Annual Creek and Channel Facility Maintenance Program – 2022 Update

Addendum to Initial Study/ Mitigated Negative Declaration

CITY OF BURLINGAME, SAN MATEO COUNTY, CALIFORNIA

Prepared For:
City of Burlingame
Planning Department
501 Primrose Road
Burlingame, CA 94010
Contact: Martin Quan

Prepared By:
WRA, Inc.
2169-G East Francisco Boulevard
San Rafael, California 94901

Date: March 2022

2169-G East Francisco Blvd., San Rafael, CA 94901 (415) 454-8868 tel (415) 454-0129 fax info@wra-ca.com www.wra-ca.com

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

APPENDICES

LIST OF ACRONYMS AND ABBREVIATIONS

ABAG	Association of Bay Area Governments
ALUC	Airport Land Use Commission
ALUP	Airport Land Use Plan
BAAQMD	Bay Area Air Quality Management District
BMP	Best Management Practice
BTU	British thermal unit
C/CAG	City/County Association of Governments
CAFE	Corporate Average Fuel Economy
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife (formerly California Department of Fish and Game [CDFG])
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CNDDB	California Natural Diversity Database
CPA	California Power Authority
CPUC	California Public Utilities Commission
City	City of Burlingame
Corps	United States Army Corps of Engineers
CRLF	California red-legged frog
CWA	Clean Water Act
EAP	Energy Action Plan
EFH	Essential Fish Habitat
EPA	United States Environmental Protection Agency

ESA	Endangered Species Act
GHG	Greenhouse Gas
MBTA	Migratory Bird Treaty Act
MTC	Metropolitan Transportation Commission
NCCP	Natural Community Conservation Plan
NMFS	National Marine Fisheries Service
NPDES	National Pollution Discharge Elimination System
OHWM	Ordinary High Water Mark
RHA	Rivers and Harbors Act
RWQCB	Regional Water Quality Control Board
SFGS	San Francisco garter snake
SFO	San Francisco International Airport
SWRCB	State Water Resources Control Board
USFWS	United States Fish and Wildlife Service
WRA	WRA, Inc.

City of Burlingame
Initial Study/Mitigated Negative Declaration

BACKGROUND

1. **Project Title:** Annual Creek and Channel Facility Maintenance Program – 2021 Update

2. **Lead Agency and Project Proponent:** City of Burlingame
501 Primrose Road
Burlingame, CA 94010

3. **Contact Person and Phone Number:** Martin Quan
650-558-7245
mquan@burlingame.org

4. **Project Location** City of Burlingame, CA

The Project site includes reaches of five creeks or channels in the City of Burlingame, San Mateo County, including: El Portal/Trousdale Channel, Mills Creek, Easton Creek, Sanchez Creek, and Burlingame Creek (Figure 1). The Project site is approximately 36.28 acres. These waterways originate on the eastern slope of the Buri Buri Ridge, on the east side of Interstate 280, and flow northeasterly through the City of Burlingame to the San Francisco Bay.

5. **General Plan Designation and Zoning District**

General Plan Designation:

Residential, Industrial and Office Use, and Community Park

Bayfront Specific Plan:

Inner Bayshore Area Office and Warehouse

Zoning Designation:

Residential (R1)

Rollins Road (RR)

Shoreline District (SL)

Inner Bayshore (IB)

6. Description of Project:

The City of Burlingame (the City) proposes to continue periodic routine maintenance as needed on an annual basis within these five creek channels, which are part of the City's stormwater management system. The maintenance activities include sediment removal, concrete channel repair, leaf litter and debris removal, vegetation trimming/removal, culvert repair, and dewatering. The majority of the work areas were covered in a 2009 Initial Study and Mitigated Negative Declaration (IS/MND), and described generally below. This Addendum covers work in five (5) additional areas outside of the scope of work area originally evaluated in that IS/MND. In addition, this Addendum is adding one new class of work activity, existing culvert repair, which was not covered in the previous IS/MND. Work in these additional areas and new maintenance activity would not generate new impacts or require new mitigation measures compared to those evaluated in the 2009 IS/MND.

Existing Maintenance Areas Covered by the Annual Creek and Channel Facility Maintenance Program 2009 Initial Study/Mitigated Negative Declaration (SCH No. 2008122013)

The 2009 IS/MND covered routine maintenance in reaches of Burlingame, Sanchez, Easton, Mills, and El Portal Creeks (Figure 1). Brief descriptions of these areas are as follows:

1. **Burlingame Creek:** Two reaches of Burlingame Creek were maintained under the previous IS/MND. One enclosed box culvert reach was in Parking Lot E between Primrose and Park Avenues where sediment was removed. The second open channel reach was located along California Drive downstream of the Caltrain railroad tracks. Vegetation removal occurred along the channel banks.

