and natural gas usage, and water and wastewater conveyance. The General Plan includes policies that address energy efficiency through a variety of land use, mobility, and emissions reductions policies. Although implementation of the General Plan may increase VMT and energy usage compared to current conditions, increased density would provide for more efficient use of resources within the City, ensuring the General Plan does not result in the wasteful or inefficient use of energy resources. The General Plan EIR concluded that the collective, cumulative mitigating benefits of the regulations and policies listed in Table 22-1 in the GP EIR will result in less than significant impacts on energy efficiency.

4.6.2.2 *Impacts of the Proposed Project*

Impact EN-1:	The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. **(Less than Significant Impact)**

Construction

The anticipated construction schedule assumes the project would be built over a period of approximately 22 months. The project would require site preparation, grading, trenching, building construction, paving, and the building interior. The overall construction schedule and process is designed to be efficient in order to avoid excess monetary costs. That is, equipment and fuel would not be used wastefully on the site because of the added expense associated with renting, maintaining, and fueling equipment. Therefore, the opportunities for future efficiency gains during construction are limited.

Energy is consumed during construction because the use of fuels and building materials are fundamental to construction of new buildings. However, energy would not be wasted or used inefficiently by project construction equipment and waste from idling would be further reduced with implementation of the BAAQMD best management practices required as a standard condition of approval as outlined in Section 4.3, Air Quality. Further, the project would be required to prepare a Construction Demolition and Recycling Waste Reduction Plan (Municipal Code Chapter 8.17). The plan would comply with the City of Burlingame Construction and Demolition Recycling Ordinance, which sets forth requirements for diversion of 60 percent of demolition and construction debris and verification of compliance prior to permit issuance. Therefore, construction of the proposed project would not consume energy in a manner that is wasteful, inefficient, or unnecessary. Thus, the project would not contribute to a cumulative impact and would not result in a peculiar effect, new significant impact or more severe adverse effect related to energy consumption during construction.

Operation

The proposed office/R&D building and associated parking areas would consume electricity primarily from heating and cooling, lighting, appliances, electronics, and water heating. The proposed building

would consume approximately 7,581,030 kilowatt-hours (kWh) of electricity per year, a net increase of approximately 5,034,654 kWh compared to existing land uses.[29] The proposed building would be 100 percent electric and would not utilize any natural gas.

The project would be required to comply with Title 24 of the State Building Code (Building Energy Efficiency Standards for Residential and Nonresidential Buildings), including the mandatory measures set forth in the CALGreen Code for planning and design, water conservation, energy efficiency, and environmental quality (Title 24, Part 11). The project would also be required to comply with the City's water conservation in landscaping requirements (Municipal Code Section 18.17.040), thus reducing the energy expended to irrigate the landscape. By meeting these mandatory measures, the project's operational energy use would be minimized.

Vehicle Usage

The proposed office/R&D building would generate approximately 5,649,194 VMT annually[30] and 256,782 gallons of vehicle fuel would be consumed annually as a result of the project (assuming the EPA average fuel economy estimate of 22.0 miles per gallon). This would be a net increase of approximately 91,454 gallons of vehicle fuel compared to the existing land uses.[31] The annual VMT estimate is conservative because the CalEEMod assumptions do not take into account alternative commuter options. The project site is located near a Commute.org shuttle stop that connects to regional transit services. Transit services within the project area are described in detail in Section 4.17 Transportation.

Additionally, the project proposes to provide a bicycle storage room with capacity for 52 bikes, per CALGreen requirements. The project would also include bike racks along the Bay Trail, along the proposed Airport Boulevard plaza, and outside the proposed building with capacity for a total of 26 bikes. The inclusion of bicycle parking on-site would incentivize the use of alternative methods of transportation, which could result in a reduction of fuel consumption. Additionally, the project would provide 101 EV charging stations and 108 EV ready spaces. The project would further reduce fuel consumption (and emissions) by accommodating electric and clean air vehicles.

Therefore, the project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Thus, the project would not result in a new significant impact or more severe adverse effect related to energy consumption. The project's energy consumption during operation is typical for the size of the project, the project would not consume a peculiarly large amount of energy. The net increase of energy consumed as a result of the project would be a relatively small increase in comparison the existing energy demands throughout the City of Burlingame, Thus, the project would not make a considerable contribution to a cumulatively significant effect. The project would be consistent with the determination of the General Plan EIR. **(Less than Significant Impact)**

[29] Illingworth & Rodkin, Inc. *777 Airport Boulevard Air Quality and Greenhouse Gas Assessment.* January 12, 2022, revised October 25, 2022. Attachment 2: CalEEMod Modeling Inputs and Outputs.
[30] Ibid.
[31] Ibid.

Impact EN-2:	The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **(Less than Significant Impact)**

According to the 2019 Integrated Energy Policy Report, the state is working towards decarbonizing the energy system and moving towards a 100 percent carbon-free system by 2045.[32] The General Plan includes several policies which address renewable energy and energy efficiency and encourage carbon emissions reduction. These policies are described in Section 4.6.1.1, Regulatory Framework, as they pertain to the proposed project. The proposed project is consistent with its General Plan land use designation (refer to Section 4.11, Land Use and Planning). The project would be required to meet the building energy efficiency standards set forth in Title 24 and the CALGreen Code, thereby satisfying General Plan policies regarding waste reduction and energy and water efficiency. The project would be 100 percent electric, in compliance with the City's Reach Code. The project would include rooftop solar panels, EV charging stations, recycling and composting facilities, a Transportation Demand Management (TDM) Plan, bicycle storage facilities, and would be located near pedestrian and transit facilities, consistent with the City's 2030 CAP and General Plan policies.

Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Thus, the project would not result in a significant effect that is peculiar to the site or project, or a new significant impact or more severe adverse effect. All projects throughout the City would also be required to comply with the General Plan policies described above as well as Title 24 and the CALGreen Code. Thus, the project would not contribute to a cumulative impact. The project would be consistent with the determination of the General Plan EIR. **(Less than Significant Impact)**

4.6.2.3 *Conclusion*

As previously discussed, the proposed project would not result in any effects peculiar to the project or site, new significant effects, new significant off-site cumulative impacts, or more severe adverse impacts related to energy. Impacts resulting from the proposed project would be consistent with the impacts identified in the General Plan EIR, and the proposed project would not result in new significant impacts or more severe adverse impacts than those identified in the General Plan EIR. For these reasons, the project does not require additional environmental review under CEQA Guidelines section 15183.

[32] California Energy Commission. *2019 Integrated Energy Policy Report*. 2019.

4.7 GEOLOGY AND SOILS

4.7.1 Environmental Setting

4.7.1.1 *Regulatory Framework*

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed following the 1971 San Fernando earthquake. The act regulates development in California near known active faults due to hazards associated with surface fault ruptures. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new construction. Areas within an Alquist-Priolo Earthquake Fault Zone require special studies to evaluate the potential for surface rupture to ensure that no structures intended for human occupancy are constructed across an active fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) was passed in 1990 following the 1989 Loma Prieta earthquake. The SHMA directs the California Geological Survey (CGS) to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. CGS has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, landslides, and ground shaking, including the central San Francisco Bay Area. The SHMA requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the seismic hazard is present and identify measures to reduce earthquake-related hazards.

California Building Standards Code

The CBC prescribes standards for constructing safe buildings. The CBC contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, ground strength, and distance to seismic sources. The CBC requires that a site-specific geotechnical investigation report be prepared for most development projects to evaluate seismic and geologic conditions such as surface fault ruptures, ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is updated every three years.

California Division of Occupational Safety and Health Regulations

Excavation, shoring, and trenching activities during construction are subject to occupational safety standards for stabilization by the California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) under Title 8 of the California Code of Regulations and Excavation Rules. These regulations minimize the potential for instability and collapse that could injure construction workers on the site.

Public Resources Code Section 5097.5

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. They range from mammoth and dinosaur bones to impressions of ancient animals and plants, trace remains, and microfossils. These materials are valued for the information they yield about the history of the earth and its past ecological settings. California Public Resources Code Section 5097.5 specifies that unauthorized removal of a paleontological resource is a misdemeanor. Under the CEQA Guidelines, a project would have a significant impact on paleontological resources if it would disturb or destroy a unique paleontological resource or site or unique geologic feature.

Local

Envision Burlingame 2040 General Plan

The 2040 General Plan contains the following geology and soils policies which are applicable to the proposed project:

Policy	Description
CS-7.3	Create and implement a geologic review procedure that requires geologic reports be prepared as part of the development review process.

4.7.1.2 *Existing Conditions*

Regional Geology

The project site is underlain by alluvial, colluvial, and estuarine deposits within a structurally controlled basin in the California Coast Ranges province. The Coast Range province consists of 500 miles of northwest-trending ridges and valleys. The Franciscan Complex makes up much of the basement rock of the Coast Ranges.

On-Site Geologic Conditions

Topography and Soils

The project site is located at an elevation of approximately seven feet above mean sea level. The project site is located in a relatively flat area mostly at sea level on top of marsh land filled in to create buildable land in the 1960s.[33] The artificial fill underlying the project site generally exhibits slow infiltration rates and the soils are reportedly clayey with a high-water table. The artificial fill is between 11 and 13 feet deep in the project vicinity and is underlain by a few feet of soft clay. The clay is underlain by at least 85 feet of inter-bedded stiff to very stiff sandy gravelly clay and medium dense to very dense clayey gravel.

[33] EBI Consulting. *Phase I Environmental Site Assessment – 777 Airport Boulevard. EBI Project No. 1117005852.* October 24, 2017.

Seismicity and Seismic Hazards

The project site is located within the seismically active San Francisco Bay region. The San Francisco Bay Area contains several faults that are capable of generating earthquakes of magnitude 7.0 or higher. The San Andreas Fault system spans the Coast Ranges from the Pacific Ocean to the San Joaquin Valley. The closest faults to the project site are the San Andreas (approximately three miles southwest of the site), San Gregorio (approximately 10 miles west of the site), and Hayward (approximately 15 miles east of the site) Faults.[34] The site is not located within an Alquist-Priolo Earthquake Fault Zone for any of the faults mentioned above.

Liquefaction and Lateral Spreading

The project site is located within a Liquefaction Hazard Zone, as identified in maps prepared by the California Geological Survey.[35] Liquefaction can be defined as ground failure or loss of strength that causes otherwise solid soil to take on the characteristics of a liquid. This phenomenon is triggered by earthquakes or ground shaking that causes saturated or partially saturated soils to lose strength, potentially resulting in the soil's inability to support structures. Liquefaction can result in adverse impacts to human and building safety and is typically addressed at the building design stage of a project. Lateral spreading is a type of ground failure related to liquefaction. It consists of the horizontal displacement of flat-lying alluvial material toward an open area, such as a steep bank of a stream channel.

Landslides

The project site is not located within a Landslide Hazard Zone, as identified in maps prepared by the California Geological Survey. As previously described, the project site and the surrounding area are generally flat in topography.

Paleontological Resources

The project site is underlain by artificial fill. Therefore, the project site is not considered to have a high paleontological sensitivity.

4.7.2 Impact Discussion

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project:					
1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Less than Significant	No	No	No	No

[34] USGS. "The San Andreas and Other Bay Area Faults." https://earthquake.usgs.gov/earthquakes/events/1906calif/virtualtour/bayarea.php Accessed March 7, 2022.
[35] California Geological Survey. "Earthquake Zones of Required Investigation." https://maps.conservation.ca.gov/cgs/EQZApp/app/ Accessed March 7, 2022.

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project:					
– 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)?	Less than Significant	No	No	No	No
– Strong seismic ground shaking?	Less than Significant	No	No	No	No
– Seismic-related ground failure, including liquefaction?	Less than Significant	No	No	No	No
– Landslides?	Less than Significant	No	No	No	No
2) Result in substantial soil erosion or the loss of topsoil?	Less than Significant	No	No	No	No
3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Less than Significant	No	No	No	No
4) Be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?	Less than Significant	No	No	No	No
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact	No	No	No	No
6) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	Less than Significant with Mitigation Incorporated	No	No	No	No

4.7.2.1 *Impacts Identified in the 2040 General Plan*

The General Plan EIR stated that development on or near the San Andreas Fault zone could expose people or structures to a fault rupture. Additionally, development within the eastern portion of the City's planning area could be subject to liquefaction and development in the western hills would be subject to hazards associated with landslides, lateral spreading, or hillside collapse. The soils within the Bayfront and alluvial zones in Burlingame were identified as expansive soils due to the presence of clay. However, the General Plan EIR determined that existing regulations and General Plan policies would prevent significant impacts associated with geologic hazards. The General Plan EIR

also determined that no information on the likelihood of discovering paleontological resources throughout the City was known at the time of preparation of the EIR and no General Plan policies addressed the protection of paleontological resources. Mitigation 12-1 was included in the General Plan EIR to avoid potentially significant impacts on paleontological resources that may occur during development under the General Plan. The General Plan EIR determined that impacts to paleontological resources would be less than significant with implementation of Mitigation 12-1.

4.7.2.2 *Impacts of the Proposed Project*

Impact GEO-1:	The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides. **(Less than Significant Impact)**

Fault Rupture

The project site is not located within an Alquist-Priolo Earthquake Fault Zone, making fault rupture at the site unlikely. While existing faults are located in the region, the proposed project is outside of the fault zone for any regional fault systems, and significant impacts from fault ruptures are not anticipated to occur.

Seismic Ground Shaking

The project site is located within the seismically active San Francisco Bay region. The faults in this region are capable of generating earthquakes of magnitude 7.0 or higher. During an earthquake, very strong ground shaking could occur at the project site.

To avoid or minimize potential damage from seismic shaking, the project would be built using standard engineering and seismic safety design techniques. The proposed project would be subject to the requirements of General Plan policy CS-7.3 which requires that a final design-level geotechnical report be prepared prior to issuance of a grading permit. Building design and construction at the site will be completed in conformance with the recommendations of the final design-level geotechnical investigation. The buildings shall meet the requirements of applicable Building and Fire Codes, including the 2019 CBC Chapter 16, Section 1613, as adopted or updated by the City. For these reasons, the proposed project would not directly or indirectly cause adverse effects due to strong seismic ground shaking.

Liquefaction

The project site is located in a Liquefaction Hazard Zone and would be required to complete an analysis of liquefaction pursuant to CGS Special Publication 117. Any necessary measures to reduce liquefaction hazards would be incorporated into the project's design prior to issuance of permits. In doing so, the project would reduce the potential of exacerbating or being affected by liquefaction hazards in the area. The project would not directly or indirectly cause adverse effects due to liquefaction.

Landslides

As previously described, the project site is not located within a Landslide Hazard Zone. The project site and the surrounding vicinity are characterized by relatively flat topography that is not subject to landslides. Therefore, the project would not directly or indirectly cause adverse effects due to landslides. The project would be consistent with the findings of the General Plan EIR in regard to hazards associated with faults, seismic ground shaking, liquefaction, and landslides.

The Bay Area region is a seismically active area, and risks associated with seismic ground shaking and liquefaction are not peculiar to the project site. All projects throughout the City would be required to prepare geotechnical reports, thus the project would not contribute to a cumulative impact. The project would not result in a new significant impact or a more severe adverse effect. **(Less than Significant Impact)**

Impact GEO-2:	The project would not result in substantial soil erosion or the loss of topsoil. **(Less than Significant Impact)**

Ground disturbance on the approximately 3.08-acre project site would occur during the removal of existing site improvements, excavation to establish utility connections and building foundations, grading, and construction of the proposed building. These activities could increase the exposure of soil to wind and water erosion. As discussed in Section 4.10, Hydrology and Water Quality, the project would be required to comply with the Construction General Permit, which would ensure construction Best Management Practices (BMPs) are implemented during the construction phase of the project to reduce stormwater runoff volumes, rates and pollutant loads. Reducing the stormwater volume released from the site would minimize its erosion impact on the surrounding areas. Therefore, consistent with the GP EIR findings, the proposed project would have less than significant impacts with adherence to state and local standards that prevent soil erosion and loss of topsoil. Thus, the project would not result in a new significant impact or a more severe adverse effect. All projects throughout the City are required to comply with the Construction General Permit, thus the project would not contribute to a cumulative impact. Ground disturbance during construction is typical for development projects, as is implementation of erosion control BMPs, and, therefore, the project would not result in a peculiar level of soil erosion. **(Less than Significant Impact)**

Impact GEO-3:	The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. **(Less than Significant Impact)**

As previously stated, the project site is not located in an area susceptible to landslides. Although the site is designated as an Alquist-Priolo Liquefaction Zone, the proposed project would comply with all state and local standards, including the CBC, and any additional recommendations made in the final design-level geotechnical report which would ensure that building design would not cause on- or off-site lateral spreading, subsidence, liquefaction or collapse, as analyzed in the GP EIR. Therefore, the project would be consistent with the GP EIR, and would not result in a new significant impact or a more severe adverse effect. Given that all projects throughout the City would be required to comply

with the CBC and additional recommendations of project-specific geotechnical reports, the project would not result in a peculiar effect or contribute to a cumulative impact. **(Less than Significant Impact)**

Impact GEO-4:	The project would be located on expansive soil, as defined in the current California Building Code, but would not create substantial direct or indirect risks to life or property. **(Less than Significant Impact)**

The soils underlying the project site may exhibit expansive characteristics due to the presence of clay. Soils would be evaluated in the final design-level geotechnical report and the City's geologic review process and any identified necessary design elements would be incorporated to prevent direct or indirect risks to life or property from expansive soils. Therefore, the project would be consistent with the General Plan EIR, and would not result in a new significant impact or a more severe adverse effect. Given that all projects throughout the City would be required to comply with recommendations of project-specific geotechnical reports, the project would not result in a peculiar effect or contribute to a cumulative impact. **(Less than Significant Impact)**

Impact GEO-5:	The project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. **(No Impact)**

The project site is located within an urbanized area of Burlingame where sewers are available to dispose of wastewater from the project site. The site will not need to support septic tanks or alternative wastewater disposal systems. Therefore, consistent with the findings of the General Plan EIR, the project would have no impacts associated with soils incapable of adequately supporting the use of septic tanks or alternate wastewater disposal systems. Thus, the project would not contribute to a cumulative impact or result in a peculiar effect, a new significant impact, or a more severe adverse effect. **(No Impact)**

Impact GEO-6:	The project would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. **(Less than Significant Impact with Mitigation Incorporated)**

Paleontological resources are the fossilized remains and/or traces of prehistoric plant and animal life exclusive of human remains or artifacts. Fossil remains, such as bones, teeth, shells, and wood, are found in geologic deposits (rock formations). Because the proposed project would not excavate into bedrock, and the site is located on artificial fill, the likelihood of discovery of significant fossils is very low. Project implementation of Mitigation Measure 12-1 from the General Plan EIR would ensure that the proper precautions are taken during an inadvertent paleontological discovery.

Mitigation Measures: Implementation of the following applicable measures from Mitigation 12-1 under the General Plan EIR would ensure that potential impacts to unique paleontological and/or geologic features remain at a less than significant level.

MM GEO – 6.1: *Unique Paleontological and/or Geologic Features and Reporting*. Should a unique paleontological resource or site or unique geological feature be

identified at the project site during any phase of construction, all ground disturbing activities within 50 feet shall cease and the City's Community Development Director notified immediately. A qualified paleontologist shall evaluate the find and prescribe mitigation measures to reduce impacts to a less than significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is implemented. Upon completion of the paleontological assessment, a report shall be submitted to the City and, if paleontological materials are recovered, a paleontological repository, such as the University of California Museum of Paleontology.

With the implementation of the above mitigation measure, impacts to unique paleontological and/or geologic features, for which the likelihood of discovery is very low, would be less than significant if unexpectedly encountered during construction, as determined by the General Plan EIR. Thus, the project would not result in a new significant impact or more severe adverse effect. Earth-moving activities during construction are typical for development projects. Therefore, this is not an impact peculiar to the project site. The mitigation measures listed above are required for all projects throughout the City in the event that unique paleontological and/or geologic features are discovered during construction activities. Therefore, the project would not contribute to a cumulative impact. **(Less than Significant Impact with Mitigation Incorporated)**

4.7.2.3 *Conclusion*

As previously discussed, the proposed project would not result in any effects peculiar to the project or site, new significant effects, new significant off-site cumulative impacts, or more severe adverse impacts related to geology and soils. Impacts resulting from the proposed project would be consistent with the impacts identified in the General Plan EIR, and the proposed project would not result in new significant impacts or more severe adverse impacts than those identified in the General Plan EIR. For these reasons, the project does not require additional environmental review under CEQA Guidelines section 15183.

