

1499 OLD BAYSHORE HIGHWAY PROJECT

RESPONSE TO COMMENTS + MITIGATION MONITORING AND REPORTING PROGRAM

PREPARED FOR:

City of Burlingame
501 Primrose Road
Burlingame, CA 94010
Contact: Catherine Keylon
(650) 558-7252

PREPARED BY:

ICF
201 Mission Street, Suite 1500
San Francisco, CA 94105
Contact: Heidi Mekkelson
(415) 677-7116

APRIL 2024



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Overview

The key purpose of circulating an Initial Study/Mitigated Negative Declaration (IS/MND) is to collect comments on the accuracy of the information, to detect omissions, and discover public concerns (CEQA Guidelines §15073).

The City of Burlingame (City) provided a 30-day public comment period for the IS/MND for the 1499 Old Bayshore Highway Project (Project) beginning on January 10, 2024, and ending on February 9, 2024. This document lists the public agency and organization who both provided comments on the IS/MND, provides a copy of written comments received, and provides responses to those comments. As required by the California Environmental Quality Act (CEQA), these responses address comments received during the public review period (Pub. Res. Code §21091(d); CEQA Guidelines §15073) and provide responses to the comments prior to consideration of adopting the IS/MND (Pub. Res. Code §21092.5 (b)).

No revisions to the IS/MND are required based on the comments received.

Comment Letters Received by the City

The City received two comment letters during the public comment period. The City acknowledges the receipt of these comment letters and has provided responses below. This document includes responses to public comments on the IS/MND as they relate to the potential environmental impacts of the Project under CEQA.

The comment letter has been assigned a letter. Individual comments from each letter are identified by a number that corresponds to the comment letter and individual comment within that letter. For example, letter A, comment 1, is addressed in Response A-1. A copy of the comment letter is provided after the responses to individual comments.

Comment letter A was provided by the California Department of Transportation and was dated February 8, 2024. Comment letter B was provided by the San Francisco International Airport and was dated February 7, 2023.

**Comment Letter A. California Department of
Transportation**

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



February 8, 2024

SCH #: 2024010163
GTS #: 02-SM-2024-00555
GTS ID: 31690
Co/Rt/Pm: SM/101/17.109

Catherine Keylon, Senior Planner
City of Burlingame Planning Division
510 Primrose Road
Burlingame, CA 94010

Re: 1499 Old Bayshore Highway – Mitigated Negative Declaration (MND)

Dear Catherine Keylon:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Project. We are committed to ensuring that impacts to the State’s multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system.

The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the January 2024 MND.

A1 | Project Understanding
The proposed project would demolish two buildings, merge two parcels, and construct an office/research-and-development building with parking on the project site.

A2 | Travel Demand Analysis
With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Vehicle Miles Traveled (VMT) analysis for land use projects, please review Caltrans’ Transportation Impact Study Guide (*link*).

The project VMT analysis and significance determination are undertaken in a manner consistent with the City’s VMT policy. Per the MND, this project would have a less than significant VMT impact, if the proposed Transportation Demand Management (TDM)

“Provide a safe and reliable transportation network that serves all people and respects the environment”

Catherine Keylon, Senior Planner
February 8, 2024
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A2 | measures identified in the report are implemented. The proposed measures identified
cont | in the TDM plan should be documented with annual monitoring reports to
demonstrate effectiveness.

Construction-Related Impacts

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)). Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter or future project referrals, please contact LDR-D4@dot.ca.gov.

Sincerely,



YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Response A-1

The commenter expresses their understanding of the Project and its proposed components.

Comment noted. The comment does not contain questions or concerns regarding the adequacy of the Draft IS/MND analysis. No revisions to the Draft IS/MND are required.

Response A-2

The commenter discusses Senate Bill (SB) 743 requirements for Vehicle Miles Traveled (VMT) policies and Transportation Demand Management (TDM) measures.

The comment's summary of SB 743 requirements for VMT policies and TDM measures is consistent with the analysis in section XVII *Transportation*, of the IS/MND. Compliance with SB 743 VMT targets is discussed on page 3-69 of the ISMND. The Project would need to achieve at least a 19.4% reduction in average daily VMT per employee in order to meet the threshold of 15% below the existing Citywide average VMT per employee for office uses. The Project's TDM plan would achieve an estimated vehicle trip and VMT reduction of at least 19.4% VMT per employee, based on a review of the efficacy of the proposed TDM measures. As such, the Project would be consistent with this BAAQMD requirement. No revisions to the Draft IS/MND are required.

Comment Letter B. San Francisco International Airport

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San Francisco International Airport

February 7, 2024

Catherine Keylon
City of Burlingame
Community Development Department
501 Primrose Road
Burlingame, California 94010

TRANSMITTED VIA EMAIL ONLY
ckeylon@burlingame.org

Subject: *Comments on Initial Study/Mitigated Negative Declaration: 1499 Old Bayshore Highway Project, Burlingame, California*

Thank you for notifying the San Francisco International Airport (SFO or the Airport) of the availability of the Initial Study/Mitigated Negative Declaration (IS/MND) for the 1499 Old Bayshore Highway Project (Proposed Project), located in the City of Burlingame (City). We appreciate this opportunity to review and provide comments on the IS/MND.

As described in the IS/MND, the Proposed Project site is located on the west side of Old Bayshore Highway between Mahler Road and Mills Creek. The 2.97-acre site **consists of two parcels (Assessor's Parcel Numbers 026-322-150 and 026-322-050)** and is occupied by a pair of two-story office buildings, one single-story warehouse building, and surface parking.

The Proposed Project consists of demolishing the existing buildings and surface parking and constructing an eight-story, 148-foot-tall building containing office/research and development (R&D) uses with a café on the ground floor. The Proposed Project would also include an approximately 6,900-square-foot public plaza and a seven-story, 79-foot-tall parking garage containing about 639 parking spaces.

AIRPORT INFLUENCE AREAS

B1

The Proposed Project site is within two Airport Influence Areas (AIAs): Area A – Real Estate Disclosure Area (all of San Mateo County) and Area B – Policy/Project Referral Area (a smaller subarea in the northern part of San Mateo County), as defined by the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP). Within Area A, the real estate disclosure requirements of state law apply (see attachment). A property owner offering a property for sale or lease must disclose the presence of planned or existing airports within two miles of the property. Within Area B, the Board of Directors of the City/County Association of Governments of San Mateo County, acting as the designated Airport Land Use Commission (ALUC), shall review proposed land use policy actions, including new general plans, specific plans, zoning ordinances, plan amendments and rezonings, and land development proposals (see attachment). The real estate disclosure requirements in Area A also apply in Area B.

As discussed on page 3-79 of the IS/MND, on October 12, 2023, the ALUC determined that the City's Zoning Ordinance Update is conditionally consistent with the SFO ALUCP. Furthermore, the Proposed Project is consistent with the 2040 General Plan land use and zoning designation of Innovation Industrial and requires no further review by the ALUC.