4.8 GREENHOUSE GAS EMISSIONS

The following discussion is based, in part, on an Air Quality and Greenhouse Gas Assessment prepared for the project by Illingworth & Rodkin, Inc., dated October 2022 and a copy of the City's Climate Action Plan Consistency Checklist for New Development completed by the project applicant. Copies of these reports are included in Appendix A and Appendix E of this Initial Study.

4.8.1 Environmental Setting

4.8.1.1 *Background Information*

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. In GHG emission inventories, the weight of each gas is multiplied by its global warming potential (GWP) and is measured in units of CO_2 equivalents (CO_2e). The most common GHGs are carbon dioxide (CO_2) and water vapor but there are also several others, most importantly methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO_2 and N_2O are byproducts of fossil fuel combustion.
- N_2O is associated with agricultural operations such as fertilization of crops.
- CH_4 is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations.
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents, but their production has been stopped by international treaty.
- HFCs are now used as a substitute for CFCs in refrigeration and cooling.
- PFCs and SF_6 emissions are commonly created by industries such as aluminum production and semiconductor manufacturing.

An expanding body of scientific research supports the theory that global climate change is currently causing changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

4.8.1.2 *Regulatory Framework*

State

Assembly Bill 32

Under the California Global Warming Solutions Act, also known as AB 32, CARB established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHGs, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources.

In 2016, SB 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to express the 2030 statewide target in terms of million metric tons of CO_2e ($MMTCO_2e$). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 $MMTCO_2e$.

Senate Bill 375

SB 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. SB 375 builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035. The per capita GHG emissions reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission (MTC) partnered with the Association of Bay Area Governments (ABAG), BAAQMD, and the Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area 2050. Plan Bay Area 2050 establishes a course for reducing per capita GHG emissions through the promotion of compact, high-density, mixed-use neighborhoods near transit, particularly within identified Priority Development Areas (PDAs).

Regional

2017 Clean Air Plan

To protect the climate, the 2017 CAP (prepared by BAAQMD) includes control measures designed to reduce emissions of methane and other super-GHGs that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing GHG impacts developed by BAAQMD within the CEQA Air Quality Guidelines. The

guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

Local

City of Burlingame 2030 Climate Action Plan

The City of Burlingame 2030 Climate Action Plan (2030 CAP) was adopted in 2019 and replaces the City's 2009 CAP. The 2030 CAP provides best estimates of GHG emissions in the community, based on the most current data and methodologies available, and outlines the City's strategy for reducing greenhouse gas emissions in alignment with state mandates. The 2030 CAP is consistent with AB 32, which directed public agencies in California to support the statewide goal of reducing GHG emissions to 1990 levels by 2020, and SB 32, which directed public agencies to support the statewide goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. The 2030 CAP also demonstrates continual, substantial progress towards achieving the State's long-range goal of reducing GHG emissions to 80 percent below 1990 levels by 2050, as established by Executive Order S-3-05.

The 2030 CAP uses the Year 2005 community-wide GHG inventory as a baseline for emission reduction targets. The 2005 emission levels were reduced by 15 percent to represent 1990 emission levels, per CARB guidance. The measured progress towards attaining reduction targets in the 2030 CAP is based on the City's most recent (Year 2015) community-wide GHG inventory. Projections of emissions are based on the land use and growth assumptions set forth by the Envision Burlingame General Plan. The General Plan serves as the City's guidance document, and the 2030 CAP acts as its implementation tool for climate action. Both documents were prepared to satisfy all of the qualifications set forth in CEQA Guidelines Section 15183.5, Tiering and Streamlining the Analysis of Greenhouse Gas Emissions.

The 2030 CAP includes a total of 20 mandatory reduction measures, each of which connect with multiple supporting policies in the General Plan. The emissions reductions achieved by each measure are quantified for years 2020, 2030, 2040 and 2050. Implementation of the reduction measures contained in the 2030 CAP would reduce citywide emissions to 213,249 $MTCO_2e$ by 2020 and 129,961 $MTCO_2e$ by 2030, which is below the 2020 and 2030 GHG reduction targets of 216,916 $MTCO_2e$ and 130,150 $MTCO_2e$, respectively.

Envision Burlingame 2040 General Plan

The General Plan includes several policies which explicitly address GHG emissions. The policies applicable to the proposed project are listed below.

Policy	Description
HP-2.3	Work to achieve greenhouse gas emissions reductions locally that are consistent with the targets established by AB 32 (California Global Warming Solutions Act of 2006) and subsequent supporting legislation.

HP-2.5	Maintain the policy of using 100% renewable energy for the City's municipal accounts. Encourage residents and businesses to opt up to 100% renewable purchase for additional community-wide greenhouse gas reductions. Encourage and support opportunities for developing local solar power projects.

4.8.1.3 *Existing Conditions*

Unlike emissions of criteria and toxic air pollutants, which have regional and local impacts, emissions of GHGs have a broader, global impact. Global warming is a process whereby GHGs accumulating in the upper atmosphere contribute to an increase in the temperature of the earth and changes in weather patterns. Existing sources of GHG emissions within the project vicinity primarily consist of vehicle emissions along Airport Boulevard, Anza Boulevard, and Highway 101 and those associated with energy use from the existing buildings on-site.

4.8.2 Impact Discussion

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project:					
1) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	Significant and Unavoidable	No	No	No	No
2) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?	Significant and Unavoidable	No	No	No	No

4.8.2.1 *Thresholds of Significance*

BAAQMD's CEQA Air Quality Guidelines do not use quantified thresholds for projects that are in a jurisdiction with a qualified GHG reductions plan (i.e., a Climate Action Plan). The plan has to address emissions associated with the period that the project would operate (e.g., beyond year 2020). For quantified emissions, the guidelines recommended a GHG threshold of 1,100 metric tons or 4.6 metric tons (MT) per capita. These thresholds were developed based on meeting the 2020 GHG targets set in the scoping plan that addressed AB 32. Development of the project would occur beyond 2020, so a threshold that addresses a future target is appropriate.

The 2030 CAP serves as a Qualified CAP for purposes of tiering and streamlining under the CEQA. The CAP Consistency Checklist serves to apply the relevant General Plan and 2030 CAP policies through a streamlined review process for proposed new development projects that are subject to discretionary review and that trigger environmental review under the CEQA. Conformance of the CAP Consistency Checklist would mean the project plans to include GHG reduction measures as part of the project, complying with the City's GHG reduction goals, and would then not have an exceedance of GHG emissions. Appendix D includes the CAP Consistency Checklist for this project as filled out by the applicant.

4.8.2.2 *Impacts identified in the 2040 General Plan*

The General Plan EIR determined that impacts within the planning area could occur if existing regulations and/or proposed policies are not sufficient to prevent the significant generation of GHG emissions, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The General Plan EIR also determined that the City of Burlingame cannot conclusively demonstrate that implementation of the General Plan would not generate GHG emissions that exceed existing Year 2020 and future Year 2030 and Year 2040 GHG reduction goals. In addition, although Year 2050 emissions were not quantified in the General Plan EIR, it is likely that the implementation of the General Plan would also contribute to GHG emissions levels that exceed Year 2050 GHG reduction goals. Accordingly, impacts from GHG emissions are considered significant and unavoidable.

The General Plan EIR also determined that implementation of the General Plan would conflict with existing plans and policies adopted for the purpose of reducing the emissions of GHGs, and impacts would be significant and unavoidable. The General Plan EIR found that implementation of the General Plan is inconsistent with the 2017 Scoping Plan Update and the 2017 Clean Air Plan because community-wide emissions do not align with state GHG reduction goals. The General Plan is also inconsistent with Plan Bay Area 2040, because although there are many features that support a sustainable, transit-oriented Burlingame, the City of Burlingame could not demonstrate that the currently adopted Specific Plans within the Burlingame El Camino Real PDA, in conjunction with the policies contained in the proposed update, would reduce per capita CO_2 emissions from passenger vehicles and light-duty trucks by 15 percent, by 2035. As such, the General Plan would conflict with or obstruct implementation of a plan, policy, or regulation adopted with the intent GHG emissions and the General Plan's impacts related to GHG would be significant and unavoidable.

4.8.2.3 *Impacts of the Proposed Project*

Impact GHG-1:	The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. **(Less than Significant Impact)**

GHG emissions associated with development of the proposed project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. There would also be long-term operational emissions associated with vehicular traffic within the project vicinity, energy and water usage, and solid waste disposal. Emissions for the proposed project are discussed below and were analyzed using the methodology recommended in the BAAQMD CEQA Air Quality Guidelines. Emissions were predicted using CalEEMod.

Construction Emissions

GHG emissions associated with construction were computed to be 1,987 MT of CO_2e for the total construction period. These are the emissions from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. Neither the City nor BAAQMD have an adopted threshold of significance for construction related GHG emissions, though BAAQMD recommends

quantifying emissions and disclosing that GHG emissions would occur during construction. BAAQMD also encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable. As described in Section 4.3 Air Quality, the project would implement construction best management practices as a standard condition of approval and would implement further emissions reduction measures as described in MM AIR-3.1.

Operational Emissions

The CalEEMod model, along with the project vehicle trip generation rates, was used to estimate daily emissions associated with operation of the fully-developed site under the proposed project. As shown in Table 4.8-1, the net annual GHG emissions resulting from operation of the proposed project are predicted to be 183 MT of CO_2e for the year 2025 and 137 MT of CO_2e for the year 2030. The Service Population Emissions[36] for the year 2025 would be 1.1 and 1.0 MT CO_2e/year/service population for the year 2030.

Table 4.8-1: Annual Project GHG Emissions (CO_2e) in Metric Tons and Per Capita

Source Category	Existing Land Use		Proposed Project	
	2025	2030	2025	2030
Area	0	0	0	0
Energy Consumption	631	631	0	0
Mobile	1,247	1,160	1,915	1,782
Solid Waste Generation	78	78	189	189
Water Usage	9	9	44	44
Total (MT CO_2e/year)	1,965	1,878	2,148	2,015
Net Emissions	--	--	183 MT CO_2e/year	137 MT CO_2e/year
Service Population Emissions (CO_2e/year/service population)	--	--	1.6	1.5

The project would not exceed the annual emissions bright-line threshold of 660 MT CO_2e/year in 2030 or the service population threshold of 2.8 MT/CO_2e/year/service population in 2030. While buildout of the General Plan was determined to have a significant unavoidable impact, the project would not make a considerable contribution to this cumulatively significant impact given that project emissions, taking into consideration the baseline condition of the site as a hotel and also the large employment population that would occupy the new project, would be below BAAQMD's thresholds of significance. Therefore, the project would not result in a new significant impact or a more severe adverse impact. Nothing about the site or the project would cause generation of a peculiar level of

[36] The project service population efficiency rate is based on the number of future full-time employees. Information provided by the project applicant estimated the number of full-time employees for the proposed office building would be 1,343 employees. The total service population of 1,343 was used to calculate the per capita emissions.

GHG emissions given that project emissions would be below BAAQMD's thresholds of significance. **(Less than Significant Impact)**

Impact GHG-2:	The project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. **(Less than Significant Impact)**

The proposed development would be constructed in compliance with the current energy efficiency standards set forth in Title 24 and CALGreen. The project would be consistent with state and local plans and policies pertaining to GHG emission reductions, including the 2030 CAP. The project applicant has completed the 2030 CAP Consistency Checklist for New Development (see Appendix D). In summary, the project would be consistent with the 2030 CAP by complying with the City's Reach Code, including rooftop solar panels, including EV charging stations, including recycling and composting facilities, implementing a Transportation Demand Management (TDM) Plan, meeting the City's parking requirements, including bicycle storage facilities, adding new trees, and being located near pedestrian and transit facilities. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. While buildout of the General Plan was determined to have a significant unavoidable impact, the project would not make a considerable contribution to this cumulatively significant impact given that project emissions would be below the BAAQMD GHG thresholds as discussed above in Impact GHG-1, and the project would comply with Title 24, CALGreen, and the 2030 CAP. The project would not result in a new significant impact or a more severe adverse impact. Nothing about the site or the project would cause generation of a peculiar level of GHG emissions given that project emissions would comply with Title 24, CALGreen, and the 2030 CAP, and be below the BAAQMD thresholds. **(Less than Significant Impact)**

4.8.2.4 *Conclusion*

As previously discussed, the proposed project would not result in any effects peculiar to the project or site, new significant effects, new significant off-site cumulative impacts, or more severe adverse impacts related to GHG emissions. Impacts resulting from the proposed project would be consistent with the impacts identified in the General Plan EIR, and the proposed project would not result in new significant impacts or more severe adverse impacts than those identified in the General Plan EIR. For these reasons, the project does not require additional environmental review under CEQA Guidelines section 15183.

4.9 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based, in part, on a Phase I Environmental Site Assessment prepared for the project by EBI Consulting, dated October 2017. A copy of this report is included in Appendix E of this Checklist.

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Framework*

Overview

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and state laws. In California, the EPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program.

Worker health and safety and public safety are key issues when dealing with hazardous materials. Proper handling and disposal of hazardous material is vital if it is disturbed during project construction. Cal/OSHA enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, requirements for protective clothing, and training requirements to prevent exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement.

Federal and State

Federal Aviation Regulations Part 77

Federal Aviation Regulations, Part 77 Objects Affecting Navigable Airspace (FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above the ground.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law created a tax on the chemical and petroleum industries and provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. Over five years, $1.6 billion was collected and the tax went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA accomplished the following objectives:

- Established prohibitions and requirements concerning closed and abandoned hazardous waste sites;
- Provided for liability of persons responsible for releases of hazardous waste at these sites; and
- Established a trust fund to provide for cleanup when no responsible party could be identified.

The law authorizes two kinds of response actions:

- Short-term removals, where actions may be taken to address releases or threatened releases requiring prompt response; and
- Long-term remedial response actions that permanently and significantly reduce the dangers associated with releases or threats of releases of hazardous substances that are serious, but not immediately life-threatening. These actions can be completed only at sites listed on the EPA's National Priorities List.

CERCLA also enabled the revision of the National Contingency Plan (NCP). The NCP provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also established the National Priorities List. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.[37]

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA), enacted in 1976, is the principal federal law in the United States governing the disposal of solid waste and hazardous waste. RCRA gives the EPA the authority to control hazardous waste from the "cradle to the grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also sets forth a framework for the management of non-hazardous solid wastes.

The Federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization, phasing out land disposal of hazardous waste, and corrective action for releases. Some of the other mandates of this law include increased enforcement authority for the EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.[38]

Government Code Section 65962.5

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by state and local agencies and developers to comply with CEQA requirements. The Cortese List includes hazardous

[37] United States Environmental Protection Agency. "Superfund: CERCLA Overview." Accessed March 1, 2022. https://www.epa.gov/superfund/superfund-cercla-overview.
[38] United States Environmental Protection Agency. "Summary of the Resource Conservation and Recovery Act." Accessed March 1, 2022. https://www.epa.gov/laws-regulations/summary-resource-conservation-and-recovery-act.

substance release sites identified by the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB).[39]

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 provides the EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. The TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint.

California Accidental Release Prevention Program

The California Accidental Release Prevention (CalARP) Program aims to prevent accidental releases of regulated hazardous materials that represent a potential hazard beyond the boundaries of a property. Facilities that are required to participate in the CalARP Program use or store specified quantities of toxic and flammable substances (hazardous materials) that can have off-site consequences if accidentally released. The County of San Mateo Department of Environmental Health reviews CalARP risk management plans as the CUPA.

Asbestos-Containing Materials

Friable asbestos is any asbestos-containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder by hand, allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Common examples of non-friable ACMs are asphalt roofing shingles, vinyl floor tiles, and transite siding made with cement. The EPA phased out use of friable asbestos products between 1973 and 1978. National Emission Standards for Hazardous Air Pollutants (NESHAP) guidelines require that potentially friable ACMs be removed prior to building demolition or remodeling that may disturb the ACMs.

CCR Title 8, Section 1532.1

The United States Consumer Product Safety Commission banned the use of lead-based paint in 1978. Removal of older structures with lead-based paint is subject to requirements outlined by the Cal/OSHA Lead in Construction Standard, CCR Title 8, Section 1532.1 during demolition activities. Requirements include employee training, employee air monitoring, and dust control. If lead-based paint is peeling, flaking, or blistered, it is required to be removed prior to demolition.

Other Federal and State Regulations addressing Lab Uses

Although the end use is not yet determined, the proposed project may include lab/R&D uses. There are several different Federal and State agencies and programs, in addition to those named above, that would be responsible for monitoring activities for lab/R&D uses. Occupational Health and Safety Administration (OSHA) has Bloodborne Pathogen Standards that apply to work with human

[39] California Environmental Protection Agency. "Cortese List Data Resources." Accessed March 1, 2022. https://calepa.ca.gov/sitecleanup/corteselist/.

materials containing bloodborne pathogens; airborne pathogens are covered under the Cal/OSHA Aerosol Transmissible Disease Standards. When Federal grants are received by a lab, the National Institute of Health (NIH) specifications and oversight would also apply. If labs use, ship or import "select agents" the Center of Disease Control (CDC) and the U.S. Department of Agriculture (USDA) would also have oversight. Labs that are manufacturing biological products such as vaccines, blood and blood components, gene therapy, tissue, and therapeutic proteins would have oversight by the Federal Drug Administration (FDA). Labs that have animal research accreditation would have oversight by the Office of Laboratory Animal Welfare (OLAW), which is a Federal agency under the National Institutes of Health. All clinical labs in California are required to be licensed and inspected by the California Department of Public Health.

Regional and Local

San Mateo County Health Department

The San Mateo County Health Department, Division of Environmental Health Services is the Local Enforcement Agency (LEA) for implementation of the California Code of Regulations (CCR), Title 27 for the post-closure management of landfills. The LEA, SWRCB, CalRecycle, and BAAQMD all have jurisdiction over post-closure management. The LEA along with other agencies would review any modification to the existing Final Closure and Post-Closure Management Plan for the site. The San Mateo County Health Department also operates the Certified Unified Program Agency (CUPA) which regulates hazardous materials and waste. Hazardous Materials Business Plans (HMBP) are also required by the County Health Department to ensure that all hazardous waste is handled, recycled, treated, stored and disposed of properly; Central County Fire also reviews and monitored the HMBP in conjunction with County Health.
The San Mateo County Health Department, Division of Environmental Health Service also has a Medical Waste Program that regulates medical waste generation, storage, transport and disposal.

San Francisco International Airport Comprehensive Land Use Plan

The Comprehensive Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Francisco International Airport (SFO) was completed in November 2012. The ALUCP sets forth standards and policies, in compliance with various federal, state, and local laws, for land use compatibility with airport activities. Projects located within the Airport Influence Area (AIA), as delineated in the ALUCP, require referral to the Airport Land Use Commission (ALUC). The AIA is a composite of areas surrounding the airport that are affected by noise, height, and safety considerations.

Envision Burlingame 2040 Draft General Plan

The General Plan contains the following hazards and hazardous materials policies which are applicable to the proposed project:

Policy	Description
CS-6.1	Require the proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fire, or the release of harmful fumes. Coordinate with the Fire Department to identify and monitor pre-incident plans associated with hazardous materials storage and use.
CS-8.1	Consider all applicable Federal statutes (including 49 U.S.C. 47107), Federal regulations (including 14 Code of Federal Regulations 77 et seq.), the Federal Aviation Administration (FAA) Airport Compliance Manual, FAA Advisory Circulars, other forms of written guidance, and State law with respect to criteria related to land use safety and airspace protection when evaluating development applications within the Airport Influence Area of the San Francisco International Airport and Mill-Peninsula Medical Center helipad.
CS-8.3	Ensure all applicable plans, ordinances, and development applications are reviewed by the City/County Association of Governments for San Mateo County's Airport Land Use Commission, as required by State law.

4.9.1.2 *Existing Conditions*

Historic Uses

The project site was underwater and part of the San Francisco Bay until the area was filled in the 1960s. The fill consisted of materials from various sites including debris from the demolition of the original San Mateo Bridge. The existing hotel was developed on-site in 1982-1984. A review of available data in a 2004 City Report and groundwater data collected from a groundwater monitoring well on or adjacent to the southwest side of the project site indicates that no environmental concerns have been identified associated with the fill material under the project site.

On-Site Environmental Conditions

The Phase I Environmental Site Assessment (ESA) did not identify any leaks or spills from the existing hazardous substances and petroleum products that are currently stored on-site for cleaning and maintenance purposes. No evidence of improper waste management or disposal was observed on-site. There is no evidence of existing or former aboveground storage tanks or underground storage tanks on-site. Based on the 1982-1984 construction date of the existing hotel building, the presence of PCB-containing equipment does not present a concern.

The project site was not identified on any environmental databases included in the Phase I ESA review.