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO
 LONDON N. BREED MAYOR MALCOLM YEUNG PRESIDENT EVERETT A. HEWLETT, JR. VICE PRESIDENT JANE NATOLI JOSE F. ALMANZA MARK BUELL IVAR C. SATERO AIRPORT DIRECTOR
 Post Office Box 8097 San Francisco, California 94128 Tel 650.821.5000 Fax 650.821.5005 www.flysfo.com

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*Catherine Keylon, City of Burlingame
February 7, 2024
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SFO ALUCP POLICIES

- B2 The Proposed Project site is located outside of the 65 decibel Community Noise Equivalent Level (CNEL) contour and all safety compatibility zones. Therefore, the Proposed Project would not appear to be inconsistent with the Noise and Safety Compatibility Policies adopted in the SFO ALUCP. This area experiences low-frequency backblast noise and vibrations from departures from Runways 1L, 1R, 28L, and 28R, and from reverse thrust of aircraft landing on Runways 28L and 28R. The prevailing westerly winds and the smooth surface of the San Francisco Bay reflects these sounds toward the coastline. While this factor does not affect ALUCP compatibility determinations, site designers should take proximity to aircraft operations into account when planning and designing the site.
- B3 As described in Exhibit IV-17 of the SFO ALUCP (see attachment), the critical aeronautical surface at the Proposed Project site is at an elevation of approximately 163 feet above mean sea level (AMSL)¹. As shown in Figures 6 and 7 of the IS/MND, the proposed office/R&D building would reach a maximum height of 148 feet (an elevation of 161 feet AMSL), which would be lower than the elevation of the lowest critical aeronautical surface. Maximum building elevations must include all architectural parapets, antennas, mechanical rooms, and other appurtenances. Assuming such appurtenances would not exceed the 161-foot elevation of the top of the mechanical screen, the Proposed Project would not appear to be inconsistent with Airspace Protection Policy AP-3 (Maximum Compatible Building Height) of the SFO ALUCP, subject to the issuance of a Determination of No Hazard to Air Navigation from the Federal Aviation Administration (FAA) for any proposed structures. As discussed on page 3-79 of the IS/MND, on November 28, 2023, the FAA issued a Determination of No Hazard to Air Navigation for the Proposed Project.
- B4 As discussed on page 2-13 of the IS/MND, the Proposed Project includes the removal of 11 existing trees and the planting of 35 new trees. In addition, portions of the 6,900-square-foot public plaza would be landscaped. The Airport is concerned that these features could attract wildlife, including birds, to the Proposed Project site, which is about one mile from the nearest runway at SFO. Birds pose a significant safety hazard to aircraft that are taking off or landing at SFO. A bird strike that disables an aircraft engine could result in the catastrophic loss of human life, including people onboard the aircraft and on the ground.
- Airspace Protection Policy AP-4 (Other Flight Hazards Are Incompatible) of the SFO ALUCP states that:
- “Proposed land uses with characteristics that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft taking off or landing at the Airport or in flight are incompatible in Area B of the Airport Influence Area ... Specific characteristics that may create hazards to aircraft in flight and which are incompatible include: ... (f) Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including, but not limited to, ... FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports*, and any successor or replacement orders or advisory circulars.”**

¹ The elevation above mean sea level is defined from the origin of the North American Vertical Datum of 1988.

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B4
cont

The proposed landscaping and trees have the potential to attract wildlife. The Airport urges the developer to reduce the amount of landscaping and the number of trees on the Proposed Project site. If the amount of landscaping cannot be reduced, low-lying vegetation/shrubs of a non-seeding variety that does not provide cover or shelter for wildlife should be planted. If the number of trees cannot be reduced, trees that provide minimal roosting opportunities for birds should be planted.

B5

Due to the proximity of the Proposed Project to the Airport, Airspace Protection Policies AP-1 through AP-4 of the SFO ALUCP are attached as reminders of incompatible site characteristics, especially as they pertain to building materials or features that reflect and create bright lights or glare, which can pose serious safety hazard to pilots and aircraft. Building materials and lighting for the Proposed Project should be selected and designed to minimize visual hazards to pilots.

* * *

The Airport appreciates your consideration of these comments. If I can be of assistance, please do not hesitate to contact me at (650) 821-6678 or at nupur.sinha@fllysfo.com.

Sincerely,
Nupur Sinha
Director of Planning and Environmental Affairs
San Francisco International Airport

Attachment Airport Influence Area and Airspace Protection Policies of the SFO ALUCP

cc: Audrey Park, SFO
 Chris DiPrima, SFO

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4.2 Airport Influence Area (AIA)

The AIA for SFO includes two parts: Area A and Area B. Area A is the larger of the two areas and encompasses all of San Mateo County. Area B lies within Area A and includes land exposed to aircraft noise above CNEL 65 dB or lying below critical airspace.

Area A, depicted on **Exhibit IV-1**, includes the entire county, all of which is overflown by aircraft flying to and from SFO at least once per week at altitudes of 10,000 feet or less above mean sea level (MSL). (Appendix L explains the rationale for defining the AIA Area A boundary.)

Area B of the AIA, depicted on **Exhibit IV-2**, is based on a combination of the outer boundaries of the noise compatibility and safety zones, the 14 CFR Part 77 conical surface, and the TERPS approach and One-Engine Inoperative (OEI) departure surfaces.¹ As depicted on Exhibit IV-2, the Area B boundary has been adjusted to follow streets, highways, and corporate boundaries to make it easier to identify and implement. See **Exhibit IV-3** for a close-up view of the northwestern half of Area B and **Exhibit IV-4** for a close-up view of the southeastern half.

The following AIA policies (IP) shall apply to the ALUCP.

IP-1 AIRPORT INFLUENCE AREA A – REAL ESTATE DISCLOSURE AREA

Within Area A, the real estate disclosure requirements of state law apply. Section 11010 of the Business and Professions Code requires people offering subdivided property for sale or lease to disclose the presence of all existing and planned airports within two miles of the property.² The law requires that, if **the property is within an "airport influence area" designated by the airport land use commission**, the following statement must be included in the notice of intention to offer the property for sale:

NOTICE OF AIRPORT IN VICINITY

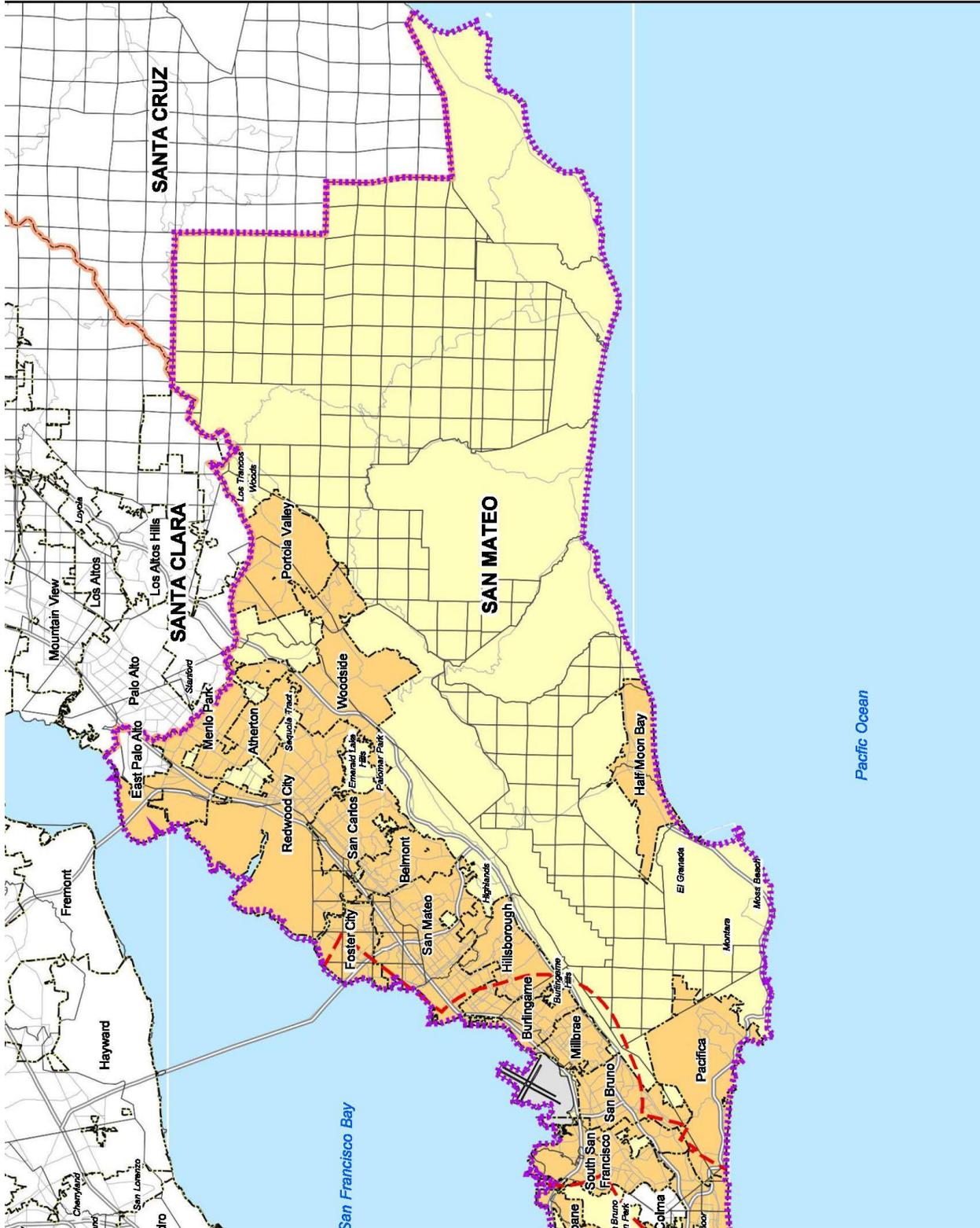
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

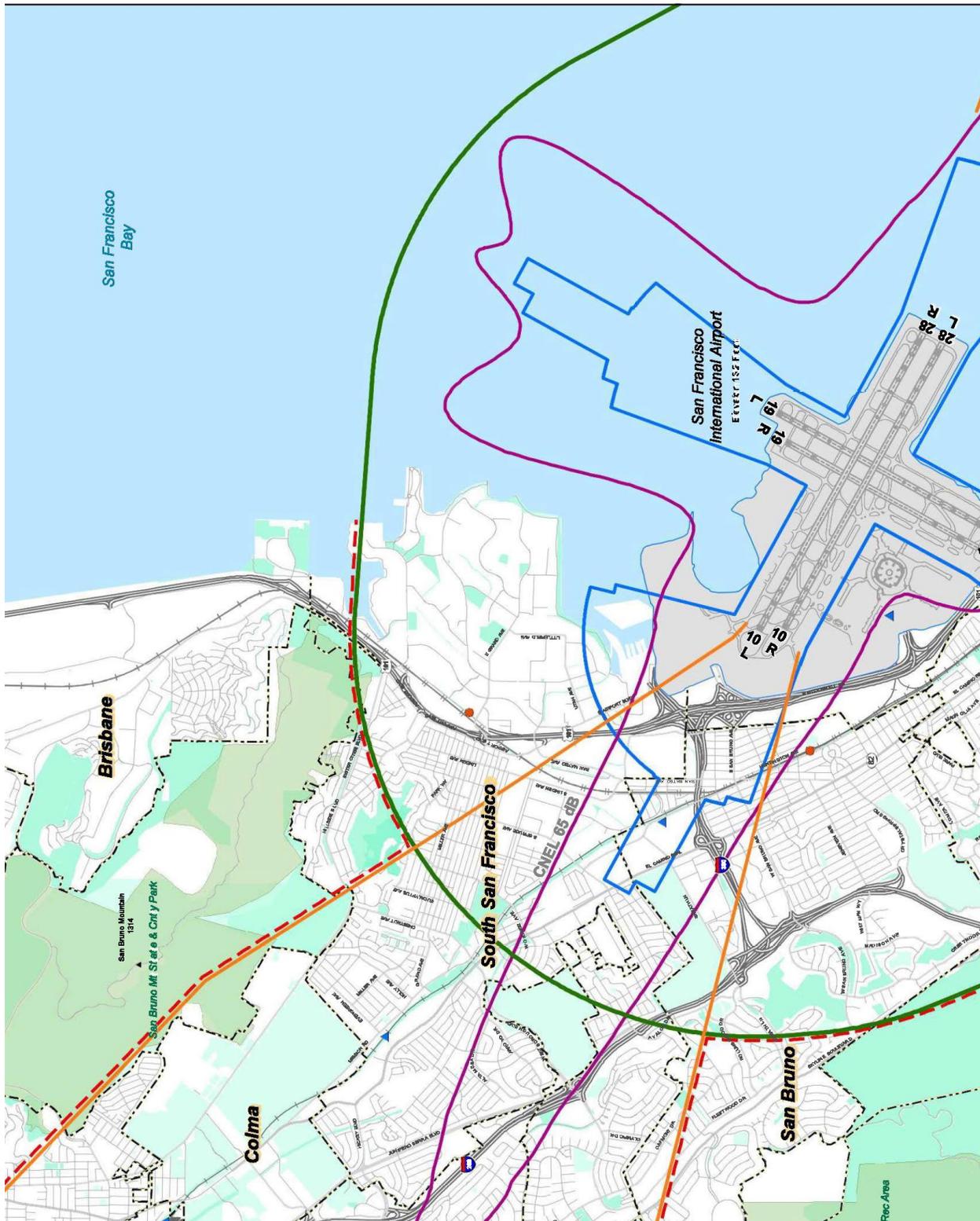
¹ On the northwest side, the Area B boundary corresponds to the 800-foot elevation line of the TERPS approach surface and the OEI departure surface. On the southeast side, the Area B boundary corresponds with the transitional surfaces rising from the flat, central portion of the TERPS surface having an elevation of 210 feet MSL. See Exhibits IV-17 and IV-18 for a detailed depiction of the airspace surfaces.

² California Business and Professions Code, Section 11010(b)(13).

[IV-2]

Comprehensive Airport Land Use Compatibility Plan
for the Environs of San Francisco International Airport
Airport/Land Use Compatibility Policies





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THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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IP-2 AIRPORT INFLUENCE AREA B – POLICY/PROJECT REFERRAL AREA

Within Area B, the Airport Land Use Commission (the C/CAG Board) shall exercise its statutory duties to review proposed land use policy actions, including new general plans, specific plans, zoning ordinances, plan amendments and rezonings, and land development proposals. The real estate disclosure requirements in Area A also apply in Area B. For the purposes of this policy, parcels along the edge of the Area B Boundary that are split by the boundary shall be considered as fully being within Area B.