Asbestos-Containing Material

Non-friable suspect ACMs were identified on-site in the form of textured ceiling and wall surfacing materials, sheetrock/joint compound composite material, white perforated ceiling tile, spray-applied ceiling texture, and vinyl flooring with associated mastic and roofing material. Additional suspect ACMs may be present in other areas on-site that were not accessible at the time of preparation of the Phase I ESA.

Lead-Based Paint

Use of lead in household paint was banned by the EPA in 1978. Based on the non-residential use and date of construction of the existing hotel building lead-based paint is not expected to exist on-site.

Off-Site Environmental Conditions

The Phase I ESA reviewed information from standard environmental databases maintained by federal, state, and tribal offices to determine if current or historic activities near the project site could present a hazardous condition affecting the site. Several properties were listed on various databases within their respective search radius, typically a half-mile or one mile, from the project site. However, all of the properties listed were determined to present no environmental threat to the project site due to their distance from the project site, gradient, and the fact that some of the properties were listed as closed cases.

4.9.2 Impact Discussion

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project:					
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than Significant	No	No	No	No
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than Significant	No	No	No	No
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	N/A	No	No	No	No
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less than Significant	No	No	No	No
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	Less than Significant	No	No	No	No
6) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than Significant	No	No	No	No

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project:					
7) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	N/A	No	No	No	No

4.9.2.1 *Impacts identified in the 2040 General Plan*

The General Plan EIR stated that significant impacts could occur from development located on sites harboring hazardous wastes from previous land uses, development within the SFO AIA, and any impairment of emergency or evacuation procedures. However, the General Plan EIR determined that the existing regulations and General Plan policies would prevent significant hazards and hazardous materials impacts from future development under the General Plan.

4.9.2.2 *Impacts of the Proposed Project*

Impact HAZ-1:	The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. **(Less than Significant Impact)**

Construction of the proposed project would involve the use of potentially hazardous materials, including vehicle fuels, oils, and fluids. All hazardous materials would, however, be transported, contained, stored, used, and disposed of in accordance with manufacturers' instructions and would be handled in compliance with all applicable standards and regulations. Construction-related hazardous materials use would be temporary, which does not constitute routine transport, use, or disposal**.**

The proposed operation of the office/R&D building would include the storage and use of chemicals needed for cleaning and maintenance. The extent of hazardous materials use on-site could include additional hazardous materials for future R&D tenants of the proposed building. However, the transport, use, or disposal of hazardous materials is not a peculiar aspect of the project or site, but rather is allowed by the Bayfront Commercial zoning district in which the site is located, and the Bayfront Commercial zoning district covers many additional parcels constituting a substantial portion of the City on the east side of US 101. As determined in the General Plan EIR, compliance with applicable existing federal, state, and local laws and regulations pertaining to the handling, storage, and disposal of hazardous materials would ensure that project operations do not result in significant hazards to the public or the environment. Therefore, impacts related to the creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant. Thus, the project would not contribute to a cumulative impact and would not result in a new significant impact or more severe adverse effect. **(Less than Significant Impact)**

Impact HAZ-2:	The project would not 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 Impact)**

Based on the estimated age of the existing on-site building, ACMs may be present in some building materials. Building demolition could result in the release of these materials to the environment. The project will, however, be required to comply with local, state, and federal laws, which require building surveys for ACMs be completed by a qualified professional to determine the presence of ACMs in the building proposed for demolition.

Demolition activities will be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations Sections 1528 and 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to BAAQMD regulations. To comply with these regulatory requirements, a registered asbestos abatement contractor will be retained to remove and dispose of all potentially friable ACMs, in accordance with the National Emissions Standards for Hazardous Air Pollutants guidelines, prior to building demolition that may disturb the materials.

By following standard safety protocols, project construction would not result in the harmful release of any hazardous materials. As discussed under Impact HAZ-1, project operation would be compliant with the applicable existing federal, state, and local laws and regulations pertaining to the handling, storage, and disposal of hazardous materials to ensure that project operation does not create a significant hazard in foreseeable upset and accident conditions. Therefore, the project would be consistent with the determination of the General Plan EIR by complying with existing regulations pertaining to hazardous materials and would not 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. Demolition of buildings that potentially contain ACMs is common for projects that redevelop sites that were initially developed before the EPA phased out use of friable asbestos products between 1973 and 1978 and thus, the need to account for the potential presence of ACMs in the existing building to be demolished does not represent a peculiar effect. All projects throughout the City are subject to Cal/OSHA standards and other existing regulations governing hazardous materials, therefore, the project would not contribute to a cumulative impact. The project would not result in a new significant impact or a more severe adverse effect. **(Less than Significant Impact)**

Impact HAZ-3:	The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **(No Impact)**

The nearest school, Burlingame High School, is located approximately 0.35 miles southeast of the project site. Therefore, the project would not emit hazardous emissions or handle hazardous materials within one-quarter mile of an existing or proposed school. Thus, the project would not contribute to a cumulative impact on schools due to hazardous emissions, and would not result in a peculiar effect, a new significant impact, or a more severe adverse effect. **(No Impact)**

Impact HAZ-4:	The project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, 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.[40] Therefore, there would be no hazard to the public or the environment due to the project's listing as a hazardous materials site. Thus, the project would not contribute to a cumulative impact, and would not result in a peculiar effect, a new significant impact, or a more severe adverse effect. **(No Impact)**

Impact HAZ-5:	The project would be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. **(Less than Significant Impact)**

The project site is located within the AIA for SFO and would be referred to the ALUC for review and comment. Per FAR Part 77, structures greater than 90 feet in height at the project site require an aeronautical study to be completed by the FAA. The proposed building would reach a maximum height of approximately 226.5 feet. Therefore, the following conditions of approval are included to ensure the project does not result in a safety hazard, in compliance with FAR Part 77.

Standard Conditions of Approval: As required by General Plan Policy CS-8.1 the proposed project shall implement the following standard condition of approval prior to the commencement of construction on the site.

> In accordance with FAR Part 77, an aeronautical study shall be completed by the FAA for the proposed project which analyzes the final maximum height of the proposed building. The project shall obtain clearance from the FAA in the form of an issuance of Determination of No Hazard prior to the commencement of construction. Any conditions set forth in the FAA Determination of No Hazard shall be incorporated into the project. The aeronautical study and Determination of No Hazard shall be submitted to the Community Development Director.

The project site is located outside of noise contours in the ALUCP and would not be exposed to excessive noise from airport activities. With implementation of the standard condition of approval described above, the project would not result in a safety hazard or excessive noise for people working in the project area. Other projects within the SFO AIA would also be subject to the regulations of the ALUC and the FAA, and subject to General Plan Policy CS-8.1, requiring issuance of a Determination of No Hazard. Thus, the project, with implementation of the standard condition of approval, would not contribute to a cumulative impact, and would also not result in a peculiar effect, a new significant impact, or a more severe adverse effect. **(Less than Significant Impact)**

[40] California Environmental Protection Agency. "Cortese List Data Resources." Accessed March 2, 2022. https://calepa.ca.gov/sitecleanup/corteselist/.

Impact HAZ-6:	The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. **(Less than Significant Impact)**

The project would utilize existing roads (Anza Boulevard and Airport Boulevard) in the area for site access. During construction and operation of the project, roadways would not be permanently blocked such that emergency vehicles would be unable to access the site or surrounding sites. The project also proposes an EVA along Anza Boulevard which would improve access to the site in the event of an emergency. The project would be constructed and maintained in accordance with California Building and Fire Code requirements, as adopted by the City of Burlingame. For these reasons, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. All projects throughout the City would be subject to the California Building and Fire Code requirements as adopted by the City of Burlingame and would be subject to site-specific review. Thus, the project would not contribute to a cumulative impact. The project would not result in a peculiar effect, new significant impact, or more severe adverse effect. **(Less than Significant Impact)**

Impact HAZ-7:	The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. **(No Impact)**

The project site is located in an urbanized area of Burlingame. There are no areas susceptible to wildfire in the project vicinity. Therefore, the project would not expose people or structures to substantial risk as a result of potential wildfires. Thus, the project would not contribute to a cumulative impact, and would not result in a peculiar effect, a new significant impact, or a more severe adverse effect. **(No Impact)**

4.9.2.3 *Conclusion*

As previously discussed, the proposed project would not result in any effects peculiar to the project or site, new significant effects, new significant off-site cumulative impacts, or more severe adverse impacts related to hazards and hazardous materials. Impacts resulting from the proposed project would be consistent with the impacts identified in the General Plan EIR, and the proposed project would not result in new significant impacts or more severe adverse impacts than those identified in the General Plan EIR. For these reasons, the project does not require additional environmental review under CEQA Guidelines section 15183.

4.10 HYDROLOGY AND WATER QUALITY

4.10.1 Environmental Setting

4.10.1.1 *Regulatory Framework*

Federal and State

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality in California. Regulations set forth by the Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. EPA regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the Regional Water Quality Control Boards (RWQCBs). The project site is within the jurisdiction of the San Francisco Bay RWQCB.

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) established the National Flood Insurance Program (NFIP) to reduce impacts of flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes Flood Insurance Rate Maps (FIRMs) that identify Special Flood Hazard Areas (SFHAs). An SFHA is an area that would be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood.

Statewide Construction General Permit

The SWRCB has implemented an NPDES General Construction Permit for the State of California (Construction General Permit). For projects disturbing one acre or more of soil, a Notice of Intent (NOI) must be filed with the RWQCB by the project sponsor, and a Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction and filed with the RWQCB by the project sponsor. The Construction General Permit includes requirements for training, inspections, record keeping, and, for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

Regional and Local

San Francisco Bay Basin Plan

The San Francisco Bay RWQCB regulates water quality in accordance with the Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan). The Basin Plan lists the beneficial uses that the San Francisco Bay RWQCB has identified for local aquifers, streams, marshes, rivers, and the San Francisco Bay, as well as the water quality objectives and criteria that must be met to protect these uses. The San Francisco Bay RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for nonpoint sources such as the urban runoff

discharged by a City's stormwater drainage system. The Basin Plan also describes watershed management programs and water quality attainment strategies.

Municipal Regional Permit Provision C.3

The San Francisco Bay RWQCB re-issued the Municipal Regional Stormwater NPDES Permit (MRP) in 2015 to regulate stormwater discharges from municipalities and local agencies (co-permittees) in Alameda, Contra Costa, San Mateo, and Santa Clara Counties, and the cities of Fairfield, Suisun City, and Vallejo.[41] Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 10,000 square feet or more of impervious surface area are required to implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff. LID-based treatment controls are intended to maintain or restore the site's natural hydrologic functions, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g., rainwater harvesting for non-potable uses). The MRP also requires that stormwater treatment measures are properly installed, operated, and maintained.

In addition to water quality controls, the MRP requires new development and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation, or other impacts to local rivers, streams, and creeks. Projects may be deemed exempt from these requirements if they do not meet the minimized size threshold, drain into tidally influenced areas or directly into the Bay, or drain into hardened channels, or if they are infill projects in subwatersheds or catchment areas that are greater than or equal to 65 percent impervious.

San Mateo Countywide Water Pollution Prevention Program

The San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) is a partnership of the City/County Association of Governments (C/CAG), each incorporated city and town in the county, and the County of San Mateo, which are co-permittees under the MRP. The MRP outlines the State's requirements for municipal agencies in San Mateo County to address the water quality and flow-related impacts of stormwater runoff. Some of these requirements are implemented directly by municipalities while others are addressed by the SMCWPPP on behalf of all the municipalities. The MRP is a comprehensive permit that requires activities related to construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. The permit also requires a public education program, implementing targeted pollutant reduction strategies, and a monitoring program to help characterize local water quality conditions and to begin evaluating the overall effectiveness of the permit's implementation.

[41] MRP Number CAS612008

Envision Burlingame 2040 General Plan

The General Plan includes the following Storm Drainage and Flood Control goals and policies that would be applicable to the project:

Policy	Description
IF-4.1	Protect people and property from the adverse effects of flooding through a stormwater system that adequately moves runoff from existing and future development, prevents property damage due to flooding, and improves environmental quality.
IF-4.2	Identify and correct problems of localized flooding. Promote the use of green infrastructure, whenever feasible, to mimic a natural hydrologic system that uses stormwater as a resource.
IF-4.4	Plan for and implement Low Impact Development (LID) retrofits, such as green infrastructure which uses vegetation and soil to capture, treat, and retain stormwater runoff. Promote the use of pervious surfaces, green streets, and rainwater harvesting to achieve multiple benefits, such as creating open space, improving stormwater quality, and increasing groundwater recharge. Avoid or minimize the impact of stormwater discharges on local receiving waters, including San Francisco Bay.
IF-4.7	Require new development to be designed to prevent the diversion of stormwater onto neighboring parcels.
IF-4.9	Prevent pollutants from entering the storm drain system by managing point and non-point pollution sources through public and private facilities, local regulations, and education.

4.10.1.2 *Existing Conditions*

Burlingame and the Bay Area are part of the San Francisco Bay/Sacramento-San Joaquin Delta System, the largest estuary on the west coast. Flows in the region are highly seasonal, with more than 90 percent of the annual runoff occurring during the winter rainy season (October – April). Several creeks and storm drainages originate or pass through Burlingame, ultimately draining into San Francisco Bay. The largest watersheds within the City are Mills Creek, Easton Creek, Burlingame Creek, and Sanchez Creek, which drain a combined area of approximately 90 square miles.[42]

Flooding

The project site is located within Flood Zone X, an area of minimal flood hazard, as designated by FEMA.[43] Although the entire project site is located within Flood Zone X, the site is shown to have different varying levels of flood risk. The center of the project site, including the footprint of the existing building, is in an area of minimal flood hazard. The majority of the existing surface parking lot, the surrounding sidewalks, and the shoreline are within an area of 0.2 percent annual chance flood hazard.

The project site is located within a Tsunami Hazard Area.[44]

[42] Envision Burlingame Existing Conditions Report, Public Draft. November 2015.
[43] FEMA. Flood Insurance Rate Map No. 06081C0153F. Effective April 5, 2019.
[44] California Department of Conservation. CGS Information Warehouse: Tsunami Hazard Area Map. Accessed March 8, 2022. https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/

Storm Drainage System

There are existing storm drain inlets and lines maintained by the City of Burlingame in Airport Boulevard in the vicinity of the site, which drain to the Burlingame Lagoon and San Francisco Bay.

Groundwater

The City of Burlingame overlies the southern portion of the approximately 40-square mile Westside Groundwater Basin, which is bounded by Golden Gate Park to the north, Coyote Point to the south, the San Bruno Mountains and San Francisco Bay to the east, and the Pacific Ocean to the west. The City has not utilized groundwater as a drinking water source, as the sole source of the City's drinking water has been wholesale water supplied by the San Francisco Public Utilities Commission (SFPUC). The City has constructed one groundwater supply well located near Washington Park, which has been used to irrigate portions of the City-owned landscaping and parks. It was not constructed for drinking water purposes.[45]

The project site is not located within any designated groundwater recharge areas. Groundwater in the project vicinity generally flows northwest and ranges in depth from approximately 14 to 17 feet below ground surface[46] (bgs).

4.10.2 Impact Discussion

	Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project:						
1)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less than Significant	No	No	No	No
2)	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	No	No	No	No
3)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	Less than Significant	No	No	No	No
	– result in substantial erosion or siltation on- or off-site;	Less than Significant	No	No	No	No

[45] City of Burlingame. *2020 Urban Water Management Plan*. September 2021.
[46] EBI Consulting. *Phase I Environmental Site Assessment – 777 Airport Boulevard. EBI Project No. 1117005852.* October 24, 2017.

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project:					
– substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	Less than Significant	No	No	No	No
– create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	Less than Significant	No	No	No	No
– impede or redirect flood flows?	Less than Significant	No	No	No	No
4) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less than Significant	No	No	No	No
5) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than Significant	No	No	No	No

4.10.2.1 *Impacts Identified in the 2040 General Plan*

The General Plan EIR stated that future development could increase urban runoff from residential, commercial, industrial, utility, and roadway sources, and impact stormwater systems, causing soil erosion and siltation off site. New development could increase pollutant loading in downstream waters. The General Plan EIR also stated that accidents, poor site management, or negligence by property owners and tenants could result in accumulation of pollutant substances on parking lots and loading and storage areas, or result in contaminated discharges directly into the storm drain system. However, the General Plan EIR determined that the existing regulations and General Plan policies would prevent significant impacts on hydrology and water quality from future development under the General Plan.

4.10.2.2 *Impacts of the Proposed Project*

Impact HYD-1:	The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. **(Less than Significant Impact)**

Construction Impacts

Construction of the proposed project, including grading and excavation activities, may result in temporary impacts to surface water quality. When disturbance to underlying soil occurs, surface runoff that flows across the site may contain sediments that are ultimately discharged into the storm drainage system. All construction activity that results in land disturbances equal to or greater than one acre must obtain coverage under the Construction General Permit, which is administered by the SWRCB. The project would disturb greater than one acre of land and, therefore, would require

coverage under the Construction General Permit. To obtain coverage, the project applicant would be required to file a Notice of Intent (NOI) with the SWRCB and prepare a Storm Water Pollution Prevention Plan (SWPPP), which outlines construction Best Management Practices (BMPs) to be implemented during the construction phase of the project to reduce stormwater runoff volumes, rates and pollutant loads.

While the project would not require deep excavation, project construction would involve soil mixing at a depth of approximately 30 feet below ground surface. At this depth, the soil mixing equipment would likely encounter groundwater at the project site. In addition to conformance with the Construction General Permit, the project would be subject to the City of Burlingame Stormwater Management and Discharge Control Ordinance, which establishes water pollution control and prevention requirements for construction and other activities. Under this ordinance, the project would be required to obtain a Stormwater Construction Pollution Prevention Permit from the Public Works Department. Implementation of construction BMPs required under the Construction General Permit and the City's Stormwater Construction Pollution Prevention Permit system would ensure potential construction water quality impacts are less than significant, consistent with the General Plan EIR and would not result in a peculiar effect, new significant impact, or a more severe adverse effect. All projects throughout the City would be required to comply with the Construction General Permit and the City's Stormwater Management and Discharge Control Ordinance, thus ensuring no significant cumulative impact from construction activity.

Post-Construction Impacts

The proposed project would replace more than 10,000 square feet of existing impervious surface area; therefore, it is considered a regulated project under Provision C.3 of the MRP and must provide on-site runoff treatment in conformance with the Provision C.3 requirements.

The project proposes the use of numerically sized bioretention basins to meet the on-site runoff treatment requirements of Provision C.3. Stormwater runoff from the new impervious surfaces on the site (building roof, concrete and asphalt concrete) would drain into bioretention facilities located within adjacent landscaped areas, which would have sufficient capacity to treat the runoff prior to it entering the storm drainage system.