Portions of unincorporated San Mateo County and the following municipalities are located within Area B:

- Daly City – small part of the city in the Serramonte area
- Colma – the entire town
- Pacifica – north and northeast of the city
- South San Francisco – all but north and west sides of the city
- San Bruno – all but northwest corner of the city
- Millbrae – the entire city
- Burlingame – the entire city
- Hillsborough – the northern part of the town, north of Chateau Drive
- San Mateo – a few blocks in the City of San Mateo
- Foster City – the northern part of the City
- Unincorporated San Mateo County: California Golf Club, Country Club Park, Burlingame Hills, and San Francisco International Airport

The following special districts are located within Area B of the AIA:

- North San Mateo County Sanitation District
- Peninsula Health Care District
- San Mateo County Flood Control District
- San Mateo County Harbor District
- San Mateo County Mosquito & Vector Control District
- Westborough County Water District

The following school districts and community college district are located within Area B:

- Bayshore Elementary School District
- Brisbane Elementary School District
- Burlingame Elementary School District

Comprehensive Airport Land Use Compatibility Plan
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Airport/Land Use Compatibility Policies

[IV-11]

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- Hillsborough City Elementary School District
- Jefferson Elementary School District
- Jefferson Union High School District
- Millbrae Elementary School District
- Pacifica School District
- San Bruno Park Elementary School District
- San Mateo County Community College District
- San Mateo Foster City Elementary School District
- San Mateo Union High School District
- South San Francisco Elementary School District

4.3 Noise Compatibility Policies

The airport noise compatibility policies described in this section have a two-fold purpose:

1. To protect the public health, safety, and welfare by minimizing the exposure of residents and occupants of future noise-sensitive development to excessive noise.
2. To protect the public interest in providing for the orderly development of SFO by ensuring that new development in the Airport environs complies with all requirements necessary to ensure compatibility with aircraft noise in the area. The intent is to avoid the introduction of new incompatible land uses into the Airport's "noise impact area" so that the Airport will continue to be in compliance with the State Noise Standards for airports (California Code of Regulations, Title 21, Sections 5012 and 5014).³

The following noise compatibility policies (NP) shall apply to the ALUCP.

NP-1 NOISE COMPATIBILITY ZONES

For the purposes of this ALUCP, the projected 2020 CNEL noise contour map from the Draft Environmental Assessment for the Proposed Runway Safety Area Program shall define the boundaries within which noise compatibility policies described in this Section shall apply.⁴ Exhibit IV-5 depicts the noise compatibility zones. More detail is provided on Exhibit IV-6. The zones are defined by the CNEL 65, 70 and 75 dB contours.

³ In 2002, the San Mateo County Board of Supervisors declared that the Airport had eliminated its "noise impact area," as defined under state law -- California Code of Regulations, Title 21, Sections 5012 and 5014.

⁴ URS Corporation and BridgeNet International. *Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport*, June 2011.

[IV-12]

Comprehensive Airport Land Use Compatibility Plan
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Airport/Land Use Compatibility Policies

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and associated with human disease of varying severity.

- b. Biosafety Level 3 practices, safety equipment, and facility design and construction are applicable to clinical, diagnostic, teaching, research, or production facilities in which work is done with indigenous or exotic agents with a potential for respiratory transmission, and which may cause serious and potentially lethal infection.
- c. Biosafety Level 4 practices, safety equipment, and facility design and construction are applicable for work with dangerous and exotic agents that pose a high individual risk of life-threatening disease, which may be transmitted via the aerosol route and for which there is no available vaccine or therapy.

4.5 Airspace Protection

The compatibility of proposed land uses with respect to airspace protection shall be evaluated in accordance with the policies set forth in this section. These policies are established with a twofold purpose:

1. To protect the public health, safety, and welfare by minimizing the public's exposure to potential safety hazards that could be created through the construction of tall structures.
2. To protect the public interest in providing for the orderly development of SFO by ensuring that new development in the Airport environs avoids compromising the airspace in the Airport vicinity. This avoids the degradation in the safety, utility, efficiency, and air service capability of the Airport that could be caused by the attendant need to raise visibility minimums, increase minimum rates of climb, or cancel, restrict, or redesign flight procedures.

4.5.1 FEDERAL REGULATIONS REGARDING TALL STRUCTURES

14 Code of Federal Regulations (CFR) Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace*, governs the FAA's review of proposed construction exceeding certain height limits, defines airspace obstruction criteria, and provides for FAA aeronautical studies of proposed construction. Appendix F describes the FAA airspace review process and the extent of FAA authority related to airspace protection.

4.5.2 PART 77, SUBPART B, NOTIFICATION PROCESS

Federal regulations require any person proposing to build a new structure or alter an existing structure with a height that would exceed the elevations described in CFR Part 77, Subpart B, Section 77.9, to prepare an FAA Form 7460-1, *Notice of Proposed Construction or Alteration*, and submit the notice to the FAA. The regulations apply to buildings and other structures or portions of structures, such as mechanical equipment, flag poles, and other projections that may exceed the aforementioned elevations.

[IV-34]

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Airport/Land Use Compatibility Policies

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Exhibit IV-10 depicts the approximate elevations at which the 14 CFR Part 77 notification requirements would be triggered; see **Exhibit IV-11** for a close-up view of the northern half and **Exhibit IV-12** for a close-up view of the southern half of the area. These exhibits are provided for informational purposes only. Official determinations of the areas and elevations within which the federal notification requirements apply are subject to the authority of the FAA. The FAA is empowered to require the filing of notices for proposed construction based on considerations other than height. For example, in some areas of complex airspace and high air traffic volumes, the FAA may be concerned about the potential for new construction of any height to interfere with electronic navigation aids. In these areas, the FAA will want to review all proposed construction projects.

The FAA has developed an on-line tool for project sponsors to use in determining whether they are required to file a Notice of Proposed Construction or Alteration. Sponsors of proposed projects are urged to refer to this website to determine whether they are required to file Form 7460-1 with the FAA:

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

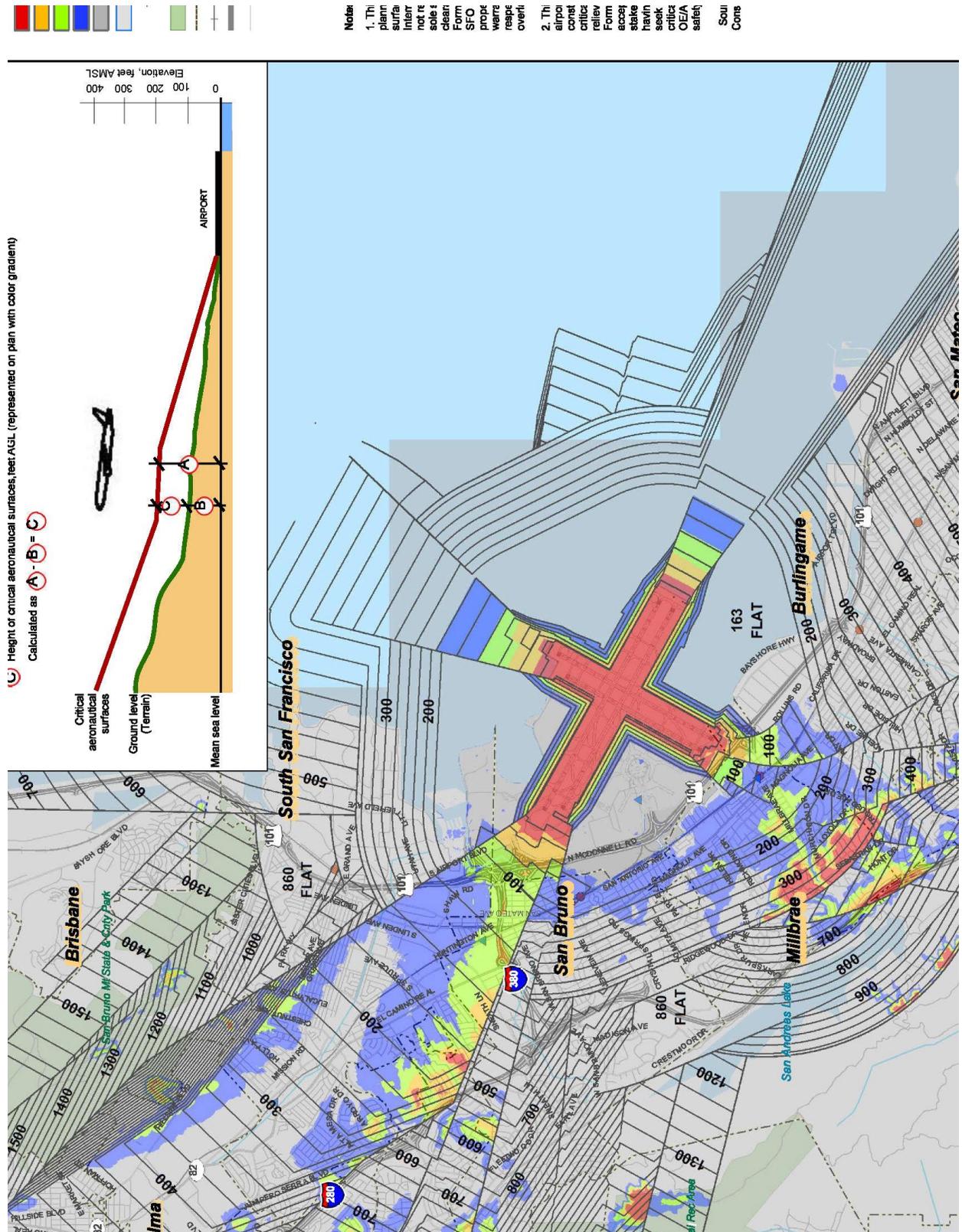
4.5.3 AIRSPACE MAPPING

Part 77, Subpart C, establishes obstruction standards for the airspace around airports including approach zones, conical zones, transitional zones, and horizontal zones known as “imaginary surfaces.” **Exhibit IV-13** depicts the Part 77 Civil Airport Imaginary Surfaces at SFO. The imaginary surfaces rise from the primary surface, which is at ground level immediately around the runways. The surfaces rise gradually along the approach slopes associated with each runway end and somewhat more steeply off the sides of the runways. The FAA considers any objects penetrating these surfaces, whether buildings, trees or vehicles travelling on roads and railroads, as obstructions to air navigation. Obstructions may occur without compromising safe air navigation, but they must be marked, lighted, and noted on aeronautical publications to ensure that pilots can see and avoid them.

Close-up views of the north and south sides of the Part 77 surfaces are provided in **Exhibit IV-14** and **Exhibit IV-15**, respectively. Additionally, **Exhibit IV-16** provides an illustration of the outer approach and transitional surfaces located on the southeast side of the Part 77 surfaces.

Together with its tenant airlines, SFO has undertaken a mapping effort to illustrate the critical aeronautical surfaces that protect the airspace required for multiple types of flight procedures such as those typically factored into FAA aeronautical studies, as shown on **Exhibit IV-17** and **Exhibit IV-18**. These aeronautical surfaces include those established in accordance with FAA Order 8260.3B, *U.S. Standard for Terminal Instrument Procedures (TERPS)*, and a surface representing the airspace required for One-Engine Inoperative (OEI) departures from Runway 28L (to the west through the San Bruno Gap).¹⁶ The exhibits depict the lowest elevations from the combination of the OEI procedure surface and all TERPS surfaces. The surfaces are defined with Required Obstacle Clearance (ROC) criteria to ensure safe separation of aircraft using the procedures from the underlying obstacles. Any proposed structures penetrating these surfaces are likely to receive Determinations of Hazard (DOH) from the FAA through the 7460-1 aeronautical study process. These surfaces indicate the maximum height at which structures can be considered compatible with Airport operations.

¹⁶ See Appendix F, Section F.3.2 for a discussion of one-engine inoperative procedures.



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Exhibit IV-19, which is provided for information purposes only, depicts a profile view of the lowest critical airspace surfaces along the extended centerline of Runway 10L-28R – the TERPS Obstacle Departure Procedure (ODP) surface, representing standard all-engines departures, and the approximate OEI surface developed by SFO through independent study in consultation with the airlines serving SFO. The exhibit also shows the terrain elevation beneath the airspace surfaces and various aircraft approach and departure profiles, based on varying operating assumptions. The exhibit illustrates a fundamental principle related to the design of airspace protection surfaces. The surfaces are always designed below the actual aircraft flight profile which they are designed to protect, thus providing a margin of safety. Note that the ODP climb profile is above the ODP airspace surface, and the OEI climb profile is above the OEI airspace surface.

4.5.4 AIRSPACE PROTECTION POLICIES

The following airspace protection policies (AP) shall apply to the ALUCP.

AP-1 COMPLIANCE WITH 14 CFR PART 77, SUBPART B, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

AP-1.1 Local Government Responsibility to Notify Project Sponsors

Local governments should notify sponsors of proposed projects at the earliest opportunity to file Form 7460-1, *Notice of Proposed Construction or Alteration*, with the FAA for any proposed project that would exceed the FAA notification heights, as shown approximately on Exhibit IV-10. Under Federal law, it is the responsibility of the project sponsor to comply with all notification and other requirements described in 14 CFR Part 77. This requirement applies independent of this ALUCP.

AP-1.2 FAA Aeronautical Study Findings Required Before Processing Development Application

The sponsor of a proposed project that would exceed the FAA notification heights, as shown approximately on Exhibit IV-10, shall present to the local government permitting agency with his or her **application for a development permit, a copy of the findings of the FAA’s aeronautical study, or evidence** demonstrating that he or she is exempt from having to file an FAA Form 7460-1. It is the responsibility of the local agency to consider the FAA determination study findings as part of its review and decision on the proposed project.

AP-2 COMPLIANCE WITH FINDINGS OF FAA AERONAUTICAL STUDIES

Project sponsors shall be required to comply with the findings of FAA aeronautical studies with respect to any recommended alterations in the building design and height and any recommended marking and lighting of their structures for their proposed projects to be deemed consistent with this ALUCP.

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AP-3 MAXIMUM COMPATIBLE BUILDING HEIGHT

In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height shown on the SFO critical aeronautical surfaces map (Exhibits IV-17 and IV-18), or (2) the maximum height determined not to be a "hazard to air navigation" by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

For the vast majority of parcels, the height limits established in local zoning ordinances are lower than the critical airspace surfaces. In those cases, the zoning district height regulations will control. Compliance with the zoning district height and the SFO critical aeronautical surfaces map, however, does not relieve the construction sponsor of the obligation to file a FAA Form 7460-1 *Notice of Proposed Construction or Alteration*, if required, and to comply with the determinations resulting from the FAA's aeronautical study.