Implementation of the site design, source control and LID-based runoff treatment controls described above would reduce the rate of stormwater runoff while also removing pollutants. For these reasons, development of the proposed project would not result in significant impacts to post-construction water quality, consistent with the General Plan EIR, and would not result in a peculiar effect, new significant impact, or a more severe adverse effect. Other projects that would replace more than 10,000 square feet of existing impervious surface area would also be subject to Provision C.3 of the MRP. Thus, the project would not contribute to a significant cumulative impact. **(Less than Significant Impact)**

Impact HYD-2:	The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. **(No Impact)**

The project site is not located within a designated groundwater recharge zone, and the project would not rely on groundwater from the local groundwater basin to supply its water needs. The project would not excavate deep enough to encounter groundwater and thus, no dewatering would be required. The project, therefore, would not impede sustainable groundwater management of the Westside Groundwater basin, consistent with the General Plan EIR. Thus, the project would not contribute to a cumulative impact, and would not result in a peculiar effect, a new significant impact, or a more severe adverse effect. **(No Impact)**

Impact HYD-3:	The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows. **(Less than Significant Impact)**

The existing City stormwater system collects untreated stormwater from the site and surrounding area and discharges it directly to the Burlingame Lagoon and San Francisco Bay. Development of the proposed project would change the existing drainage pattern of the site by adding new LID-based treatment controls (bioretention basins) on-site. Stormwater runoff would be treated by the basins prior to entering the off-site stormwater drainage system and discharging to San Francisco Bay. Given that the site is currently developed with primarily impervious surfaces, the project would not substantially alter the amount of runoff flowing from the project site. Thus, the project would not result in exceedances of capacity in the existing stormwater drainage facilities in the project area. The project would not alter the course of a stream or river. Therefore, consistent with the General Plan EIR, the project would not result in a significant impact related to drainage patterns, flooding, runoff, or stormwater drainage systems, and the project would not result in a peculiar effect, new significant impact, or more severe adverse effect. As described under Impact HYD-1, all projects throughout the City would be required to comply with the City's Stormwater Management and Discharge Control Ordinance and other projects that would replace more than 10,000 square feet of existing impervious surface area would also be subject to Provision C.3 of the MRP. Thus, the project would not contribute to a significant cumulative impact. **(Less than Significant Impact)**

Impact HYD-4:	**The project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. (Less than Significant Impact)**

According to FEMA, the flood risk on-site ranges from minimal to 0.2 percent annual chance flood hazard. The project site is also located within a Tsunami Hazard Area.[47] The project would add 5,000

[47] California Department of Conservation. CGS Information Warehouse: Tsunami Hazard Area Map. Accessed March 8, 2022. https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/

cubic yards of fill along the shoreline to provide sea level rise resilience and prevent flooding on-site. The project proposes a ground floor level of occupancy at 13 feet in order to comply with the required base flood elevation. Additionally, as a condition of approval, the project design, specifications, and plans for the construction of shoreline infrastructure shall be certified by a registered professional engineer to ensure compliance with the requirements in the Burlingame Municipal Code Chapter 25.12.050.E, Chapter 25.12.050.I, and FEMA guidance and the CFR related to the mapping of areas protected by levee systems prior to issuance of a Building Permit. Therefore, consistent with the General Plan EIR, the project would not risk release of pollutants due to project inundation, and the project would not result in a peculiar effect, new significant impact, or more severe adverse effect. Other projects within a Tsunami Hazard Area would also be required to comply with design requirements of the Burlingame Municipal Code, FEMA, and the CFR. Thus, the project would not contribute to a significant cumulative impact. **(Less than Significant Impact)**

Impact HYD-5:	The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. **(No Impact)**

The project includes LID-based treatment controls and would not obstruct implementation of the Basin Plan. As previously discussed, the project site is not located within any designated groundwater recharge areas, and would not impact groundwater supplies. Therefore, consistent with the General Plan EIR, the project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. Thus, the project would not contribute to a cumulative impact, and would not result in a peculiar effect, a new significant impact, or a more severe adverse effect. **(No Impact)**

4.10.2.3 *Conclusion*

As previously discussed, the proposed project would not result in any effects peculiar to the project or site, new significant effects, new significant off-site cumulative impacts, or more severe adverse impacts related to hydrology and water quality. Impacts resulting from the proposed project would be consistent with the impacts identified in the General Plan EIR, and the proposed project would not result in new significant impacts or more severe adverse impacts than those identified in the General Plan EIR. For these reasons, the project does not require additional environmental review under CEQA Guidelines section 15183.

4.11 LAND USE AND PLANNING

4.11.1 Environmental Setting

4.11.1.1 *Regulatory Framework*

Envision Burlingame 2040 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from planned development projects in the City. The proposed project would be subject to the land use policies of the City's General Plan, including the following:

Policies	Description
CC-5.4	Preserve and enhance Bayfront parks and open spaces, and identify strategies to increase usage of recreational amenities.
CC-5.5	Coordinate with partner agencies to connect gaps in the Bay Trail, and require new waterfront development to improve and maintain trail segments along property lines.
CC-6.4	Establish design standards that facilitate attractive interfaces between use types, enhance the public realm, and activate commercial districts. Prioritize pedestrian improvements and waterfront access
CC-6.5	Improve pedestrian and bicycle access to the Bayfront across Highway 101 and along the Bay Trail, and identify opportunities for new bicycle and walking connections to key waterfront destinations.
CC-6.7	Require that new and existing development along the Bayfront make provisions for sea level rise and flood risks, which may involve payment of assessments to fund City or other efforts to build a unified defense system. Maintain minimum waterfront setback, with the setback area providing space in the future to accommodate sea level rise and flooding defenses. Design new buildings with habitable areas elevated to minimize potential damage from exceptional storm events.

City of Burlingame Zoning Ordinance

The City of Burlingame Zoning Ordinance (Title 25 of the Municipal Code) divides the City into various residential, commercial, and industrial zones. For commercial and industrial areas, the zoning ordinance specifies what types of businesses can operate in each of these areas and regulates where on a property a building can be placed. In residential areas, the zoning code regulates setbacks, height and contains measurements of mass and bulk.

San Francisco International Airport Comprehensive Land Use Plan

The ALUCP for SFO was completed in November 2012. The ALUCP sets forth standards and policies, in compliance with various federal, state, and local laws, for land use compatibility with airport activities. Projects located within the AIA, as delineated in the ALUCP, require referral to the ALUC. The AIA is a composite of areas surrounding the airport that are affected by noise, height, and safety considerations.

4.11.1.2 *Existing Conditions*

The project site has a General Plan land use designation of Bayfront Commercial (BFC). The BFC land use designation is defined by the General Plan as providing opportunities for both local and tourist commercial uses. Development in this area should prioritize public access to the waterfront; thus, the designation allows public open space and includes open space easements to implement local and regional trail plans, recreation, and habitat preservation objectives. The Bayfront Commercial designation is intended to provide a mix of uses, creating a welcoming environment for Burlingame residents and tourists alike to visit, shop, eat, bike and walk, and enjoy nature.
The project site is also zoned BFC. The Burlingame Zoning Ordinance states that the purpose of the BFC zoning district to provide opportunities for office and research and development, as well as both local and tourist commercial uses that take advantage of views of and access to the Bay.

4.11.2 Impact Discussion

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project:					
1) Physically divide an established community?	Less than Significant	No	No	No	No
2) 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	No	No	No	No

4.11.2.1 *Impacts Identified in the 2040 General Plan*

The General Plan EIR concluded that none of the land use changes in the General Plan would affect plans, policies, or regulations of other agencies that have jurisdiction within the planning area. Some of the changes in the General Plan were proposed to reflect and address new policies and regulations of other agencies, such as those relating to climate change, tribal consultation, biological resources, public safety, and traffic. With regard to review authority of the SFO ALUC, the General Plan does not involve any proposals that would allow for increased building heights or high-occupancy buildings within any of the airport-influence zones of the San Francisco International Airport. The General Plan EIR indicates that the City would consult with the ALUC regarding the updated General Plan and any land use applications within the affected review areas. The General Plan EIR determined that the new land use designations would be similar to existing land uses and that the existing regulations and policies listed in the General Plan EIR would prevent significant impacts from future development under the General Plan. The General Plan EIR concluded that the collective, cumulative mitigating benefits of the General Plan policies will result in less than significant impacts on land use and planning.

4.11.2.2 *Impacts of the Proposed Project*

Impact LU-1:	The project would not physically divide an established community. **(No Impact)**

The proposed project would redevelop the site with an office/R&D building. The project does not propose any subdivision of existing land for future development, or the construction of dividing infrastructure like highways, freeways, or major arterial streets. The nearest residential communities are located approximately 800 feet south of the project site, across the Burlingame Lagoon and U.S. 101. Access to nearby neighborhoods would not be restricted or hindered by the proposed project. Therefore, consistent with the General Plan EIR, implementation of the proposed project would not significantly impact an established community would not result in a peculiar effect, new significant impact, or more severe adverse effect, and the project would not contribute to a cumulative impact. **(No Impact)**

Impact LU-2:	The project would not 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 Impact)**

Envision Burlingame 2040 General Plan

The project site has a General Plan land use designation of BFC. The BFC land use designation is defined by the General Plan as providing opportunities for both local and tourist commercial uses. Development in this area should prioritize public access to the waterfront; thus, the designation allows public open space and includes open space easements to implement local and regional trail plans, recreation, and habitat preservation objectives. The Bayfront Commercial designation provides a mix of uses, creating a welcoming environment for Burlingame residents and visitors alike to work, shop, eat, bike and walk, and enjoy nature. The maximum FAR for the BFC land use designation is 3.00. The proposed office/R&D building would be a local commercial use and the project would include shoreline improvements that would enhance access and use of the Bay Trail. The project proposes a FAR of 3.00. Therefore, the project would be consistent with the BFC General Plan land use designation.

The 2040 General Plan includes various goals and policies which were adopted to reduce environmental impacts. Applicable goals and policies are discussed in relevant sections throughout this Checklist. The 2040 General Plan EIR concluded that the various regulations and policies set forth by the 2040 General Plan, in combination with existing local, regional, and statewide regulations, would reduce potentially significant land use impacts from General Plan buildout to be less than significant. The proposed project would not interfere with any General Plan policies adopted to avoid or mitigate an environmental effect; therefore, the project's impact would be less than significant.

San Francisco International Airport ALUCP

The proposed project is located within the AIA and has been referred to the ALUC for review prior to project approval. As previously described under Impact HAZ-5 and MM HAZ-5.1, per CFR Part 77, structures greater than 90 feet above mean sea level at the project site require the filing of a Notice of Construction or Alteration (Form 7460-1) with the FAA at least 30 days before the proposed construction. The filing of Form 7460-1 begins an aeronautical study of the project by the FAA. The aeronautical study concludes with a Determination of No Hazard or a Determination of Hazard; projects with a Determination of No Hazard would not obstruct air navigation and would not have a substantial aeronautical impact.

The proposed building would reach a maximum height of approximately 194 feet. Therefore, the project applicant shall file Form 7460-1 and an aeronautical study of the project shall be completed prior to the commencement of construction, in accordance with MM HAZ-5.1. Therefore, the project would not conflict with policies in the ALUCP adopted to avoid environmental impacts, and would not result in a peculiar effect, new significant impact, or more severe adverse effect.

All projects throughout the City would be required to comply with the General Plan and those within the AIA of the SFO airport would be required to comply with the SFO ALUCP, therefore there would be no cumulative impact. . **(Less than Significant Impact)**

4.11.2.3 *Conclusion*

As previously discussed, the proposed project would not result in any effects peculiar to the project or site, new significant effects, new significant off-site cumulative impacts, or more severe adverse impacts related to land use and planning. Impacts resulting from the proposed project would be consistent with the impacts identified in the General Plan EIR, and the proposed project would not result in new significant impacts or more severe adverse impacts than those identified in the General Plan EIR. For these reasons, the project does not require additional environmental review under CEQA Guidelines section 15183.

4.12 MINERAL RESOURCES

4.12.1 Environmental Setting

4.12.1.1 *Regulatory Framework*

State

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act (SMARA) was enacted by the California legislature in 1975 to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment. As mandated under SMARA, the State Geologist has designated mineral land classifications in order to help identify and protect mineral resources in areas within the state subject to urban expansion or other irreversible land uses which would preclude mineral extraction. SMARA also allowed the State Mining and Geology Board (SMGB), after receiving classification information from the State Geologist, to designate lands containing mineral deposits of regional or statewide significance.

4.12.1.2 *Existing Conditions*

According to the General Plan EIR, there are no known mineral resources of statewide or regional value within the planning area. The project site is located on artificial fill and has been developed with a hotel since 1982.[48] There are no known mineral resources on-site and no mineral resource recovery activities have historically occurred on-site or within the project vicinity.

4.12.2 Impact Discussion

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project:					
1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	N/A	No	No	No	No
2) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	N/A	No	No	No	No

4.12.2.1 *Impacts Identified in the 2040 General Plan*

The General Plan EIR stated that there are no known mineral resources of statewide or regional value within the planning area. The General Plan EIR did not discuss the topic further.

[48] EBI Consulting. *Phase I Environmental Site Assessment – 777 Airport Boulevard. EBI Project No. 1117005852.* October 24, 2017.

4.12.2.2 *Impacts of the Proposed Project*

Impact MIN-1:	The project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. **(No Impact)**

No mineral resources of value have been identified within the City of Burlingame and the project site is located on artificial fill overlying bay mud, therefore there are no mineral resources within the project site or within the surrounding vicinity. The project would not result in impacts to mineral resources, consistent with the impact conclusions of the General Plan EIR. Therefore, the project would not contribute to a cumulative impact and it would not result in a peculiar effect, new significant impact, or more severe adverse effect. **(No Impact)**

Impact MIN-2:	The project would not 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 General Plan states that there are no important mineral resource recovery sites within the City of Burlingame. Therefore, the project would not result in impacts to mineral resource recovery sites, consistent with the impact conclusions of the General Plan EIR. Thus, the project would not contribute to a cumulative impact and it would not result in a peculiar effect, new significant impact, or more severe adverse effect. **(No Impact)**

4.12.2.3 *Conclusion*

As previously discussed, the proposed project would not result in any effects peculiar to the project or site, new significant effects, new significant off-site cumulative impacts, or more severe adverse impacts related to mineral resources. Impacts resulting from the proposed project would be consistent with the impacts identified in the General Plan EIR, and the proposed project would not result in new significant impacts or more severe adverse impacts than those identified in the General Plan EIR. For these reasons, the project does not require additional environmental review under CEQA Guidelines section 15183.

4.13 NOISE

4.13.1 Environmental Setting

4.13.1.1 *Background Information*

Noise

Factors that influence sound as it is perceived by the human ear, include the actual level of sound, period of exposure, frequencies involved, and fluctuation in the noise level during exposure. Noise is measured on a decibel scale, which serves as an index of loudness. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA.

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are generally expressed using one of several noise averaging methods, including L_{eq}, DNL, or CNEL.[49] These descriptors are used to measure a location's overall noise exposure, given that there are times when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and times when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). L_{max} is the maximum A-weighted noise level during a measurement period.

Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Vibration amplitude can be quantified using Peak Particle Velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration wave. PPV has been routinely used to measure and assess ground-borne construction vibration. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 inches/second (in/sec) PPV.

4.13.1.2 *Regulatory Framework*

State and Local

California Green Building Standards Code

For commercial uses, CalGreen (Section 5.507.4.1 and 5.507.4.2) requires that wall and roof-ceiling assemblies exposed to the adjacent roadways have a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 when the commercial property falls within the 65 dBA L_{dn} or greater noise contour for a

[49] L_{eq} is a measurement of average energy level intensity of noise over a given period of time. Day-Night Level (DNL) is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 PM and 7:00 AM. Community Noise Equivalent Level (CNEL) includes an additional five dB applied to noise occurring between 7:00 PM and 10:00 PM. Where traffic noise predominates, the CNEL and DNL are typically within two dBA of the peak-hour L_{eq}.

freeway or expressway, railroad, or industrial or stationary noise source. The state requires interior noise levels to be maintained at 50 dBA $L_{eq(1\text{-}hr)}$ or less during hours of operation at a proposed commercial use.

City of Burlingame General Plan

The City of Burlingame General Plan Noise Element provides a set of suggested outdoor noise levels suitable to various land use categories (refer to Table 4.13-1). In addition to those exterior noise level criteria, the City also establishes an interior noise level standard of 45 dB CNEL applicable to any habitable room including residential and transient lodging uses.

Table 4.13-1: Outdoor Noise Level Planning Criteria Maximum Outdoor Noise Levels

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

These criteria may be invoked for the following purposes:

a. To determine the suitability of development on lands considered as receptors to which the standards apply; and

b. To determine the suitability of building types and proposed construction materials to be applied on the site.

The following General Plan noise policies are applicable to the proposed project:

Policy	Description
CS-4.3	*Office Noise Level Standards.* Require the design of new office developments and similar uses to achieve a maximum interior noise standard of 45dBA L_{eq} (peak hour).
CS-4.5	*Noise Mitigation and Urban Design.* Consider the visual impact of noise mitigation measures; require solutions that do not conflict with urban design goals and policies included in the General Plan.
CS-4.10	*Construction Noise Study.* All development projects shall be subject to the applicable construction hour limitations established by the City's Municipal Code. Development projects that are subject to discretionary review and that are located near noise-sensitive land uses shall assess potential construction noise levels and minimize substantial adverse impacts by implementing feasible construction noise control measures that reduce construction noise levels at sensitive receptor locations. Such measures may include, but are not limited to: 1) Construction management techniques (e.g., siting staging areas away from noise-sensitive land uses, phasing activities to take advantage of shielding/attenuation provided by topographic

features or buildings, monitoring construction n); 2) Construction equipment controls (e.g., ensuring equipment has mufflers, use of electric hook-ups instead of generators); 3) Use of temporary sound barriers (equipment enclosures, berms, walls, blankets, or other devices) when necessary; and 4) Monitoring of actual construction noise levels to verify the need for noise controls

CS-4.13 *Vibration Impact Assessment.* Require a vibration impact assessment for proposed projects in which heavy-duty construction equipment would be used (e.g., pile driving, bulldozing) within 200 feet of an existing structure or sensitive receptor. If applicable, require all feasible mitigation measures to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur.

City of Burlingame Municipal Code

The City of Burlingame Municipal Code provides general noise regulations. Per Municipal Code 18.07.110, noise-generating construction operations shall be limited to the hours between 8 a.m. and 7 p.m. Monday through Friday, and between 9 a.m. and 6 p.m. on Saturdays, with no construction on Sundays or holidays, per Municipal Code Section 13.04.100. In the Bayfront Commercial (BFC) zone, construction work may begin at 7:00 a.m. instead of 8:00 a.m. on weekdays. However, the use of chainsaws, jackhammers, pile-drivers or pneumatic impact wrenches shall be prohibited from 7:00 a.m. to 8:00 a.m., unless written approval is granted by the building official. Additionally, Section 10.40.035 pertaining to general noise regulations is provided below.

10.40.035 General noise regulations

Notwithstanding any other provisions of this code, and in addition thereto, it is unlawful for any person willfully to make or continue, or cause to be made or continued, any loud, unnecessary or unusual noise which disturbs the peace and quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. The standards which shall be considered in determining when a violation of the provisions of this section exists shall include, but not be limited to, the following:

(a) The level of the noise;
(b) The intensity of the noise;
(c) Whether the nature of the noise is usual or unusual;
(d) Whether the origin of the noise is natural or unnatural;
(e) The level and intensity of the background noise, if any;
(f) The proximity of the noise to residential sleeping facilities;
(g) The nature and zoning of the area within which the noise emanates;
(h) The density of the inhabitation of the area within which the noise emanates;
(i) The time of the day or night the noise occurs;
(j) The duration of the noise;
(k) Whether the noise is recurrent, intermittent or constant; and
(l) Whether the noise is produced by a commercial or noncommercial activity. (Ord. 1060 § 1, (1976))

4.13.1.3 *Existing Conditions*

The ambient noise environment in the project vicinity is largely influenced by the local roadways such as Highway 101, Airport Boulevard, and Anza Boulevard. Transportation noise in the project vicinity is generally around 70 dBA CNEL.[50] The noise environment in the project vicinity is also affected by aircraft operations at SFO and sports activities at the nearby fields.

The nearest noise receptors in the project vicinity are the residential uses on the south side of Highway 101, the two hotels located east and west of the project site, and the offices north of the project site across Airport Boulevard. The residential uses located to the south are approximately 800 feet from the project site, across US 101, the hotel building adjacent to the east of the project site is approximately 60 feet away, the hotel building to the west of the project site is approximately 215 feet away, and the nearest office building is located approximately 110 feet from the project site.

4.13.2 Impact Discussion

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project result in:					
1) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than Significant with Mitigation	No	No	No	No
2) Generation of excessive groundborne vibration or groundborne noise levels?	Less than Significant	No	No	No	No
3) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Less than Significant	No	No	No	No

4.13.2.1 *Impacts Identified in the 2040 General Plan*

The General Plan EIR analyzed the potential change in existing noise conditions that would occur with buildout of the General Plan. The General Plan EIR determined that implementation of the General Plan would result in increased and higher-density residential, commercial, and mixed-use land uses compared to the City's existing General Plan and zoning code. A general increase in the overall amount of development and construction within the City could result in a temporary substantial increase in noise levels above ambient conditions. The General Plan EIR determined that

[50] City of Burlingame. General Plan EIR. Figure CS-1: Existing (2017) Transportation Noise Contours. January 2019.

construction noise would be a less than significant impact with implementation of Mitigation Measure 15-1. Mitigation Measure 15-1 of the General Plan EIR revised General Plan Policy CS-4.10 to require projects near noise-sensitive land uses to assess potential construction noise levels and minimize substantial adverse impacts by implementing feasible noise control measures. The General Plan EIR also determined that construction activities could result in ground-borne vibration at sensitive receptor locations, though this would be a less than significant impact with implementation of General Plan policies. The General Plan EIR determined that permanent noise increases associated with increased vehicle traffic would be a significant unavoidable impact and that other permanent noise sources would represent a less than significant impact.