For a project to be consistent with this ALUCP, no local agency development permits shall be issued for any proposed structure that would penetrate the aeronautical surfaces shown on Exhibits IV-17 and IV-18 or the construction of which **has not** received a Determination of No Hazard from the FAA, or which would cause the FAA to increase the minimum visibility requirements for any instrument approach or departure procedure at the Airport.

AP-4 OTHER FLIGHT HAZARDS ARE INCOMPATIBLE

Proposed land uses with characteristics that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft taking off or landing at the Airport or in flight are incompatible in Area B of the Airport Influence Area. They may be permitted only if the uses are consistent with FAA rules and regulations. Proof of consistency with FAA rules and regulations and with any performance standards cited below must be provided to the Airport Land Use Commission (C/CAG Board) by the sponsor of the proposed land use action.

Specific characteristics that may create hazards to aircraft in flight and which are incompatible include:

- (a) Sources of glare, such as highly reflective buildings or building features, or bright lights, including search lights or laser displays, which would interfere with the vision of pilots making approaches to the Airport.
- (b) Distracting lights that that could be mistaken by pilots on approach to the Airport for airport identification lighting, runway edge lighting, runway end identification lighting, or runway approach lighting.
- (c) Sources of dust, smoke, or water vapor that may impair the vision of pilots making approaches to the Airport.
- (d) Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar.
- (e) Land uses that, as a regular byproduct of their operations, produce thermal plumes with the potential to rise high enough and at sufficient velocities to interfere with the control of aircraft in

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flight. Upward velocities of 4.3 meters (14.1 feet) per second at altitudes above 200 feet above the ground shall be considered as potentially interfering with the control of aircraft in flight.¹⁷

(f) Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including, but not limited to, FAA Order 5200.5A, *Waste Disposal Sites On or Near Airports*, FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports*, and any successor or replacement orders or advisory circulars. Exceptions to this policy are acceptable for wetlands or other environmental mitigation projects required by ordinance, statute, court order, or Record of Decision issued by a federal agency under the National Environmental Policy Act.

4.5.5 iALP AIRSPACE TOOL

In consultation with C/CAG, SFO developed the iALP Airspace Tool, a web-based, interactive tool to evaluate the **relationship of proposed buildings with the Airport’s critical airspace surfaces**. The iALP Airspace Tool is designed to assist planners, developers, and other interested persons with the implementation of the airspace protection policies of the SFO ALUCP. The tool helps users determine: (1) the maximum allowable building height at a given site, and/or (2) whether a building penetrates a critical airspace surface, and by how much, given the proposed building height.

A more detailed description of the iALP Airspace Tool and a tutorial explaining how to use it is presented in **Appendix J**. Use of this tool, however, does not relieve a project sponsor of the duty to comply with all federal regulations, including the obligation to file Form 7460-1, Notice of Proposed Construction or Alteration, with the FAA.

¹⁷ This is a threshold established by the California Energy Commission in its review of power plant licensing applications. See *Blythe Solar Power Project Supplemental Staff Assessment, Part 2*, CEC-700-2010-004-REV1-SUP-PT2, July 2010. California Energy Commission. Docket Number 09-AFC-6, p. 25. This criterion is based on guidance established by the Australian Government Civil Aviation Authority (Advisory Circular AC 139-05(0), June 2004). **The FAA’s Airport Obstructions Standards Committee (AOSC) is studying this matter but has not yet issued specific guidance.**

[IV-60]

Response B-1

The commenter identifies which airport influence areas the Project site is located within, including associated policies. The commenter also explains the proposed Project's compliance with land use and zoning policies, consistent with information presented in the IS/MND.

Comment noted. Pages 3-75, 3-88, and 102 of the Draft IS/MND each provide detail on the airport influence areas as noted by the commenter. The comment does not contain questions or concerns regarding the adequacy of the Draft IS/MND analysis. No revisions to the Draft IS/MND are required.

Response B-2

The commenter discusses the project's compliance with Noise and Safety Compatibility Policies adopted in the SFO ALUCP, including the historic level of noise and vibration within the Project area.

Comment noted. Consistent with the commenter's observations noise compatibility is addressed in the IS/MND starting on page 3-102. The comment does not contain questions or concerns regarding the adequacy of the Draft IS/MND analysis. No revisions to the Draft IS/MND are required.

Response B-3

The commenter references the attached materials which includes information on the Project site's elevation above sea level relative to the building height of the Project in compliance with Airspace Protection Policy AP-3 of the SFO ALUCP. The commenter also reiterates that the Federal Aviation Administration (FAA) issued a Determination of No Hazard for the Project on November 28, 2023.

Comment noted. The comment does not contain questions or concerns regarding the adequacy of the Draft IS/MND analysis. No revisions to the Draft IS/MND are required.

Response B-4

The commenter discusses landscaping, tree removal, and tree replacement anticipated under the Project. The commenter expresses concerns about wildlife being attracted to the Project site as a result of these changes, with emphasis on birds which could pose a threat to aircraft safety. As result, the commenter urges the developer to reduce landscaping and trees on the Project site.

As described in Chapter 2, *Project Description*, of the Draft IS/MND, Proposed Project landscaping would increase the amount of landscaped area, compared with current conditions, by providing a total of 35 trees throughout the Project site and nearby streetscapes in areas that would be accessed by tenants and the public. It would include approximately 6,900 square feet of publicly accessible open space in the form of an outdoor plaza on the southeastern side of the Project site, which would provide public bicycle parking, social spaces, outdoor seating, landscaping, and interpretive panels.

Section IV, *Biological Resources*, under Impact IV. d, of the Draft IS/MND (pp. 3-37 to-40) addresses the potential attraction of birds to the Project site due to the increase in vegetation, including the potential for building bird strike. Building bird strike is related to aviation bird strike because both impacts are associated with the presence of birds on the Project site. Based on the analysis, it was concluded that the "lack of large areas of native vegetation and lack of structural complexity, the addition of landscaped areas to the Project site would not create high-quality bird habitat within this area, and any increase in bird abundance and diversity as a result of the proposed landscaping

would be modest.” The analysis further considered the Project’s potential to attract migratory birds and aquatic birds (which are also those often involved in damaging aircraft collisions) and determined that these “shorebirds and waterbirds attracted to nearby marsh and open water habitats would be unlikely to disperse onto the Project site, as these species are strongly associated with tidal habitats and open water.” Similarly, migratory birds were found to not likely be attracted to the Project site due to their preferred habitat of large, well-vegetated parks such as Coyote Point in San Mateo, Shoreline Park in Mountain View, or Sunnyvale Baylands Park in Sunnyvale for resting and foraging. Since there are no heavily vegetated areas or natural habitat such as riparian vegetation present on or in the area of the Project site to attract these species and with no inland urban parks or open spaces located nearby migratory songbirds would be expected to fly past the site when traveling in between Bay habitats and inland habitats.

Ultimately, given that the Project would not result in a substantial increase in bird abundance, an increase in migratory bird or waterbird abundance, or an increase in bird activity at the Project site (roughly 1 mile from SFO) it would not lead to an increase in bird air strike hazard risk at SFO.

Response B-5

The commenter references policies attached to the letter, specifically Airspace Protection Policies AP-1 through AP-4 of the SFO ALUCP, in an effort to ensure the Project selects the best building materials and lighting to ensure minimization of visual hazards to pilots.