4.13.2.2 *Thresholds of Significance*

The following criteria were used to evaluate the significance of environmental noise resulting from the project:

1. A significant noise impact would be identified if the project would generate a substantial temporary or permanent noise level increase over ambient noise levels at existing noise-sensitive receptors surrounding the project site and that would exceed applicable noise standards presented in the General Plan or Municipal Code at existing noise-sensitive receptors surrounding the project site.

    a) Hourly average noise levels during construction that would exceed 60 dBA L_{eq} at residential land uses or exceed 70 dBA L_{eq} at commercial land uses and exceed the ambient noise environment by at least five dBA L_{eq} for a period of more than one year would constitute a significant temporary noise increase in the project vicinity.
    b) A significant permanent noise level increase would occur if project-generated traffic generated by the project or project improvements/operations would substantially increase noise levels at sensitive receivers in the vicinity. A substantial increase would occur if: a) the noise level increase is five dBA CNEL or greater, with a future noise level of less than the "normally acceptable" standard, or b) the noise level increase is three dBA CNEL or greater, with a future noise level equal to or greater than the "normally acceptable" standard.
    c) A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the General Plan or Municipal Code.
2. A significant impact would be identified if the construction of the project would generate excessive vibration levels at surrounding receptors. Ground-borne vibration levels exceeding 0.3 in/sec PPV would have the potential to result in cosmetic damage to normal buildings.
3. A significant noise impact would be identified if the project would expose people residing or working in the project area to excessive aircraft noise levels.

4.13.2.3 *Impacts of the Proposed Project*

Impact NOI-1:	The project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. **(Less than Significant Impact with Mitigation Incorporated)**

Project Construction

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

Project construction is anticipated to last approximately 22 months. Pile-driving, a particularly loud construction activity, is not anticipated for this project. Construction noise levels vary on a day-to-day basis, depending on the type and amount of equipment operating on-site and the specific task that is being completed on a given day. Construction activities generate considerable amounts of noise, especially during earth-moving activities when heavy equipment is used. The highest maximum noise levels generated by individual construction equipment would typically range from about 84 to 90 dBA L_{max} at a distance of 50 feet from the noise source.[51] Typical hourly average construction-generated noise levels for office building projects range from approximately 75 to 89 dBA L_{eq} at a distance of 50 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.[52] Construction-generated noise levels drop off at a rate of about six dBA per doubling of the distance between the source and receptor. Shielding by buildings or terrain can provide an additional five to 10 dBA noise reduction at distant receptors.

The nearest noise receptor, the hotel adjacent to the east of the project site, is approximately 60 feet from the border of the project site. All other receptors are located over 100 feet from the boundaries of the project site. The nearest residences are located approximately 800 feet away, across US 101. At this distance of 800 feet, the maximum noise levels generated at the project site would be approximately 66 dBA L_{max}. The residences south of the project site experience ambient noise levels of 70 – 75 dBA CNEL due to traffic along Highway 101.[53] Therefore, noise generated by project construction would not be discernable from the ambient noise levels that currently exist at the residences south of the project site.

The project would generate noise levels of approximately 75 – 80 dBA at the adjacent hotel to the east of the project site, exceeding the 70 dBA L_{eq} noise level requirement for commercial uses. This is not a peculiar condition for the project and site, as office development is commonly developed

[51] Mitigation of Nighttime Construction Noise, Vibrations and Other Nuisances, National Cooperative Highway Research Program, 1999.
[52] U.S.E.P.A., Legal Compilation on Noise, Vol. 1, p. 2-104, 1973.
[53] City of Burlingame. General Plan EIR. Figure CS-1: Existing (2017) Transportation Noise Contours. January 2019.

near hotel uses. Therefore, the project shall be required to implement noise control measures, consistent with Mitigation Measure 15-1 under the General Plan EIR.

Mitigation Measures: As required by General Plan Policy CS-4.10, the project shall implement the following noise control measures to reduce construction noise levels, consistent with Mitigation Measure 15-1 of the General Plan EIR.

> **MM NOI-1.1:** Mitigation Measure 15-1 of the General Plan EIR states that all development projects shall be subject to the applicable construction hour limitations established by the City's Municipal Code. Per Municipal Code 18.07.110, noise-generating construction operations shall be limited to the hours between 8 a.m. and 7 p.m. Monday through Friday, and between 9 a.m. and 6 p.m. on Saturdays, with no construction on Sundays or holidays, per Municipal Code Section 13.04.100. In the Bayfront Commercial (BFC) zone, construction work may begin at 7:00 a.m. instead of 8:00 a.m. on weekdays. However, the use of chainsaws, jackhammers, pile-drivers or pneumatic impact wrenches shall be prohibited from 7:00 a.m. to 8:00 a.m., unless written approval is granted by the building official.
>
> Development projects that are subject to discretionary review and that are located near noise-sensitive land uses shall assess potential construction noise levels and minimize substantial adverse impacts by implementing feasible construction noise control measures that reduce construction noise levels at sensitive receptor locations. Such measures may include, but are not limited to: 1) Construction management techniques (e.g., siting staging areas away from noise-sensitive land uses, phasing activities to take advantage of shielding/attenuation provided by topographic features or buildings, monitoring construction n); 2) Construction equipment controls (e.g., ensuring equipment has mufflers, use of electric hook-ups instead of generators); 3) Use of temporary sound barriers (equipment enclosures, berms, walls, blankets, or other devices) when necessary; and 4) Monitoring of actual construction noise levels to verify the need for noise controls.

Given that the project is near noise-sensitive land uses (i.e., the adjacent hotel), the project would be required to implement noise control measures as described in MM NOI-1.1. Implementation of the noise control measures would reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance. With the implementation of these measures and recognizing that noise generated by construction activities would occur over a temporary period, the temporary increase in ambient noise levels would be less-than-significant, consistent with the General Plan EIR, and accordingly, the project would not result in noise levels that are peculiar for construction projects, and would not result in a new significant impact or a more severe adverse effect. It is possible that project construction noise could overlap with the construction schedules of nearby planned developments and combine to result in cumulative construction noise impacts, but General Plan Policy CS-4.10 would require other projects near noise-sensitive land uses to also evaluate noise impacts and implement noise control measures as needed. Therefore, the project would not contribute to a significant cumulative impact.

Project Operation

A significant impact would occur if the permanent noise level increase due to project-generated traffic was three dBA CNEL or greater for future ambient noise levels exceeding 60 dBA CNEL or was five dBA CNEL or greater for future ambient noise levels at or below 60 dBA CNEL. Transportation noise in in the project vicinity is generally around 70 dBA CNEL.[54]. A significant impact would occur if project-generated traffic increased levels by three dBA CNEL or more. For reference, a three dBA CNEL noise increase would be expected if the project would double existing traffic volumes along a roadway. The existing hotel and restaurant on-site generate approximately 2,061 vehicle trips per day. The proposed office/R&D building would generate approximately 3,124 vehicle trips per day, less than double the number of existing trips (see Section 4.17 Transportation). Therefore, the project would not result in a significant traffic noise level increase.

Other sources of operational noise would include rooftop mechanical equipment (i.e., HVAC units) and the proposed standby generator. The rooftop mechanical equipment of the proposed office/R&D building would be similar to that of the existing hotel on-site and those of the surrounding commercial buildings. Given the distance of the surrounding receptors to the project site and the existing urban noise environment, the proposed mechanical equipment would not be a substantial source of new permanent noise.

The generator would be tested periodically and power the building in the event of a power failure. CARB and BAAQMD requirements limit these engine operations to 50 hours each per year of non-emergency operation. During testing periods, the engine would typically be run for less than one hour. The proposed generator would be located on the ground floor of the proposed building, in the southwest corner. Given that the proposed standby generator would be enclosed within the proposed building, would not be located near the boundaries of the project site, and would only be operated occasionally and for limited periods of time, the proposed generator would not produce a substantial new permanent noise impact. The inclusion of backup generators is common for office development projects, therefore project operation would not result in a peculiar effect, a new significant impact or a more severe adverse effect. Therefore, consistent with the General Plan EIR, with implementation of MM NOI-1.1, the project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project. The nearest pending project is approximately 1,000 from the site, and at that distance, with the noise controls included in the project, there would be no significant cumulative impact from operation of equipment on the project site. As noted above, the General Plan EIR determined that permanent roadway noise increases associated with increased vehicle traffic would be a significant unavoidable impact, and the project would contribute to that cumulative impact by generating 1,063 net new daily vehicle trips, however, this would not be a new or more severe cumulative impact. . **(Less than Significant Impact with Mitigation Incorporated)**

[54] City of Burlingame. General Plan EIR. Figure CS-1: Existing (2017) Transportation Noise Contours. January 2019.

Impact NOI-2:	The project would not result in generation of excessive groundborne vibration or groundborne noise levels. **(Less than Significant Impact)**

Project construction may generate perceptible vibration when heavy equipment or impact tools (e.g., jackhammers, hoe rams) are used. Construction activities would include site demolition, preparation work, grading/excavation, trenching/foundation work, building exterior and interior work and paving. The proposed project would not require pile driving, which can cause excessive vibration.

The City of Burlingame does not define any vibration thresholds. Per Caltrans thresholds, construction vibration impacts would be considered significant when construction activities are anticipated to generate a peak vertical particle velocity of 0.5 in/sec at buildings of normal conventional construction. A conservative vibration limit of 0.3 in/sec PPV has been used for buildings that are found to be structurally sound but where structural damage is a major concern. For historical buildings or buildings that are documented to be structurally weakened, a conservative limit of 0.08 in/sec PPV is often used to provide the highest level of protection. The 0.3 in/sec PPV vibration limit would give a conservative threshold for properties in the immediate vicinity of the project site since there are no known historic buildings in the vicinity.

Vibration levels would vary depending on soil conditions, construction methods, and equipment used. Table 4.13-2 presents typical vibration levels that could be expected from construction equipment at 25 feet.

Table 4.13-2: Typical Vibration Source Levels for Construction Equipment

Equipment		**PPV at 25 ft. (in/sec)**
Clam shovel drop		0.202
Hydromill (slurry wall)	In soil	0.008
	In rock	0.017
Vibratory roller		0.21
Hoe ram		0.089
Large bulldozer		0.089
Caisson drilling		0.089
Loaded trucks		0.076
Jackhammer		0.035
Small bulldozer		0.003

Source: Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration, May 2006

As shown in Table 4.13-2, above, typical vibration levels of construction equipment would not exceed the Caltrans threshold of 0.3 PPV at a distance of 25 feet. All of the buildings in the surrounding vicinity of the project site are over 50 feet away from the project site and thus, would not experience any damage due to vibration from project construction. Therefore, consistent with the

General Plan EIR, the project would not result in generation of excessive groundborne vibration or groundborne noise levels. The project would not generate a peculiar level of vibration during project construction as the project proposes typical construction methods. Given that construction vibration would be temporary and would be less than significant at a distance of 25 feet, the project would have no potential to contribute to a significant cumulative impact. The project would not result in a new significant impact or a more severe adverse effect. **(Less than Significant Impact)**

Impact NOI-3:	The project would be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The project would not expose people residing or working in the project area to excessive noise levels. **(Less than Significant Impact)**

The project site is located approximately 1.5 miles from the SFO airport at its nearest point. However, the project site is located outside of the 65 CNEL dB noise contour. Therefore, the project site does not experience excessive noise levels due to airport activity. Consistent with the determination of the General Plan EIR, the project would not expose people working in the proposed office/R&D building to excessive aircraft-related noise levels. Thus, the project would not contribute to a significant cumulative impact and it would not result in a peculiar effect, new significant impact, or more severe adverse effect. **(Less than Significant Impact)**

4.13.2.4 *Conclusion*

As previously discussed, the proposed project would not result in any effects peculiar to the project or site, new significant effects, new significant off-site cumulative impacts, or more severe adverse impacts related to noise. Impacts resulting from the proposed project would be consistent with the impacts identified in the General Plan EIR, and the proposed project would not result in new significant impacts or more severe adverse impacts than those identified in the General Plan EIR. For these reasons, the project does not require additional environmental review under CEQA Guidelines section 15183.

4.14 POPULATION AND HOUSING

4.14.1 Environmental Setting

4.14.1.1 *Existing Conditions*

According to a May 2022 estimate by the California Department of Finance, the City of Burlingame has a total population of approximately 31,253 people.[55] According to ABAG projections, Burlingame is expected to have a population of 33,145 people by 2040.[56] According to ABAG projections, Burlingame had approximately 32,335 jobs in 2020 and is expected to have a total of 42,625 jobs by 2040.[57]

4.14.2 Impact Discussion

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project:					
1) 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	No	No	No	No
2) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less than Significant	No	No	No	No

4.14.2.1 *Impacts Identified in the 2040 General Plan*

The General Plan EIR stated that the General Plan would not directly induce population growth because it does not authorize a specific construction project, development plan, or other land-altering activity. New housing anticipated by the General Plan is not likely to displace existing housing or residents since most of the General Plan new housing opportunity sites identified are currently developed with commercial buildings. In addition, the 2015-2023 Housing Element includes goals and policies that discourage the displacement of tenants in existing rental units. The GP EIR determined that compliance with the existing regulations, Housing Element policies, and General Plan policies are sufficient to prevent significant impacts related to population and housing as a result of implementation of the General Plan.

[55] California Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2022 with 2020 Benchmark.* Accessed July 22, 2022. Available at: http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/.
[56] Association of Bay Area Governments. "Projections 2040." Accessed July 22, 2022. Available at: http://projections.planbayarea.org/.
[57] Ibid.

4.14.2.2 *Impacts of the Proposed Project*

Impact POP-1:	The project would not 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). **(No Impact)**

The proposed project would result in a net increase in jobs in the City. As noted above, Burlingame is projected to have an increase in 9,731 employees by the year 2040. The project does not propose a housing development and, therefore, would not result in an increase in population. The increase in approximately 1,343 employees resulting from the project would not exceed the planned increase in jobs in the General Plan nor result in unplanned population growth. The project does not require extension of roads or other infrastructure that would indirectly induce growth, and the project would not result in a peculiar effect, new significant impact, or more severe adverse effect. The project would contribute to a cumulative growth in jobs throughout the City, however, such growth has been anticipated by the General Plan and evaluated in the General Plan EIR and would not in itself represent a significant environmental impact. **(No Impact)**

Impact POP-2:	The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. **(No Impact)**

The project will redevelop land that is already used for commercial uses. The site is not currently and has not been used for residential purposes in the past, therefore, the proposed development would not displace existing housing or people. Thus, the project would not contribute to a significant cumulative impact and would not result in a peculiar effect, new significant impact, or more severe adverse effect. **(No Impact)**

4.14.2.3 *Conclusion*

As previously discussed, the proposed project would not result in any effects peculiar to the project or site, new significant effects, new significant off-site cumulative impacts, or more severe adverse impacts related to population and housing. Impacts resulting from the proposed project would be consistent with the impacts identified in the General Plan EIR, and the proposed project would not result in new significant impacts or more severe adverse impacts than those identified in the General Plan EIR. For these reasons, the project does not require additional environmental review under CEQA Guidelines section 15183.

4.15 PUBLIC SERVICES

4.15.1 Environmental Setting

4.15.1.1 *Regulatory Framework*

Local

Envision Burlingame 2040 General Plan

The City's General Plan contains the following polices pertaining to public services which are applicable to the proposed project:

Policy	Description
CS-1.1	Maintain optimal police staffing levels, including sworn officers and civilian support, necessary to meeting current and projected community needs.
CS-1.3	Identify, monitor, and achieve appropriate minimum police response times for all call priority levels.
CS-2.3	Continue to include the Central County Fire Department in the review of development proposals to ensure projects adequately address fire access and building standards.
HP-4.11	Work with Metro, the Coastal Conservancy, the Metropolitan Transportation Commission, the San Francisco Bay Conservation and Development Commission, and private property owners to close gaps in the San Francisco Bay Trail along Burlingame's Bayfront. Improve public access and connectivity to the shoreline, and enhance recreation opportunities in the Bayfront area.
HP-5.15	Ensure public access to natural resources, particularly along the Bayfront and in Mills Canyon. Require new development in the Bayfront area to provide public access to the waterfront, and work with property owners to connect gaps in the Bay Trail.

4.15.1.2 *Existing Conditions*

Fire Protection

Fire protection services in the City of Burlingame are provided by the Central County Fire Department (CCFD), which also serves the Town of Hillsborough and City of Millbrae. The CCFD provides all-risk services and plays a role in fire suppression, rescue, emergency medicine, operational training, fire prevention and investigation, and community education. The CCFD also participates in a Joint Powers Agreement within San Mateo County, providing Advanced Life Support as part of a 20-city, 56 engine company workforce.[58] In addition, the CCFD is part of the San Mateo County Fire Services Automatic Aid Agreement, which calls for the CCFD to assist neighboring fire departments (and vice versa) in providing fire protection services (as needed) throughout the County. The closest station to the project site is CCFD Fire Station 34, located at 799 California Drive, approximately 1.7 miles southeast of the site.

[58] CCFD. "About CCFD". Accessed March 29, 2022. https://ccfd.org/

The City's General Plan does not identify a service ratio goal, response time goal, or other performance standard for fire services.

Police Protection

Police protection services are provided in the City of Burlingame by the Burlingame Police Department, located at 1111 Trousdale Drive, approximately 2.5 miles west of the project site. The BPD currently consists of 40 police officers and 29 professional staff[59], and includes an Operations Division, Administration Division, Traffic Division, and Investigations Section. Select members of the BPD also belong to a regional Special Operations Unit, which includes Special Weapons and Tactics (SWAT). The City's General Plan does not identify a service ratio goal, response time goal, or other performance standard for police services.

Schools

Students in the City of Burlingame are served by two school districts: Burlingame School District (BSD) for grades K-8 and San Mateo Union High School District (SMUHSD) for grades 9-12.

Parks

The City of Burlingame provides and maintains developed parkland and open space to serve its residents. Residents of Burlingame are served by regional and community park facilities, including regional open space, community and neighborhood parks, playing fields, and trails. The City of Burlingame Parks and Recreation Department is responsible for development, operation, and maintenance of all City park facilities. The City's General Plan does not identify a service ratio goal, or other performance standard for park facilities.

A portion of the Bay Trail runs through the project site adjacent to the Burlingame Lagoon. The nearest park to the project site is the Robert E. Woolley State Park, located approximately 0.4 miles northeast of the project site at the terminus of Anza Bouelvard. Robert E. Woolley State Park is a relatively small park that contains grass fields, walking paths, a fishing dock, and offers views of the San Francisco Bay and the Anza Lagoon.

[59] City of Burlingame. "Police Department – About Us". Accessed March 29, 2022. https://www.burlingame.org/departments/police_department/about_us.php

4.15.2 Impact Discussion

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:					
1) Fire Protection?		No	No	No	No
2) Police Protection?		No	No	No	No
3) Schools?		No	No	No	No
4) Parks?		No	No	No	No
5) Other Public Facilities?		No	No	No	No

4.15.2.1 *Impacts Identified in the 2040 General Plan*

The General Plan EIR found that adoption of the General Plan would not directly create the need for any new or expanded facilities because implementation of the General Plan would not authorize any particular development project or construction activities. Additionally, any development of future public services facilities would be subject to environmental review under CEQA and site-specific, project-level analysis would be required. The General Plan EIR found that potential impacts related to any future development of public services facilities would be less than significant with implementation of General Plan policies and environmental review standards.

4.15.2.2 *Impacts of the Proposed Project*

Impact PS-1:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services. **(Less than Significant Impact)**

As part of the permitting process, the CCFD would review project plans before permits are issued to ensure compliance with all applicable fire and building code standards and to ensure that adequate fire and life safety measures are incorporated into the proposed project in compliance with all applicable state and city fire safety regulations. Given that the project is redeveloping a site occupied by an existing hotel and café, the proposed office/R&D building is not anticipated to generate substantial additional demand for fire protection services, and would not result in the need for new or expanded facilities. Therefore, consistent with the General Plan EIR, the impact of the project on fire protection services would be less than significant, and the project would not result in a peculiar

effect, new significant impact, or more severe adverse effect than was. evaluated by the General Plan EIR. **(Less than Significant Impact)**

Impact PS-2:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. **(Less than Significant Impact)**

Given that the project is redeveloping a site occupied by an existing hotel and café, the proposed office/R&D building is not anticipated to generate substantial additional demand for police protection services, and would not result in the need for new or expanded facilities. The proposed project would be constructed in accordance with current building codes and would be required to be maintained in accordance with applicable City policies identified in the General Plan to avoid unsafe building conditions and promote public safety. Therefore, consistent with the General Plan EIR, the impact of the project on police protection services would be less than significant and the project would not result in a peculiar effect, new significant impact, or more severe adverse effect or a cumulative effect other than those evaluated by the General Plan EIR. **(Less than Significant Impact)**

Impact PS-3:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools. **(No Impact)**

The project proposes to construct a new office/R&D building which would not introduce new students to the community. Therefore, the project would not impact school facilities in Burlingame, would not contribute to a significant cumulative impact, and would not result in a peculiar effect, new significant impact, or more severe adverse impact than was evaluated by the General Plan EIR. **(No Impact)**

Impact PS-4:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks. **(Less than Significant Impact)**

The proposed project is an office/R&D building. The project site already contains a hotel and café, the patrons and employees of which may already use the nearby park and trail facilities. While employees and patrons of the proposed office/R&D building may utilize nearby parks and trails, it is unlikely that they would place a substantial physical burden on these facilities as compared to the existing conditions such that new park facilities would be required.

Additionally, the project would include several improvements to the Bay Trail running through and adjacent to the project site. These improvements include widening the existing trail, adding nighttime lighting, seating areas, lawns, terraces, a drinking fountain, and a bicycle rack. The project would also include a public plaza along Airport Boulevard containing public seating, green space amenities, and a bicycle rack. The project would also include an amenity space for future tenants on the ground floor of the proposed building. The proposed amenity space would include a wellness/fitness center, conference area, and exhibit areas supported by food and beverage offerings for the future tenants. These on-site recreational amenities and improvements to the existing Bay Trail would help offset the need for future project employees and patrons to use other nearby park facilities.

Construction and operation of the proposed recreational amenity facilities are subject to the mitigation measures and standard conditions included in this Checklist and therefore, would not result in a significant impact on the environment. Therefore, consistent with the General Plan EIR, the project would not result in substantial adverse physical impacts to parks requiring new or physically altered facilities, and the project would not result in a peculiar effect, new significant impact, or more severe adverse effect or cumulative effect other than those evaluated by the General Plan EIR. **(Less than Significant Impact)**

Impact PS-5:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities. **(Less than Significant Impact)**

The proposed project is an office/R&D building. The project site already contains a hotel and café, the patrons and employees of which may already use other nearby public facilities such as libraries and community centers. While employees and patrons of the site may utilize nearby public facilities, it is unlikely that they would place a substantial physical burden on these facilities such that new or physically altered facilities would be required, and the project would not result in a peculiar effect, new significant impact, or more severe adverse effect or cumulative effect other than those evaluated by the General Plan EIR. **(Less than Significant Impact)**

4.15.2.3 *Conclusion*

As previously discussed, the proposed project would not result in any effects peculiar to the project or site, new significant effects, new significant off-site cumulative impacts, or more severe adverse impacts related to public services. Impacts resulting from the proposed project would be consistent with the impacts identified in the General Plan EIR, and the proposed project would not result in new significant impacts or more severe adverse impacts than those identified in the General Plan EIR. For these reasons, the project does not require additional environmental review under CEQA Guidelines section 15183.

4.16 RECREATION

4.16.1 Environmental Setting

4.16.1.1 *Regulatory Framework*

Local

Envision Burlingame 2040 General Plan

The City's General Plan contains the following polices pertaining to recreation which are applicable to the proposed project:

Policy	Description
HP-4.11	Work with Metro, the Coastal Conservancy, the Metropolitan Transportation Commission, the San Francisco Bay Conservation and Development Commission, and private property owners to close gaps in the San Francisco Bay Trail along Burlingame's Bayfront. Improve public access and connectivity to the shoreline, and enhance recreation opportunities in the Bayfront area.
HP-5.15	Ensure public access to natural resources, particularly along the Bayfront and in Mills Canyon. Require new development in the Bayfront area to provide public access to the waterfront, and work with property owners to connect gaps in the Bay Trail.

4.16.1.2 *Existing Conditions*

The City of Burlingame provides and maintains developed parkland and open space to serve its residents. Residents of Burlingame are served by regional and community park facilities, including regional open space, community and neighborhood parks, playing fields, and trails. The City of Burlingame Parks and Recreation Department is responsible for development, operation, and maintenance of all City park facilities. The City's General Plan does not identify a service ratio goal, or other performance standard for park facilities.

A portion of the Bay Trail runs through the project site adjacent to the Burlingame Lagoon. The nearest park to the project site is the Robert E. Woolley State Park, located approximately 0.4 miles northeast of the project site. Robert E. Woolley State Park is a relatively small park at the terminus of Anza Bouelvard that contains grass fields, walking paths, a fishing dock, and offers views of the San Francisco Bay and the Anza Lagoon.

4.16.2 Impact Discussion

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
1) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Less than Significant	No	No	No	No

	Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
2)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less than Significant	No	No	No	No

4.16.2.1 *Impacts Identified in the 2040 General Plan*

The General Plan EIR did not include a recreation section, however, impacts to park facilities were included in the public services section. The General Plan EIR determined that any development of future park facilities would be subject to environmental review under CEQA and site-specific, project-level analysis would be required. The General Plan EIR found that potential impacts related to any future development of park facilities would be less than significant with implementation of General Plan policies and environmental review standards. It can be assumed that the same determination would apply to recreation facilities as a whole.

4.16.2.2 *Impacts of the Proposed Project*

Impact REC-1:	The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. **(Less than Significant Impact)**

The proposed project is an office/R&D building. The project site already contains a hotel and café, the patrons and employees of which may already use the nearby park and trail facilities. While future employees and patrons of the proposed office/R&D building may utilize nearby parks and trails, it is unlikely that they would place a substantial physical burden on these facilities compared to the existing conditions such that new park facilities would be required.

Additionally, the project would include several improvements to the Bay Trail running through and adjacent to the project site. These improvements include widening the existing trail, adding nighttime lighting, seating areas, lawns, terraces, a drinking fountain, and a bicycle rack. The project would also include a public plaza along Airport Boulevard containing public seating, green space amenities, and a bicycle rack. The project would also include an amenity space for future tenants on the ground floor of the proposed building. The proposed amenity space would include a wellness/fitness center, conference area, and exhibit areas supported by food and beverage offerings for the future tenants. These on-site recreational amenities and improvements to the existing Bay Trail would help offset the need for future project employees and patrons to use other nearby park facilities. Therefore, consistent with the General Plan EIR, the project would not increase the use of existing local parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated and the project would not result in a peculiar effect, new significant impact, or more severe adverse effect than was evaluated by the General Plan EIR. **(Less than Significant Impact)**

Impact REC-2:	The project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. **(Less than Significant Impact)**

As discussed under Impact REC-1, the project would include several new recreational amenities and improvements to the existing Bay Trail. Construction and operation of the proposed recreational amenity facilities are subject to the mitigation measures and standard conditions included in this Checklist and therefore, would not result in a cumulative impact, peculiar effect, new significant impact, or more severe adverse effect on the environment. **(Less than Significant Impact)**

4.16.2.3 *Conclusion*

As previously discussed, the proposed project would not result in any effects peculiar to the project or site, new significant effects, new significant off-site cumulative impacts, or more severe adverse impacts related to recreation. Impacts resulting from the proposed project would be consistent with the impacts identified in the General Plan EIR, and the proposed project would not result in new significant impacts or more severe adverse impacts than those identified in the General Plan EIR. For these reasons, the project does not require additional environmental review under CEQA Guidelines section 15183.

4.17 TRANSPORTATION

The following discussion is based, in part, on a Transportation Impact Analysis prepared for the project by Fehr & Peers, dated June 2022. A copy of this report is included in Appendix F.

4.17.1 Environmental Setting

4.17.1.1 *Regulatory Framework*

State

Regional Transportation Plan

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including San Mateo County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2050 in October 2021, which includes a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2050.

Senate Bill 743

SB 743 establishes criteria for determining the significance of transportation impacts using a vehicle miles traveled (VMT) metric intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. Specifically, SB 743 requires analysis of VMT in determining the significance of transportation impacts. Local jurisdictions were required by Governor's Office of Planning and Research (OPR) to implement a VMT policy by July 1, 2020.

SB 743 did not authorize OPR to set specific VMT impact thresholds, but it did direct OPR to develop guidelines for jurisdictions to utilize. CEQA Guidelines Section 15064.3(b)(1) describes factors that might indicate whether a development project's VMT may be significant. Notably, projects located within 0.50 mile of transit should be considered to have a less than significant transportation impact based on OPR guidance.

Regional and Local

City/County Association of Governments

The City/County Association of Governments of San Mateo County (C/CAG) works on issues that affect the quality of life in general: transportation, air quality, stormwater runoff, airport/land use compatibility planning, hazardous waste, solid waste and recycling. C/CAG, as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) on a biennial basis. The purpose of the CMP is to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions. The CMP is required to be consistent with the MTC planning process that includes regional goals, policies, and projects for the Regional Transportation Improvement

Program. [60] A project is required to submit a Transportation Demand Management (TDM) plan in compliance with the CMP guidelines if the project will generate 100 net new daily vehicle trips to the CMP roadway network.

Envision Burlingame 2040 General Plan

The City's General Plan contains the following transportation policies which are applicable to the proposed project.

Policy	Description
M-1.1	Define and develop a well-connected network of Complete Streets that can move all modes safely, efficiently, and comfortably to promote efficient circulation while also improving public health and safety.
M-3.1	Develop a safe, convenient, and integrated bicycle network that connects residential neighborhoods to employment, education, recreation, and commercial destinations throughout Burlingame.
M-9.2	Establish a transportation impact fee for new development that generates funds for improving all modes of transportation. Recognize that this ties into the update of performance measures, as developer fees and improvements will no longer be tied to intersection operations.

City of Burlingame Bicycle and Pedestrian Master Plan

The 2020 Update of Burlingame's Bicycle and Pedestrian Plan aims to improve the safety, health, and quality of life of Burlingame residents through transportation infrastructure, programs, and policy improvements that enhance the safety, comfort, and attractiveness of walking and bicycling for people of all ages and abilities.

4.17.1.2 *Existing Conditions*

Roadway Network

Regional access to the project site is provided by U.S. 101, while local access is provided by Anza Boulevard and Airport Boulevard, Broadway, Old Bayshore Highway, and Peninsula Avenue. These facilities are described below.

U.S. 101

U.S. 101 is an eight-lane freeway and principal north-south roadway connection between San Francisco, San José, and intermediate San Francisco Peninsula cities. In the City of Burlingame, US-101 is located approximately 800 feet south of the project site and serves the City's Bayfront employment area with four primary access points: Peninsula Avenue (northbound access via Airport Boulevard and southbound access via Poplar Avenue), Anza Boulevard, Broadway, and Millbrae Avenue. Near the project site, U.S. 101 defines the Bayfront area's south and western edge and is a barrier to east-west bicycle and pedestrian connectivity.

[60] C/CAG of San Mateo County website. http://ccag.ca.gov/programs/transportation-programs/congestion-mangement/. Accessed June 7, 2022.

Airport Boulevard

Airport Boulevard is an east-west Mixed-Use Arterial that connects U.S 101 at Broadway to the west and Peninsula Avenue and the northbound U.S. 101 ramps to the east. Between Anza Boulevard and Broadway, Airport Boulevard is one lane in each direction and east of Anza Boulevard widens to two lanes in each direction with a two-way left turn lane before narrowing to one lane in each direction at the boundary with the City of San Mateo. Airport Boulevard is the primary arterial that serves the southern half of the Bayfront area.

Anza Boulevard

Anza Boulevard is a north-south Mixed-Use Collector that connects Airport Boulevard to the north and US-101 to the south, where the roadway begins and ends as on- and off-ramps to northbound US-101. North of Airport Boulevard, the roadway continues to the north approximately 200-feet before becoming a private street that serves several properties before terminating at the Anza Lagoon. The street is one lane in each direction except for the approaches to the Airport Boulevard intersection.

Broadway

Broadway is a north-south corridor with three street classifications. Between Vancouver Avenue and El Camino Real, the street is a neighborhood collector; between El Camino Real and California Drive, a Commercial Arterial, and between California Drive and Old Bayshore Highway, a Mixed-Use arterial. The third segment between California Drive and Old Bayshore Highway is the nearest and most relevant segment to the project as it functions as the interchange with north and southbound U.S 101 and provides primary southbound U.S. 101 access to the project site. This segment is two to three lanes in each direction with multiple left and right turn lanes approaching intersections.

Old Bayshore Highway

Old Bayshore Highway is a north-south Mixed-Use arterial that connects Millbrae Avenue to the north with the U.S. 101/Broadway interchange to the south. The street is two lanes in each direction with a center two-way left turn lane. Old Bayshore Highway is the primary arterial roadway that serves the northern half of the Bayfront Area.

Peninsula Avenue

Peninsula Avenue is an east west corridor that connects El Camino Real to the west with Airport Boulevard to the East and crosses U.S. 101 but lacks direct on- and off-ramps. Northbound and southbound freeway access is provided via Airport Boulevard and Poplar Avenue, respectively.

Transit Facilities

The Project site is not directly served by transit service but instead relies on supplementary first- and last-mile public shuttle services to connect employees with the regional transit network. The Peninsula Traffic Congestion Relief Alliance (Commute.org) Burlingame Point shuttle provides weekday commute-period shuttle service along the Airport Boulevard corridor to and from the

Millbrae Caltrain/BART intermodal station. The existing transit facilities in the project vicinity are shown in Figure 4.17-1.

Caltrain

Caltrain provides service between San Francisco and San José and limited-weekday peak commute period trains to Morgan Hill and Gilroy. During weekdays, Caltrain operates three train service tiers that feature different stopping patterns: Local, Limited, and Baby Bullet express. Local trains make all stops between San Francisco and San Jose while Limited and Baby Bullet express trains make fewer stops to provide faster travel times between key stations during peak commute periods. The nearest Caltrain station is the Broadway Station, located at 1190 California Drive, approximately one mile southwest from the project site. However, the Broadway station is currently not served by weekday trains. Weekday service is anticipated to resume in 2026 upon completion of the Peninsula Corridor Electrification Project. The next closest Caltrain station is the Burlingame Station, located at 290 California Drive, approximately 2.2 miles southeast of the project site. U.S. 101 impedes direct access between the project site and the station, which would be approximately 0.7 miles if a connection across U.S. 101 were available between Broadway and Peninsula Avenue, the two closest existing freeway crossings.

BART

Bay Area Rapid Transit (BART) provides service between the East Bay, San Francisco, and San Mateo County, connecting between San Francisco International Airport and Millbrae Intermodal Station to the south, San Francisco to the north, and Oakland, Richmond, Pittsburg/Bay Point, Dublin/Pleasanton, and Fremont in the East Bay. During peak commute periods, BART has returned to near pre-pandemic levels by providing trans on all lines every 15 minutes. Off-peak service remains reduced at approximately 30-minute headways on all lines. The nearest BART station is the Millbrae Intermodal Station, located at 100 California Drive, approximately 2.5 miles northwest of the project site.

SamTrans

The San Mateo County Transit District (SamTrans) provides bus service in San Mateo County. The closest SamTrans stop to the Project site is approximately 0.7 miles from the project site at the Old Bayshore Highway / Broadway intersection. This stop is served by route 292 which operates between the Hillsdale Mall in San Mateo and the Salesforce Transit Center in San Francisco via local streets that roughly parallel the U.S. 101 corridor. In the City of Burlingame, route 292 operates along California Drive, Broadway, and Old Bayshore Highway and provides service on approximately 30-minute headways during weekday peak commute hours.

Regional Rail
- BART
- Caltrain

SamTrans Routes
- ECR
- 397
- 292
- SFO
- FCX

Commute.org Routes
- NB North Burlingame
- BB Burlingame Bayside
- BP Burlingame Point
- MB Millbrae-Broadway

Trolley Routes
- B Burlingame Trolley
- R Red Carpet Trolley

- Cities
- Project Site

Source: Fehr & Peers, June 2022.

EXISTING TRANSIT SERVICES

FIGURE 4.17-1

Bayfront Commuter Shuttle Service

The Peninsula Traffic Congestion Relief Alliance's (Commute.org) Burlingame Point Shuttle provides weekday commute period first- and last- mile shuttles connecting employers with BART and Caltrain. The shuttles are equipped with bicycle racks. Project shuttle access is provided by an existing stop at 800 Airport Boulevard, approximately 0.1-mile north of the project site. The Burlingame Point Shuttle operates at 15 to 20-minute headways during commuting a.m. and p.m. peak periods and provides service between the Millbrae/Caltrain Station, Meta Reality Labs, and makes several stops along Airport Boulevard.

Bicycle Facilities

Airport Boulevard has Class II[61] and Class III[56] bicycle lanes that provide connectivity from the project site to the Broadway/U.S. 101 overcrossing to the north. The corridor is a planned Class IV[56] separated bikeway in the City's Bicycle and Pedestrian Master Plan. Anza Boulevard has a Class I[56] path on the northwest side of the street which connects the project site to the Bay Trail segment along the Burlingame Lagoon and provides an alternative off-street connection to the Broadway/U.S. 101 overcrossing via pathways through Bayside Park. The Bay Trail itself is considered a Class I path. The Bay Trail runs along the Bayfront shoreline and is part of a planned 400-mile regional trail system encircling the San Francisco Bay. The existing bicycle facilities in the project vicinity are shown in Figure 4.17-2.

Pedestrian Facilities

Pedestrian facilities near the project site tend to serve walking trips connecting to shuttle stops, multi-use trails, and nearby offices and businesses. In the Project vicinity, sidewalk widths on public streets range from five to seven feet. Anza Boulevard has continuous sidewalks on the north and south side of the roadway. The intersection of Anza Boulevard and Airport Boulevard has high visibility crosswalks, pedestrian signals, and parallel bicycle crossing markings along Airport Boulevard. Airport Boulevard has sidewalks on the east and west side of the roadway and serves as a connection from the project site to the Bay Trail.

[61] Caltrans recognizes four classifications of bicycle facilities as described below:
Class I – Shared-Use Pathway: Provides a completely separated off-street right-of-way for the exclusive use of cyclists and pedestrians.
Class II – Bicycle Lanes: Provides a striped lane for one-way travel on a street or highway. May include a "buffer" zone consisting of a striped portion of roadway between the bicycle lane and the nearest vehicle travel lane.
Class III – Bicycle Route: Provides for shared use with motor vehicle traffic; however, are often signed or include a striped bicycle lane.
Class IV – Separated Bikeway: Provides a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are protected from vehicular traffic. Types of separation include grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

Regional Rail
- BART
- Caltrain

Existing Bikeways
- Class I Shared Path
- Class II Bicycle Lane
- Class III Bicycle Route

Planned Bikeways
- Class I Shared Path
- Class II Bicycle Lane
- Class III Bicycle Route
- Class IIIb Neighborhood Bikeway
- Class IV Separated Bikeway

- Cities
- Project Site

Source: Fehr & Peers, June 2022.

EXISTING BICYCLE FACILITIES

FIGURE 4.17-2

4.17.2 Impact Discussion

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project:					
1) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities?	Less than Significant with Mitigation	No	No	No	No
2) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	No Impact	No	No	No	No
3) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact	No	No	No	No
4) Result in inadequate emergency access?	No Impact	No	No	No	No

4.17.2.1 *Impacts Identified in the 2040 General Plan*

The General Plan was adopted in 2019, therefore, SB 743 had not yet taken effect and LOS was still an acceptable metric for transportation analysis under CEQA. The General Plan EIR impact analysis included AM and PM peak hour traffic conditions at 25 key intersections. The LOS qualitative measure was used to determine impacts. The General Plan EIR determined that all study intersections would be expected to operate at acceptable levels under General Plan conditions, with the exception of the intersection at California Drive and Broadway, which is expected to operate at unacceptable LOS F during both the AM and PM peak hours. The General Plan EIR included mitigation to reduce this impact to a less-than-significant level.

The General Plan EIR also included a brief VMT discussion. The General Plan EIR determined that buildout of the General Plan would have no impact on VMT because the General Plan is consistent with Plan Bay Area 2040, the Regional Transportation Plan. The General Plan EIR also determined that with the collective, cumulative mitigating benefits of the regulations and policies, the General Plan would have no impact on emergency access or hazards due to a design feature, and would result in a less-than-significant impact with mitigation on conflicts with an applicable plan, ordinance, or policy related to transportation.

4.17.2.2 *Impacts of the Proposed Project*

Impact TRN-1:	The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities. **(Less than Significant Impact)**

Transit

The Burlingame Point shuttle serves the project Site and the Airport Boulevard corridor with on-street shuttle stops. Shuttle riders accessing the project site would likely use the existing stop at the northwest corner of the Airport Boulevard/Anza Boulevard intersection. The stop is connected to the project site via the Airport Boulevard/Anza intersection which features marked crosswalks and pedestrian signal heads on all intersection legs. It is anticipated that a number of the future employees and visitors of the proposed office/R&D building would use local transit, however, it is not anticipated that transit users generated by the project would exceed the capacities of the existing facilities and services.

The project would generate approximately 330 and 278 net new vehicle trips during the a.m. and p.m. peak hour, or approximately five net new vehicles per minute. It is not anticipated project traffic volumes would create a disruption to the Commute.org shuttle service surrounding the project site. The project would not include features that would disrupt existing or planned transit routes or facilities.

Roadways

Vehicle and roadway-related impacts are discussed further under Impact TRN-2 through Impact TRN-4. An analysis of vehicle traffic, which is no longer considered a CEQA impact, is included in a non-CEQA discussion located below Impact TRN-4.