Comment noted. The comment does not contain questions or concerns regarding the adequacy of the Draft IS/MND analysis. No revisions to the Draft IS/MND are required.

Mitigation Monitoring and Reporting Program (MMRP) for the 1499 Old Bayshore Highway Project

Environmental Topic	Mitigation Measures	Level of Environmental Impact	Responsible Party	Verifying Party	Timing
Air Quality	<p>Mitigation Measure AQ-1: Require Implementation of BAAQMD Basic Best Management Practices for Construction-Related Fugitive Dust Emissions.</p> <p>The Project applicant shall require their contractors, as a condition of contracts (e.g., standard specifications), to reduce construction-related fugitive dust emissions by implementing BAAQMD's basic best management practices, including the following measures.</p> <ul style="list-style-type: none"> • 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. 	Less than Significant with Mitigation Incorporated	Project Applicant or its contractor(s)	City of Burlingame (Public Works Department & Building Division Field Inspectors); Individual at City identified as person of contact for dust complaints	During construction

Environmental Topic	Mitigation Measures	Level of Environmental Impact	Responsible Party	Verifying Party	Timing
	<ul style="list-style-type: none"> • All vehicle speeds on unpaved roads shall be limited to 15 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. • All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph. • All trucks and equipment, including their tires, shall be washed off prior to leaving the site. • Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel. • Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations. 				

Environmental Topic	Mitigation Measures	Level of Environmental Impact	Responsible Party	Verifying Party	Timing
Air Quality	<p>The Project applicant shall submit evidence of compliance to the City prior to grading permit issuance.</p>	<p>Less than Significant with Mitigation Incorporated</p>	<p>Project Applicant or its contractor(s)</p>	<p>City of Burlingame (Public Works Department & Building Division Field Inspectors)</p>	<p>Prior to construction</p>
	<p>Mitigation Measure AQ-2: Use Clean Diesel-Powered or Electric Equipment during Construction to Control Construction-Related Emissions.</p> <p>The Project applicant shall ensure that all off-road diesel-powered equipment greater than 50 horsepower used during construction shall be equipped with EPA-approved Tier 4 Final engines or cleaner to reduce PM2.5 and PM10 exhaust emissions. The construction contractor shall submit evidence of the use of EPA-approved Tier 4 Final engines or cleaner to the City prior to the commencement of Project construction activities.</p>				
	<p>Mitigation Measure BIO-1: Lighting Impact Reduction Measures.</p> <p>The following measures shall be implemented to reduce spillover of lighting into, or glare/increased luminance perceived by animals using Mills Creek, the Shorebird Sanctuary, and the Bay, as well as adverse effects of lighting on migratory birds:</p> <ul style="list-style-type: none"> • Through a combination of proper fixture selection, low mounting height, glare shielding, and 	<p>Less than Significant with Mitigation Incorporated</p>	<p>Project Applicant or its contractor(s)</p>	<p>City of Burlingame Planning Division</p>	<p>Prior to construction and monitoring during operation</p>

Environmental Topic	Mitigation Measures	Level of Environmental Impact	Responsible Party	Verifying Party	Timing
	<p>orientation/aiming of light fixtures, the design team shall actively control undesirable spill light towards sensitive habitat areas. All exterior lighting shall be fully shielded to block illumination from shining outward towards Mills Creek, the Shorebird Sanctuary, and the Bay, and to prevent the lit portions of these fixtures (i.e., the lamps) from being visible to fish, birds, or mammals in the water or mudflats in these adjacent areas. Limited uplighting may apply to select building facade areas and landscape features that are at least 50 feet from the high tide line along the Bay and at least 35 feet from the high tide line along Mills Creek. These uplight fixtures shall incorporate glare shields and strategic aiming to control undesirable spill light; shall incorporate timeclock control to turn off uplighting from 10pm until the next evening; and shall use 40-Watt maximum lamps to minimize light output.</p> <ul style="list-style-type: none"> The Project shall demonstrate, initially via computer calculations and via field measurements following Project construction, that the increase in illumination from all exterior site and façade 				

Environmental Topic	Mitigation Measures	Level of Environmental Impact	Responsible Party	Verifying Party	Timing
	<p>lighting shall not exceed 0.1 footcandles as measured on the surface of the water of Mills Creek, the Shorebird Sanctuary, and the Bay.</p> <ul style="list-style-type: none"> • Except as indicated in the previous bullet (and the exceptions for public streets), 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 backlight-uplight-glare 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). • Lighting for public streets, roadways, highways, and traffic 				

Environmental Topic	Mitigation Measures	Level of Environmental Impact	Responsible Party	Verifying Party	Timing
	<p>signage lighting, including lighting for driveway entrances occurring in the public right-of-way, shall be excluded from these backlight-uplight-glare rating limitations to support public safety and proper illumination of public streets.</p> <ul style="list-style-type: none"> • Exterior lighting shall be minimized in accordance with recommendations from the International Dark-Sky Association (2011) from midnight until dawn, at a minimum, except as needed for safety and City code compliance. • Spillage of lighting from building interiors shall be minimized using occupancy sensors, dimmers, or other mechanisms from midnight until dawn, at a minimum, during bird migration seasons (February–May and August–November). If desired, this measure may be voluntarily implemented year-round. 				
Biological Resources	<p>Mitigation Measure BIO-2: Nesting Bird Avoidance. A) Seasonal Avoidance. To the extent feasible, tree removal, demolition, and the start of construction activities shall be scheduled to avoid the nesting season. If such activities take place outside the nesting season, all</p>	Less than Significant with Mitigation Incorporated	Project Applicant or its contractor(s); Qualified Wildlife Biologist	City of Burlingame Planning Division	Prior to construction A) September 1 to January 31 requires no surveys B-D): 7 days prior to construction during the nesting

Environmental Topic	Mitigation Measures	Level of Environmental Impact	Responsible Party	Verifying Party	Timing
	<p>impacts on nesting birds protected under the MBTA and California Fish and Game Code shall be avoided through adherence of B, C, and D of this mitigation measure. The nesting season for most birds in San Mateo County extends from February 1 through August 31.</p> <p>B) Preconstruction/Pre-Disturbance Surveys. If it is not possible to schedule construction activities between September 1 and January 31, then preconstruction surveys for nesting birds shall be conducted by a qualified biologist to ensure that no nests of migratory birds will be disturbed during project implementation. These surveys shall be conducted no more than 7 days prior to the initiation of tree removal, demolition, ground disturbance, or construction activities for each construction phase. During this survey, the biologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, buildings, and the ground) in and immediately adjacent to the impact areas for migratory bird nests.</p> <p>C) Buffers. If an active nest is found within areas that would be disturbed by project activities, the ornithologist shall determine the extent of a construction-free buffer zone to be established around the</p>				<p>period of February 1 to August 31.</p>