Bicycle Facilities

The project is expected to generate new bicycle trips in the form of future employees traveling to and from the proposed office/R&D building. Most new bicycle trips are expected to occur either along the Bay Trail or along Airport Boulevard. Both serve as the linkages between the project site, the rest of the City, and the closest Caltrain stations. The segment of the Bay Trail is a Class I off-street, paved path with minimal vehicle conflicts. The segment of Airport Boulevard has a combination of Class II and Class III bicycle facilities as well as bicycle-specific intersection treatments at the Anza Boulevard/Airport Boulevard and Broadway/Old Bayshore Highway Boulevard intersection, which connects to the Bayside Crossing bicycle/pedestrian bridge that connects across the US 101 freeway. Given the path, roadway and intersection bicycle facilities that are present, new bicycle trips are not expected to exacerbate vehicle conflicts. Additionally, the project would not create inconsistencies with adopted bicycle or pedestrian system plans, guidelines, or policies.

Per the City's Municipal Code (Section 25.40.060), Bicycle parking shall be located on a paved surface, in proximity to a building entrance, in a visibly secure and well-lit location, and adjacent to the building served. The City's Code does not specify an amount or ratio of Class I bicycle parking, which tends to be located inside buildings, or Class II bicycle parking, which tends to be located outside of buildings. The project would provide 52 Class I bicycle parking spaces within the building

and 26 Class II bicycle parking spaces on the exterior: eight in the building plaza fronting Airport Boulevard, four in front of the proposed building, and 14 in the rear of the building near the Bayfront Shoreline.

Pedestrian Facilities

The project would include improvements to the existing Bay Trail segment adjacent to the project site. These improvements would include widening a 190-foot stretch of the trail and installing a new ADA-compliant path connecting the Bay Trail to the Anza Boulevard sidewalk. These improvements would be a beneficial impact on pedestrian facilities in the project vicinity.

The proposed Bay Trail improvements and additional bicycle parking would represent beneficial impacts and it is not anticipated that the project would contribute a substantial number of transit riders so as to exceed existing capacities when combined with cumulative project. Therefore, the project would not contribute to a significant cumulative impact and would not result in a peculiar effect, new significant impact, or more severe adverse effect. **(Less than Significant Impact)**

Impact TRN-2:	The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). **(Less than Significant Impact)**

At the time of writing this CEQA Checklist, the City of Burlingame has not yet adopted guidelines on VMT impact analysis. Therefore, the project was analyzed based on the Governor's Office of Planning and Research's (OPR) 2018 Technical Advisory and the 2022 CEQA Guidelines. OPR's 2018 Technical Advisory and the 2022 CEQA Guidelines include screening thresholds to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. Generally, projects within a half-mile of an existing "major transit stop" or a stop along an existing "high quality transit corridor" should be presumed to cause less-than-significant transportation impact. A high-quality transit corridor is defined as a corridor with fixed-route bus service intervals no longer than 15 minutes during commute hours.[62] The project site is located approximately 200 feet from a Burlingame Point Shuttle stop, located at 800 Airport Boulevard, Based on the Burlingame Point Shuttle schedule, the service operates on approximately 15-minute intervals during peak commute periods[63] and thus, the shuttle's route along Airport Boulevard would quality as a high-quality transit corridor.

Projects are not eligible for the high-quality transit screening threshold if any of the following are true of the project:

- Floor Area Ratio (FAR) less than 0.75
- More parking than required by City code
- Inconsistent with the applicable Regional Transportation Plan/Sustainable Communities Strategy
- Replacing affordable housing units with market-rate units

[62] Public Resources Code, § 21155)
[63] Commute.org. "BPT – Burlingame Point (Millbrae BART/Caltrain)". Accessed July 8, 2022. https://commute.org/route/burlingame-point/

The project's FAR is 3.0, thus, the total FAR is higher than the 0.75 threshold. The City of Burlingame allows a minimum parking ratio of 1 space per 400 square feet for office and 1 space per 1,000 SF for R&D. The project is a new 403,400 square foot office/R&D building with 387,106 square feet of gross floor area, however there is currently no tenant and the split of use has yet to be determined. Parking has been calculated looking at the most intensive use of the site which equates to 968 (774 with TDM) parking spaces if it is assumed to be 100 percent office; 678 (543 with TDM) spaces if 50 percent office and 50 percent lab/R&D and 387 (310 with TDM) spaces if 100 percent lab/R&D. Because a TDM is proposed, the code allows for a 20 percent reduction to these code require parking ratios. The project proposes to provide 923 total parking spaces assuming the most intensive use at 100 percent office, where 774 parking spaces would be required for 100 percent office with the 20% TDM reduction applied. Plan Bay Area is the relevant Regional Transportation Plan for Burlingame and seeks to prioritize development with access to quality transit, which includes the project site. The project's proposed land use is consistent with the use and intensity that is included in Plan Bay Area and the project falls within the Projected land use totals for Burlingame. The project does not include a residential element and thus is not proposing to replace affordable housing units with market-rate units. Therefore, the project is not excluded from using the screening threshold and the project's VMT impacts are presumed to be less-than-significant, and the project would not result in a considerable contribution to a cumulative impact, a peculiar effect, a new significant impact, or a more severe adverse effect. **(Less than Significant Impact)**

Impact TRN-3:	The project would not 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 Impact)**

The project would rely on three proposed driveways; one on Airport Boulevard primarily used to access the parking garage, one emergency vehicle access on Anza Boulevard, and one dedicated loading access driveway on Anza Boulevard. Sight distance at the proposed driveways is not expected to change from what is available under existing conditions. The proposed driveways would have adequate sight distances for drivers exiting the project site and for pedestrians crossing the driveways.

The project is proposing a change to westbound Anza Boulevard immediately west of the intersection with Airport Boulevard. The project proposes to construct a new left turn pocket for westbound trucks needing to enter the proposed loading zone. Westbound travel lanes will be narrowed, and the roadway median will be slightly altered to accommodate the new turn pocket. However, the roadway geometry change will not affect the number of travel lanes or vehicle capacity of the roadway.

The project would not include any uses that are incompatible with the surrounding land uses or the existing roadway system. Therefore, the project would not substantially increase hazards due to a geometric design feature or incompatible uses, and the project would not result in a considerable contribution to a cumulative impact, a peculiar effect, a new significant impact, or a more severe adverse effect than was analyzed by the General Plan EIR. **(Less than Significant Impact)**

Impact TRN-4:	The project would not result in inadequate emergency access. **(Less than Significant Impact)**

Vehicle trips generated by the project would represent a small percentage of overall daily and peak hour traffic on roadways and freeways in the study area. The project would generate about five vehicle trips per minute on average during the peak hour, which is not expected to introduce or exacerbate conflicts for emergency vehicles traveling near the project. The project would not include features that would alter emergency vehicle access routes or roadway facilities; fire and police vehicles would continue to have access to all facilities around the entire City. Thus, the project would not contribute to a significant cumulative impact. Upon construction, emergency vehicles would have full access to the project site via two driveways on Anza Boulevard and Airport Boulevard, and each driveway would be equipped to handle all types of emergency vehicles. Therefore, the project would not result in inadequate emergency access, and the project would not result in a peculiar effect, a new significant impact, or a more severe adverse effect. **(Less than Significant Impact)**

4.17.2.3 *Conclusion*

As previously discussed, the proposed project would not result in any effects peculiar to the project or site, new significant effects, new significant off-site cumulative impacts, or more severe adverse impacts related to transportation. Impacts resulting from the proposed project would be consistent with the impacts identified in the General Plan EIR, and the proposed project would not result in new significant impacts or more severe adverse impacts than those identified in the General Plan EIR. For these reasons, the project does not require additional environmental review under CEQA Guidelines section 15183.

4.17.3 Non-CEQA Effects

While the evaluation of project CEQA impacts on the transportation system is based on vehicle miles traveled (VMT), the City of Burlingame requires preparation of a Local Transportation Analysis (LTA) to analyze non-CEQA transportation issues including an intersection operations analysis and parking assessment. The following discussion is included for informational purposes only, as LOS is no longer an acceptable metric under CEQA, but the City has General Plan policies that pertain to LOS.

Trip Generation

Proposed project traffic added to the surrounding roadway system was estimated using travel data from the Institute of Transportation Engineer's (ITE) Trip Generation Manual 11th edition. Table 4.17-1 summarizes the estimated trips that would be generated by the project. The trip generation was adjusted in two ways. First, a 20 percent reduction was applied to account for the City's TDM ordinance and corresponding 20 percent trip reduction target. Second, the estimated trips from the existing hotel and restaurant uses on-site were subtracted to create a net new trip generation estimate. ITE rates with an internalization factor, rather than driveway counts, were used to estimate travel demand from the existing uses due to the COVID-19 pandemic's pronounced effect on travel patterns for hospitality uses.

Table 4.17-1: Trip Generation Estimate									
Land Use	**Size**	**Units**	**Daily Trips**	**AM Peak Hour**			**PM Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Proposed Uses									
Office Building	403.4	KSF	3,905	489	67	556	90	439	528
20% TDM Reduction			*(781)*	*(98)*	*(13)*	*(111)*	*(18)*	*(88)*	*(106)*
Subtotal			**3,124**	**391**	**53**	**444**	**72**	**351**	**423**
Existing Uses to be Removed									
Hotel	213	Rooms	1,885	55	44	99	66	64	130
Restaurant	3.27	KSF	351	17	14	31	18	12	30
50% internalization			*(176)*	*(9)*	*(7)*	*(16)*	*(9)*	*(6)*	*(15)*
Subtotal			**2,061**	**64**	**51**	**115**	**75**	**70**	**145**
Net Trip Generation									
Proposed Uses			3,124	391	53	444	72	351	423
Existing Uses			*(2,061)*	*(64)*	*(51)*	*(115)*	*(75)*	*(70)*	*(145)*
Total Net Trips			**1,063**	**328**	**2**	**330**	***(3)***	**281**	**278**

Source: Institute of Transportation Engineers' Trip Generation Manual, 11th Edition (ITE 710, General Office Building; ITE 310, Hotel; ITE 932, High Turnover Sit-Down Restaurant)

Notes: KSF = kilo-square feet

Trip generation estimates include a 20% reduction from raw ITE volumes for consistency with the City of Burlingame's Transportation Demand Management (TDM) policy.

Intersection Operations Analysis

Four intersections within the project area were studied to analyze the effects of the anticipated project-generated trips. The intersections were analyzed under existing and existing plus project scenarios. To analyze traffic conditions without the Project, historic traffic counts were used from 2019 to represent conditions prior to the COVID-19 shelter-in-place orders. Since historic traffic counts were not available at intersection two or three, Fehr & Peers used Streetlight Data, a data vendor, to obtain historic traffic volume estimates at these intersections.

Intersections are evaluated with level of service (LOS) calculations. Level of service is a qualitative description of operations ranging from LOS A, when the roadway facility has excess capacity and vehicles experience little or no delay, to LOS F, where the volume of vehicles exceeds the capacity resulting in long queues and excessive delays. Typically, LOS E represents “at-capacity” conditions and LOS F represents “over-capacity” conditions. The City’s intersection operating standard is LOS

D or better. Project-generated increases in traffic are considered to be inconsistent with the City's adopted plans if it meets either of the following criteria:

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

While LOS is not a CEQA issue since VMT is now used to determine traffic impacts, however the following LOS analysis was prepared to identify whether any improvements to City infrastructure are necessary. The results of the Intersection Operations Analysis are summarized in Table 4.17-2, below.

Table 4.17-2: Level of Service & Delay Results

Intersection	Traffic Control	Peak Hour	Existing No Project		Existing Plus Project	
			LOS	Average Delay	LOS	Average Delay
1. Anza Blvd/Airport Blvd	Signal	AM	B	13	B	19
		PM	B	16	B	20
2. Project Access/Airport Blvd	Side-Street Stop	AM	A	<10	A	<10
		PM	A	<10	A	<10
3. 700 Airport Driveway/Airport Blvd	Side-Street Stop	AM	A	<10	A	<10
		PM	A	<10	A	<10
4. Burlingame Golf Access/Anza Blvd	Side-Street Stop	AM	A	<10	A	<10
		PM	A	<10	A	<10

Source: Fehr & Peers, 2022

Notes: Average delay is expressed as seconds per vehicle

With the addition of Project trips, vehicle delay and LOS change is anticipated to be minimal. The project would not cause an intersection to degrade to LOS E or worse or increase the delay per vehicle by five seconds at an intersection currently operating at LOS E or F.

Parking Assessment

Table 4.17-3 presents parking demand estimated using two different parking generation methodologies contained within ITE Parking Generation, 5th Edition; based on total square footage and based on number of employees. Additionally, the table provides the percentage of employees that would have a parking spot using an employee density of one employee per 350 square feet.

Parking demand prior to including the effect of TDM measures would be expected to be somewhere between 960-970 stalls.

Table 4.17-3: Parking Supply Assessment			
Parking Generation Method	**Parking Generation Rate**	**Quantity**	**Parking Demand**
Per Thousand Square Feet	2.39	403.4 KSF	964
Per Employee	084	1,343 employees	968
Notes: 1. Based on ITE Parking Generation 5th Edition (Land Use #710 – General Office) 2. Employee density assumed to be 1 employee per 350 square feet of building area. Source: Fehr & Peers, 2021			

The Project proposes to provide 926 parking stalls where 774 spaces would be required with the 20% TDM reduction applied. While this parking supply is slightly less than estimated using ITE rates it is anticipated that the project will have a lower parking demand due to the City-required TDM plan, which seeks to encourage non-auto trips and further reduce non-drive alone vehicle trips. The project has prepared a preliminary TDM Plan and will develop a final plan in compliance with the City ordinance. As discussed under Impact TRN-2, the project will meet the minimum parking rate established by the City's Municipal Code. The proposed number of vehicle parking spaces is therefore compliant with the Burlingame Municipal Code and through the TDM Plan is in line with the existing City of Burlingame General Plan policies and goals to promote alternate modes of transportation.

4.18 TRIBAL CULTURAL RESOURCES

4.18.1 Environmental Setting

4.18.1.1 *Regulatory Framework*

State

Assembly Bill 52

AB 52, effective July 2015, established a new category of resources for consideration by public agencies called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or until it is concluded that mutual agreement cannot be reached.

Under AB 52, TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
    - Included or determined to be eligible for inclusion in the California Register of Historic Resources, or
    - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
- A resource determined by the lead agency to be a TCR.

4.18.1.2 *Existing Conditions*

Burlingame is situated within the historic territory of many discrete tribes of Native Americans, known collectively as the Ohlone (also known as Costanoans). The Ohlone inhabited a natural environment of grasslands and oak forests in the Burlingame area. The proposed project site does not include any known or recognized tribal cultural resources. As previously described in Section 4.5 Cultural Resources, the project site has a low sensitivity for buried Native American resources due to the age of the soils on-site and the site's distance to freshwater sources.

Given that the project qualifies for a CEQA Guidelines section 15183 streamlining, no tribal consultation under AB 52 is required for this project.

4.18.2 Impact Discussion

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	Less than Significant	No	No	No	No
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Less than Significant	No	No	No	No

4.18.2.2 *Impacts Identified in the 2040 General Plan*

The General Plan EIR determined that development could impact tribal cultural resources that are of concern to a California Native American tribe where new development supplants older development or where excavation and other earthmoving activities are required. Failure to properly survey development sites and, if necessary, monitor earthmoving activities to ensure identification and recovery of tribal cultural resources could result in a significant impact due to the loss of information related to tribal cultural resources of local Native American tribes.

In accordance with SB 18, the City initiated the tribal consultation process during preparation of the General Plan and General Plan EIR. Five tribes that are active in San Mateo County were sent letters and the Notice of Preparation (NOP) for the General Plan EIR by City staff. No responses were received.

4.18.2.3 *Impacts of the Proposed Project*

Impact TCR-1:	The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). **(Less than Significant Impact)**

There are no known TCRs within or adjacent to the project site. As previously discussed, the project site has a low sensitivity to TCRs due to its distance from freshwater sources and the age of the soils on-site. It is possible, though unlikely, that undiscovered buried TCRs exist on-site and could be disturbed during project construction. Implementation of the standard conditions of approval described in Section 4.5 Cultural Resources would ensure that any TCRs encountered during project construction would be properly handled and any impacts would be reduced to a less than significant level. Thus, the project would not result in a new significant impact or more severe adverse impact. All construction projects throughout the City would be required to follow the same procedures outlined by these standard conditions of approval, thus, the project would not contribute to a cumulative impact. Earth-moving activities during construction are typical for development projects and would not represent a peculiar effect **(Less than Significant Impact)**

Impact TCR-2:	The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. **(Less than Significant Impact)**

Please see response to TCR-1, above. **(Less than Significant Impact)**

4.18.2.4 *Conclusion*

As previously discussed, the proposed project would not result in any effects peculiar to the project or site, new significant effects, new significant off-site cumulative impacts, or more severe adverse impacts related to tribal cultural resources. Impacts resulting from the proposed project would be consistent with the impacts identified in the General Plan EIR, and the proposed project would not result in new significant impacts or more severe adverse impacts than those identified in the General Plan EIR. For these reasons, the project does not require additional environmental review under CEQA Guidelines section 15183.

4.19 UTILITIES AND SERVICE SYSTEMS

The following discussion is based, in part, on a Water Supply Assessment prepared for the project by EKI, dated September 2022. A copy of this report is included in Appendix G.

4.19.1 Environmental Setting

4.19.1.1 *Regulatory Framework*

State

State Water Code

Pursuant to the State Water Code, water suppliers providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. As part of a UWMP, water agencies are required to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. The City of Burlingame adopted its most recent UWMP in September 2021.

Assembly Bill 939

The California Integrated Waste Management Act of 1989, or AB 939, established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures.

Assembly Bill 341

AB 341 sets forth the requirements of the statewide mandatory commercial recycling program. Businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle. AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

Senate Bill 610

SB 610 amended state law, effective January 1, 2002, to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 requires preparation of a WSA containing detailed information regarding water availability to be provided to the decision-makers prior to approval of specified large development projects that also require a General Plan Amendment. This WSA must be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects. Under SB 610, WSAs must be furnished to local governments for inclusion in any environmental documentation for certain projects subject to CEQA. Pursuant to the California Water Code (Section 10912[a]), projects that require a WSA include any of the following:

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A proposed hotel or motel, or both, having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- A mixed-use project that includes one or more of the projects identified in this list; or
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

Senate Bill 1383

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food is recovered for human consumption by 2025.

California Green Building Standards Code

In January 2010, the State of California adopted the California Green Building Standards Code, establishing mandatory green building standards for all buildings in California. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and indoor environmental quality. These standards include the following mandatory set of measures, as well as more rigorous voluntary guidelines, for new construction projects to achieve specific green building performance levels:

Reducing indoor water use by 20 percent;

Reducing wastewater by 20 percent;

Recycling and/or salvaging 50 percent of nonhazardous construction and demolition debris; and

Providing readily accessible areas for recycling by occupants.

Local

Envision Burlingame 2040 Draft General Plan

The City's 2040 General Plan contains the following goals and policies pertaining to utilities and service systems which are applicable to the proposed project.

Policy	Description
IF-2.3	Ensure long-term water supply capacity prior to granting building permits for new development. Require that new development projects fund the full cost of upgrading water storage and supply infrastructure to meet their specific needs.

IF-3.6	Require new development projects to fund the full cost of upgrading sewage collection and treatment infrastructure to meet their specific needs.
IF-5.8	Support regional efforts to develop and implement effective waste management strategies.

4.19.1.2 *Existing Conditions*

Water Supply and Services

Burlingame is a member of Bay Area Water Supply and Conservation Agency (BAWSCA) and purchases all of its potable water from the San Francisco Public Utilities Commission Regional Water System (SFPUC RWS). Water distribution, wastewater collection, water conservation, and maintenance of water quality are Burlingame's main water resource functions, as treated water purchased from the SFPUC RWS does not require further treatment.

The City's Individual Supply Guarantee (ISG) from the SFPUC is approximately 5.23 million gallons per day (mgd), or approximately 1,909 million gallons per year (mgy). The City's current and projected demand quantities are approximately equal to 1,193 million gallons (mg) in 2022 and 1,697 mg in 2045, respectively. The City's projected quantities are shown as within their ISG of 1,909 mgy. The RWS has historically met demand in its service area in all year types. Available water supplies from the RWS are constrained by hydrology, physical facilities, and the institutional parameters that allocate the water supply of the Tuolumne River. In addition, statewide regulations and other factors can impact the system reliability. For example, the adoption of the Bay-Delta Plan Amendment is anticipated to impact the reliability of the RWS supplies in the future. The adopted Bay-Delta Plan Amendment was developed with the stated goal of increasing salmonid populations in three San Joaquin River tributaries (the Stanislaus, Merced, and Tuolumne Rivers) and the Bay-Delta. The Bay-Delta Plan Amendment requires the release of 30-50 percent of the "unimpaired flow"12 on the three tributaries from February through June in every year type. If the current Bay-Delta Plan Amendment (July 2018) is implemented, the proposed unimpaired flow volumes would significantly reduce water supply available through the RWS during future drought condition. The City would be required to reduce their water use by as much as 53 percent during multi-year droughts if no new additional imported or local supplies are developed.

During normal hydrologic years, the City is expected to meet all projected demands through 2045 with or without implementation of the Bay-Delta Plan Amendment. The City also is expected to meet all projected demands through 2045 during single-dry year scenarios without implementation of the Bay-Delta Plan Amendment. Without implementation of the Bay-Delta Plan Amendment, the City is expected to meet nearly all projected demands through 2045 during multiple-dry year scenarios save for the fourth and fifth years of a 2045 multiple-dry year scenario. In this scenario, the City would experience an approximately 14 percent shortfall in water supply.

With implementation of the Bay-Delta Plan Amendment, the City would experience water supply shortfalls during all single-dry and multiple-dry year scenarios. The City would experience a shortfall of approximately 45 percent during a single-dry year scenario in 2045 and a shortfall of approximately 53 percent in fourth and fifth years of a 2045 multiple-dry year scenario. Shortfalls would be lesser for earlier years. The lowest estimated shortfall amount would be approximately 34 percent in 2025 during single-dry and the first year of a multiple-dry year scenario.

In response to anticipated future dry-year shortfalls, the City has developed a Water Shortage Contingency Plan (WSCP) that systematically identifies ways in which the City can reduce water demands during dry years. The overall reduction goals in the WSCP are established for six drought stages ranging from 10 percent to greater than 50 percent shortfalls. In addition, BAWSCA and SFPUC are pursuing the development of additional water supplies to improve the RWS and local supply reliability.

Water use for the existing hotel and café on-site has ranged between 12 and 15 mgy over the last five years (i.e., 2017 – 2021) and has averaged at 13 mgy.

Wastewater Services

The City maintains the sewer system within the City boundaries. With few exceptions, the sewer system is gravity fed to lift stations located in the industrial sections of town, then to the Burlingame Wastewater Treatment Plant (WWTP) at 1103 Airport Boulevard. The WWTP provides treatment of domestic and commercial wastewater originating from the City of Burlingame, Town of Hillsborough, and the Burlingame Hills Sewer Maintenance District. The WWTP has an average dry weather flow of three million gallons per day (mgd) and a total capacity of 5.5 mgd, leaving approximately 2.5 mgd of excess capacity.[64]

The WWTP is part of the North Bayside System Unit (NBSU), a joint powers authority that includes the cities of Burlingame, Millbrae, South San Francisco and San Bruno, as well as the San Francisco International Airport. Based on the joint use agreement, the WWTP discharges treated and disinfected effluent through the NBSU force main to the South San Francisco, and San Bruno Water Quality Control Plant, where the effluent is dechlorinated before being discharged into the Lower San Francisco Bay.

There is an existing sanitary sewer line servicing the existing hotel that connects to an existing sewer main in Airport Boulevard.

Storm Drainage

The Citywide storm drainage system includes five major watershed areas: Easton, Burlingame/ Ralston, Sanchez/Terrace, Mills, and El Portal/Trousdale. The project site is located within the Burlingame/Ralston watershed.[65] The Burlingame/Ralston Watershed is located in the southwest portion of the city. Flooding in this watershed occurs at Heritage park and Crescent Avenue, in downtown, in the Ralston Creek area, and in the residential area bounded by California Drive and Rollins Road. The project site is not within an area with known drainage issues. No storm drain improvement projects have been planned for the area.[66]

[64] City of Burlingame. *Existing Conditions Report – Public Draft.* Page 5-6. November 2015.
[65] City of Burlingame. *Existing Conditions Report – Public Draft*. Figure 5-4 Citywide Storm Drain System and Watersheds. November 2015.
[66] City of Burlingame. *Existing Conditions Report – Public Draft.* Figure 5-5 Neighborhood Storm Drain Projects. November 2015.

Solid Waste

The City of Burlingame is a member of Rethink Waste, South Bayside Waste Management Authority (Rethink Waste). Rethink Waste is a joint powers authority comprised of the cities of Atherton, Belmont, Burlingame, East Palo Alto, Foster City, Hillsborough, Menlo Park, Redwood City, San Carlos, San Mateo, unincorporated San Mateo, and West Bay Sanitary District. Corinda Los Trancos Landfill (Ox Mountain Landfill), is the principal landfill for Rethink Waste. Ox Mountain Landfill has a remaining capacity of approximately 22 million cubic yards and has an estimated ceased operation date of 2034.[67] Rethink Waste contracts with Ox Mountain Landfill for disposal of its member agencies, including the City of Burlingame. Recology San Mateo (Recology) provides solid waste, recycling, and organics collection services to all residential and commercial customers within the 12 member agencies of Rethink Waste.

4.19.2 Impact Discussion

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Would the project:					
1) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less than Significant	No	No	No	No
2) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less than Significant	No	No	No	No
3) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less than Significant	No	No	No	No
4) 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	No	No	No	No
5) Be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste?	Less than Significant	No	No	No	No

[67] CalRecycle. "Corinda Los Trancos Landfill (Ox Mtn) (41-AA-0002). Accessed April 20, 2022. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1561?siteID=3223

4.19.2.1 *Impacts Identified in the 2040 General Plan*

The General Plan EIR determined that no immediate changes to the system were needed to meet the demands of immediate growth, as the water and wastewater master plans anticipate growth consistent with the General Plan. The General Plan EIR also determined that future development would increase water demand in the planning area. The projected water demand for the City is 2,138 million gallons in 2040. Additionally, the City of Burlingame will continue to implement a variety of solid waste reduction, recycling, and re-use measures to meet its obligation under AB 939. These efforts will be coordinated with waste management programs; therefore, future landfill diversion rates may improve.

The General Plan EIR determined that compliance with the existing regulations and General Plan policies are sufficient to prevent significant impacts to utilities and service systems. The General Plan EIR determined that the planning area is fully developed, and future development pursuant to the General Plan policies would generally be constructed within the context of an urbanized environment. The General Plan EIR does not identify any significant adverse effects on utilities and service systems, as the General Plan policies would be sufficient to reduce potential impacts to water supply and distribution, wastewater collection and treatment, and solid waste disposal and recycling to a less-than-significant level.

4.19.2.2 *Impacts of the Proposed Project*

Impact UTL-1:	The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. **(Less than Significant Impact)**

Water Facilities

The project would connect to the existing water mains in the area. As a described further under Impact UTL-2, the project would be required to install additional piping at the project frontage for the potential future use of recycled water on-site. The construction of this piping would be subject to the construction-related measures described within the previous sections of this CEQA Compliance Checklist (i.e., Section 4.3 Air Quality, Section 4.10 Hydrology and Water Quality, etc.) that would reduce any impacts to a less than significant level.

Wastewater Treatment Facilities

The project site is currently occupied by a 213-room hotel and a 24-hour café. The proposed office/R&D building would not generate a substantial net new demand for wastewater treatment, as described further under Impact UTL-3. Additionally, as discussed under Impact UTL-3, the WWTP has adequate capacity to accommodate any nominal increase in demand generated by the project if the existing demand is not enough to fully offset the demand of the project. The project would connect to existing sewer mains in the area to dispose of wastewater generated on-site. The project would not result in the relocation or construction of new wastewater treatment facilities. Thus, the impact would be less than significant.

Stormwater Facilities

As discussed in Section 4.10, Hydrology and Water Quality, stormwater runoff from the new impervious surfaces on the site (building roofs, concrete and asphalt concrete) would drain into bioretention facilities located within adjacent landscaped areas, which would have sufficient capacity to treat the runoff prior to it entering the storm drainage system. The proposed stormwater retention facilities would reduce the rate of stormwater runoff from the site and avoid impacts to the existing storm drainage system serving the site. The project would not result in the relocation or construction of new stormwater facilities. Thus, the impact would be less than significant.

Electric Power, Natural Gas, and Telecommunications Facilities

The proposed project would connect to existing utility lines in the area for electric and telecommunication services. The proposed building would be 100 percent electric and would not utilize any natural gas. The project would not result in the relocation or construction of new electric power, natural gas, and/or telecommunications facilities. Thus, the impact would be less than significant.

For the reasons described above, the project would not result in a peculiar effect, new significant impact, or more severe adverse effect than was analyzed by the General Plan EIR. The General Plan EIR determined that buildout of the General Plan would not result in significant environmental impacts with implementation of General Plan policies and existing regulations. Cumulative operational utility impacts are described in greater detail in Impact UTL-2 through Impact UTL-4. **(Less than Significant Impact)**

Impact UTL-2:	The project would not have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. **(Less than Significant Impact)**

While preparing the WSA for the project, EKI calculated the estimated water use demands of the proposed office/R&D building. To give the most conservative analysis, the project was assumed to consist of 100 percent R&D uses. The resultant demand is estimated to be 27 mgy. The total project water demand (including the R&D uses, first floor amenity space, parking garage, and landscape irrigation) is estimated to be approximately 30 mgy. The total net water demand would be an increase of 17 mgy compared to existing conditions, assuming the average existing demand of 13 mgy.

The project's net increase in water demand is not beyond what has been projected by the City. The City's 2020 UWMP water demand projections account for growth projected within the City's 2019 General Plan. The proposed project is within the assumed job growth capacity of the City's General Plan and is therefore included in the water demand projections of the City's 2020 UWMP. However, given the water supply uncertainties described under Section 4.19.1.2 Existing Conditions, the City would require the project to implement the following water conservation measures as a condition of approval to increase water resiliency:

- Install purple piping in the frontage of the Project site for future recycled water usage;
- Follow the Prescriptive Compliance Option of MWELO, as described in the California Code of Regulations Title 23, Chapter 2.7, Appendix D;

- Install 100% WaterSense labeled products[68], as available; and
- Under Leadership in Energy and Environmental Design (LEED) certification, incorporate a minimum of four points under the Water Efficiency credit category.[69]

The General Plan EIR assumed that the City would continue to implement water use reduction measures, therefore, the measures listed above would be consistent with the General Plan. Additionally, under severe drought conditions the project would be subject up to 53 percent water rationing by the WSCP. The level of rationing required would be imposed on the project would be determined at the time of a drought or other water shortage condition and would be subject to the discretion of the Public Works Director. As previously mentioned, the project would not result in a water demand beyond what was projected for the 2019 General Plan buildout. The Water Supply Assessment prepared for the project, as summarized above, was itself a cumulative analysis of the project's impact on water demand throughout the City. The project was determined to have a less than significant contribution to the cumulative water demand impact for the reasons described above. The project would not result in a peculiar effect, new significant impact, or more severe adverse effect. **(Less than Significant Impact)**

Impact UTL-3:	The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments**. (Less than Significant Impact)**

As previously discussed, the WWTP has an average dry weather flow of three mgd and a total capacity of 5.5 mgd, leaving approximately 2.5 mgd of excess capacity.[70] The proposed office/R&D building would generate a net wastewater demand of approximately 12.5 mgy[71], or approximately 0.03 mgd. This net increase in net wastewater demand would be incremental in comparison to the unused capacity of the WWTP and thus, the project would not make a considerable contribution toward a significant cumulative impact. Therefore, there would be sufficient wastewater treatment capacity to serve the project and the project would not result in a peculiar effect, new significant impact, or more severe adverse effect than was analyzed by the General Plan EIR. **(Less than Significant Impact)**

[68] WaterSense is a voluntary partnership program sponsored by the U.S. EPA. WaterSense labeled products are certified to use at least 20 percent less water, save energy, and perform as well as or better than regular models. WaterSense labeled products include toilets, showerheads, bathroom faucets, spray sprinkler bodies, and irrigation controllers. Source: U.S. EPA. "About WaterSense". Accessed November 3, 2022. https://www.epa.gov/watersense/about-watersense

[69] The LEED Water Efficiency category includes strategies to reduce water demand during building operations through the use of water metering, water-efficient landscaping, water-efficient appliances, and other measures.

[70] City of Burlingame. *Existing Conditions Report – Public Draft.* Page 5-6. November 2015.

[71] Wastewater is conservatively estimated at 85 percent of potable water demand.
30 mgy (office/R&D, and amenity potable water use) x .85 -13 mgy (average existing potable water use) = 12.5

Impact UTL-4:	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. **(Less than Significant Impact)**

The proposed project is estimated to generate 810 tons of solid waste per year[72], conservatively estimating that the whole project operates as 100 percent office uses. The existing 213-room hotel and café produce a low-end estimate of approximately 117 tons of solid waste per year[73], partially offsetting the solid waste demand of the proposed project. The proposed project would increase the solid waste generated at the site when compared to existing conditions; however, this increase would not result in an exceedance of capacity for disposal of solid waste in the City, and the project would not result in a peculiar effect, new significant impact, or more severe adverse effect than what was analyzed by the General Plan EIR. Solid waste generated by the project would represent an incremental increase in demand upon the remaining capacity of the Ox Mountain Landfill and thus, would not be a considerable contribution to a cumulative impact. **(Less than Significant Impact)**

Impact UTL-5:	The project would not be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste. **(Less than Significant Impact)**

The proposed project would be consistent with the state's solid waste reduction goal 75 percent by 2025. The proposed project would be required to divert and recycle waste consistent with federal, state, and local requirements. Thus, the project would be compliant with federal, state, and local management and reduction statutes and regulations related to solid waste, and the project would not result in a peculiar effect, new significant impact, or more severe adverse effect than was analyzed by the General Plan EIR. All projects throughout the City would be subject to the same regulations governing solid waste and thus, the project would not contribute to a cumulative impact. **(Less than Significant Impact)**

4.19.2.3 *Conclusion*

As previously discussed, the proposed project would not result in any effects peculiar to the project or site, new significant effects, new significant off-site cumulative impacts, or more severe adverse impacts related to utilities and service systems. Impacts resulting from the proposed project would be consistent with the impacts identified in the General Plan EIR, and the proposed project would not result in new significant impacts or more severe adverse impacts than those identified in the General Plan EIR. For these reasons, the project does not require additional environmental review under CEQA Guidelines section 15183.

[72] CalEEMod. Appendix D – Default Data Tables. Table 10.1 Solid Waste Disposal Rates. September 2016.
[73] Ibid.

4.20 WILDFIRE

4.20.1 Environmental Setting

4.20.1.1 *Regulatory Framework*

4.20.1.2 *Existing Conditions*

The project site is in an urbanized area. The site is not located within an identified Very High Fire Hazard Severity Zone in a State Responsibility Area (SRA) or a Local Responsibility (LRA).[74,75] The project site is not located near wildlands that could present a fire hazard.

4.20.2 Impact Discussion

Environmental Impacts	Prior EIR Determination	Effect Peculiar to Project Site?	New Significant Effect?	New Significant Off-Site, Cumulative Impact?	New Information, More Severe Adverse Impact?
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
1) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than Significant	No	No	No	No
2) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	N/A	No	No	No	No
3) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	N/A	No	No	No	No
4) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Less than Significant	No	No	No	No

4.20.2.1 *Impacts Identified in the 2040 General Plan*

The wildfire section was adopted with the CEQA Guidelines update in 2019, after the time of the General Plan EIR preparation. Therefore, the General Plan EIR did not include a wildfire section. However, the General Plan EIR did include a discussion of potential wildfire impacts in the Hazards and Hazardous Materials section. The General Plan EIR determined that impacts to an adopted

[74] CAL FIRE. *San Mateo County Fire Hazard Safety Zone Map – State Responsibility Area*. November 2007.
[75] CAL FIRE. *San Mateo County Fire Hazard Safety Zone Map – Local Responsibility Area.* December 2008.

emergency response plan or emergency evacuation plan or exposing people or structures to risk of wildlife would be less than significant.

4.20.2.2 *Impacts of the Proposed Project*

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, the project would not result in wildfire impacts. The project would be consistent with the impact conclusions of the General Plan EIR, and would not result in a peculiar effect, a new significant impact, or a more severe adverse effect. The project would not contribute to a cumulative impact **(No Impact)**

4.20.2.3 *Conclusion*

As previously discussed, the proposed project would not result in any effects peculiar to the project or site, new significant effects, new significant off-site cumulative impacts, or more severe adverse impacts related to wildfire. Impacts resulting from the proposed project would be consistent with the impacts identified in the General Plan EIR, and the proposed project would not result in new significant impacts or more severe adverse impacts than those identified in the General Plan EIR. For these reasons, the project does not require additional environmental review under CEQA Guidelines section 15183.

SECTION 5.0 REFERENCES

The analysis in this Initial Study is based on the professional judgement and expertise of the environmental specialists preparing this document, based upon review of the site, surrounding conditions, site plans, and the following references:

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SECTION 6.0 LEAD AGENCY AND CONSULTANTS

6.1 LEAD AGENCY

City of Burlingame

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6.2 CONSULTANTS

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SECTION 7.0 ACRONYMS AND ABBREVIATIONS

ABAG	Association of Bay Area Governments
ACM	Asbestos-containing material
AIA	Airport Influence Area
ALUCP	Airport Land Use Compatibility Plan
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BCDC	San Francisco Bay Conservation and Development Commission
BFC	Bayfront Commercial
Bgs	Below ground surface
BMPs	Best Management Practices
BSD	Burlingame School District
Btu	British thermal units
CalARP	California Accidental Release Program
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CalTrans	California Department of Transportation
CAP	Clean Air Plan
CARB	California Air Resources Board
CBC	California Building Code
C/CAG	City/County Association of Governments
CCFD	Centra County Fire Department
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CEQA	California Environmental Quality Act
CFCs	Chlorofluorocarbons
CGS	California Geological Survey
CH_4	Methane

CMP	Congestion Management Plan
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
DPM	Diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
EV	Electric Vehicle
EVA	Emergency vehicle access
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FEMA	Federal Emergency Management Agency
FHBM	Flood Hazard Boundary Map
FHSZ	Fire Hazard Severity Zones
FIRM	Flood Insurance Rate Maps
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHGs	Greenhouse gases
Gpcd	Gallons per capita per day
Gpd	Gallons per day
GWP	Global warming potential
HFCs	Hydrofluorocarbons
HI	Hazard Index
HSWA	Federal Hazardous and Solid Waste Amendments
HVAC	Heating, ventilation, and air conditioning
In./sec	Inches/second
ITE	Institute of Transportation Engineers
LBP	Lead-based paint

LID	Low-impact development
LOS	Level of service
MBTA	Migratory Bird Treaty Act
MEI	Maximally exposed individual
MGY	Million gallons per year
$MMTCO_2e$	Million metric tons of CO_2E
MND	Mitigated Negative Declaration
Mpg	Miles per gallon
Mph	Miles per hour
MRP	Municipal Regional Stormwater NPDES Permit
MTC	Metropolitan Transportation Commission
NAHC	Native American Heritage Commission
NCP	National Contingency Plan
NESHAP	National Emission Standards for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
N_2O	Nitrous oxide
NOD	Notice of Determination
NOI	Notice of Intent
NO_x	Nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NSFHA	Non-Special Flood Hazard Area
O_3	Ground-level ozone
OITC	Outdoor-Indoor Transmission Class
OPR	Office of Planning and Research
PCBs	Polychlorinated biphenyls
PCE	Peninsula Clean Energy
PDAs	Priority Development Areas
PFCs	Perfluorocarbons
PM	Particulate matter
PPV	Peak particle velocity
RCRA	Resource Conservation and Recovery Act

R&D	Research and development
RHNA	Regional Housing Need Allocation
RWQCB	Regional Water Quality Control Board
SamTrans	San Mateo County Transit District
SB	Senate Bill
SCS	Sustainable Communities Strategy
Sf	Square feet
SF_6	Sulfur hexafluoride
SFHA	Special Flood Hazard Area
SFO	San Francisco International Airport
SFPUC	San Francisco Public Utilities Commission
SHMA	Seismic Hazards Mapping Act
SMARA	Surface Mining and Reclamation Act
SMCWPPP	San Mateo Countywide Water Pollution Prevention Program
SMGB	State Mining and Geology Board
SMUHSD	San Mateo Union High School District
SO_x	Sulfur oxide
SR	State Route
STC	Sound Transmission Class
STLC	Soluble Threshold Limit Concentration
SWAT	Special Weapons and Tactics
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic air contaminant
TAZ	Transportation Analysis Zone
TCRs	Tribal Cultural Resources
TIA	Traffic Impact Analysis
TSCA	Toxic Substances Control Act
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UWMP	Urban water management plan
VMT	Vehicle miles traveled