Environmental Topic	Mitigation Measures	Level of Environmental Impact	Responsible Party	Verifying Party	Timing
	<p>nest (typically 300 feet for raptors and 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code shall be disturbed during project implementation.</p> <p>D) Inhibition of Nesting. If construction activities will not be initiated until after the start of the nesting season, all potential nesting substrates (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed by the Project may be removed prior to the start of the nesting season (e.g., prior to February 1). This will preclude the initiation of nests in this vegetation and prevent the potential delay of the Project due to the presence of active nests in these substrates.</p>				
<p>Cultural Resources and Tribal Cultural Resources</p>	<p>Mitigation Measure CULT-1: Unanticipated Discovery Protocol Should unknown precontact or historic-period archaeological materials such as flaked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock as well as historic-period artifacts such as glass, metal, wood, brick, or structural remnants are encountered during Project construction activities; the construction contractor shall halt construction within 50 feet of the find and</p>	<p>Less than Significant with Mitigation Incorporated</p>	<p>Project Applicant and/or its contractor(s); Qualified Professional Archaeologist; Native American representatives</p>	<p>City of Burlingame Planning Division</p>	<p>During construction</p>

Environmental Topic	Mitigation Measures	Level of Environmental Impact	Responsible Party	Verifying Party	Timing
	<p>immediately notify the City. Construction activities shall be redirected and a qualified archaeologist, in consultation with the City, shall: (1) evaluate the archaeological deposit to determine if it meets the CEQA definition of a historical or unique archaeological resource, and (2) make recommendations about the treatment of the deposit, as warranted. If the deposit does meet the CEQA definition of a historical or unique archaeological resource then it shall be avoided to the extent feasible by project construction activities. If avoidance is not feasible, then adverse effects to the deposit shall be mitigated as specified in CEQA Guidelines Section 15126.4(b) (for historic resources) or CEQA Section 21083.2 (for unique archaeological resources). This mitigation may include a thorough recording of the resource on DPR Form 523 records, or archaeological data recovery excavation. If data recovery excavation is warranted, CEQA Guidelines Section 15126.4(b)(3)(C), which requires a data recovery plan prior to data recovery excavation, shall be followed. If the significant identified resources are unique archaeological resources, mitigation of these resources shall be subject to the</p>				

Environmental Topic	Mitigation Measures	Level of Environmental Impact	Responsible Party	Verifying Party	Timing
Geology and Soils	<p>limitations on mitigation measures for archaeological resources identified in CEQA Sections 21083.2(c) through 21083.2(f).</p> <p>Mitigation Measure GEO-1: Stop Work in Case of Discovery of Paleontological Resources. Discovery of a paleontological specimen during any phase of the Project shall result in work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Should loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by the professional paleontologist, shall be implemented to mitigate the impact prior to the continuation of work.</p>	<p>Less than Significant with Mitigation Incorporated</p>	<p>Project Applicant and/or its contractor(s); Professional Paleontologist</p>	<p>City of Burlingame Planning Division</p>	<p>During construction</p>
Noise	<p>Mitigation Measure NOI-1: Construction Noise Control Plan to Reduce Noise from Project Construction. To reduce potential noise effects resulting from Project construction, a Construction Noise Control Plan shall be developed to ensure feasible construction noise control measures are implemented to reduce construction noise at nearby sensitive land uses. The Construction Noise Control Plan, to be developed by the Project applicant, would</p>	<p>Less than Significant with Mitigation Incorporated</p>	<p>Project Applicant and/or its contractor(s)</p>	<p>City of Burlingame (Public Works Department & Building Division Field Inspectors)</p>	<p>Prior to construction (approval of Noise Control Plan)</p> <p>During construction (implementation of noise measure)</p>

Environmental Topic	Mitigation Measures	Level of Environmental Impact	Responsible Party	Verifying Party	Timing
	<p>include certain noise reduction measures, such as the following.</p> <ul style="list-style-type: none"> • Using smaller equipment with lower horsepower when working near noise-sensitive land uses or reducing the hourly utilization rate of equipment used on the site. • Locating construction equipment and equipment staging areas as far as feasible from noise-sensitive uses. • Locating stationary construction equipment, such as generators or pumps, as far as feasible from noise-sensitive land uses. • Requiring that all construction equipment powered by gasoline or diesel engines have sound control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation. • Prohibiting gasoline or diesel engines from having unmuffled exhaust systems. • Not idling inactive construction equipment for prolonged periods (i.e., more than 5 minutes). • Constructing a solid plywood barrier around the construction site and adjacent to nearby noise-sensitive land uses. 				

Environmental Topic	Mitigation Measures	Level of Environmental Impact	Responsible Party	Verifying Party	Timing
Noise	<ul style="list-style-type: none"> Using temporary noise control blankets or barriers along the project construction fence. <p>Mitigation Measure NOI-2: Reduce Noise from Project Mechanical Equipment. To reduce potential noise effects resulting from Project mechanical equipment, including heating, cooling, and ventilation equipment as well as project emergency generators, an operational equipment noise analysis shall be prepared (once final makes, models and design features of associated equipment are selected) to confirm actual noise levels of project-specific equipment will comply with applicable local noise standards. The analysis shall be conducted prior to the issuance of building permits and shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that the mechanical equipment selected for the project will not result in an exceedance of the applicable City noise standards of 50 dBA <i>Leq</i> during nighttime hours and 60 dBA <i>Leq</i> during daytime hours. Options to reduce noise from mechanical equipment include the following.</p>	Less than Significant with Mitigation Incorporated	Project Applicant and/or its qualified acoustical analysis expert/engineering contractor(s)	City of Burlingame (Public Works Department & Building Division Field Inspectors)	Prior to issuance of building permit

Environmental Topic	Mitigation Measures	Level of Environmental Impact	Responsible Party	Verifying Party	Timing
	<ul style="list-style-type: none"> • Enclosing equipment in mechanical equipment rooms. • Shielding equipment with mechanical screens, walls or barriers at least as tall as the equipment. • Selecting quieter equipment and/or emergency generator models. • Incorporating weather enclosures and/or exhaust silencers or filters into emergency generator design. <p>All recommendations from the acoustical analysis necessary to ensure that noise sources meet the above standards shall be incorporated into the building design and operations.</p>				
Transportation	<p>Mitigation Measure TRA-1: Traffic Control Plan.</p> <p>Prior to issuance of grading and building permits, the applicant shall submit a traffic control plan to the City. The traffic control plan shall include the following requirements: Truck drivers shall be notified of and required to use the most direct route between the site and U.S. 101, as determined by the City Engineering Department; all site ingress and egress shall occur only at the main driveways to the Project site; specifically designated travel routes for large vehicles shall be monitored</p>	Less than Significant with Mitigation Incorporated	Project Applicant and/or its contractor(s)	City of Burlingame Public Works Department	<p>Prior to issuance of grading and building permits (submittal of Traffic Control Plan)</p> <p>During construction (implementation of Traffic Control Plan)</p>

Environmental Topic	Mitigation Measures	Level of Environmental Impact	Responsible Party	Verifying Party	Timing
	and controlled by flaggers; warning signs, indicating frequent truck entry and exit points, shall be posted on adjacent roadways, if requested; and any debris or mud on nearby streets caused by trucks shall be monitored daily, which may require instituting a street cleaning program.				
Utilities and Service Systems	<p>Mitigation Measure UTIL-1: Contribute to Water Conservation Programs under the City’s Development Offset Program.</p> <p>Per the Development Offset Program, the Project sponsor shall contribute to funding of water conservation programs to offset the Project’s contribution to the City’s water demand overage.</p>	Less than Significant with Mitigation Incorporated	Project Applicant	City of Burlingame Public Works Department	Prior to issuance of building permits