2. **Sanchez Creek:** Four reaches of Sanchez Creek were maintained with vegetation removal or cutting and sediment removal. These reaches included two reaches under the Caltrain tracks, a reach perpendicular to Carolan Avenue, and a reach between California drive and the Caltrain tracks.

3. **Easton Creek:** Maintenance activities were proposed on five reaches of Easton Creek. The reaches of the Creek within the Project area begin at Grove Channel and end where the creek flows into the Bay. Sediment removal was proposed at four of the reaches while vegetation removal was proposed at one. The sediment removal portions included Lincoln Channel, Grove Channel, a box culvert under Highway 101, and a concrete channel between Highway 101 and Bayshore Boulevard. The vegetation removal section was from between California Drive to Highway 101.

4. **Mills Creek:** Maintenance activities were completed on five reaches of Mills Creek. A combination of vegetation and sediment removal was proposed along the sections running parallel to the Caltrain tracks, to Rollins Road, in a box culvert under Highway 101, from Rollins Road to Highway 101, and from Highway 101 to Bayshore Boulevard.

5. **El Portal Creek:** This reach includes Trousdale Channel, Gilbreth Channel and the southern embankment and bottom of El Portal Creek (the northern embankment is within City of Millbrae City Limits). All aforementioned creek reaches are concrete lined and span a distance of 2,700 LF. Tide gates located at the SF Bay outlet prevent tidal influence within the creek. The work involved removing large weeds that had grown up through cracks in the concrete and replacing some of the broken concrete.

Path: L:\Acad 2000 Files\19000\19139-11\GIS\ArcMap\2021\Fig1_SiteMap 20210519.mxd

Sources: 2017 San Mateo County Aerial, WRA | Prepared By: njander, 8/17/2021

Figure 1. Site Map with Existing and Proposed Creeks for Maintenance

New Maintenance Areas Evaluated under 2022 IS/Addendum

Five additional areas within these creeks are proposed for inclusion in the City's annual maintenance program. The additional areas are located along the three of the five creeks previously evaluated (Mills Creek, Burlingame Creek, and Sanchez Creek). The previous IS/MND prepared in 2009 for the routine maintenance of these creeks did not include these areas for maintenance and they are now therefore being evaluated under this 2022 IS/Addendum (City of Burlingame, 2009).

1. **Mills Creek at Ray Park:** Ray Park includes a reach of Mills Creek located at the intersection of Balboa Way and Devereux Drive, next to Lincoln Elementary School. Mills Creek flows from the school eastward along the south side of the park through a naturalized corridor that delineates the neighborhood to the south from the edge of the developed ballfields/tennis courts to the north. Grades are generally flat and within the naturalized corridor are mature eucalyptus, pine and oak trees which occasionally need to be trimmed or removed. The corridor through the park has only limited understory vegetation so stream and vegetation maintenance is relatively accessible.

2. **Mills Creek at Village Park:** Village Park includes a reach of Mills Creek, just upstream of its intersection with California Drive. Access to the creek is via Eastmore Drive through the park. Village Park is a well-developed park with a community center, children's play areas and basketball courts. Mills Creek defines the southern edge of the park property and is nearly invisible, as it is 5-8-feet below grade and separated from the park area by an opaque vine covered fence. Public Works and Parks Departments have considered creek restoration and interpretation of creek processes from within the park. Mills Creek in this area is incised, though relatively stable and has been encroached upon from the south by overhanging structures. Heavy flooding could affect both the park and the structures. Side slopes are steep and invasive plants, such as ivy are throughout.

3. **Burlingame Creek at Heritage Park:** Heritage Park is a small community park along Burlingame Creek in a residential area at the intersection of Ralston Avenue and Occidental Avenue. Burlingame Creek passes under Occidental Avenue and emerges from a large culvert and flows along the southern property line of the park. The creek gradient is gentle, and sediment accumulates regularly. The park is relatively flat and a less than 100-foot reach of the creek is accessible with maintenance equipment. If left unmaintained, sediment would further restrict the upstream culvert, potentially causing neighborhood flooding. Access to the creek in Heritage Park is relatively easy, mostly across exposed earth and bark mulched areas adjacent to the creek, and there is no riparian vegetation along the park-side creek bank.

4. **Sanchez Creek at Caltrain Railroad Tracks and Highway 101:** Sanchez Creek is the narrow strip of land between California Drive and the Caltrain railroad tracks. The upper end starts as a drainage swale at the Oak Grove Avenue crossing and flows northwest, parallel to the corridor. It is offset from California Drive by about 20-feet and flows under large eucalyptus trees which continuously drop leaves and bark into the swale. Light equipment and hand raking is used to remove accumulated leaves and debris from the upper swale. Lower reaches become larger as more street runoff is directed through culverts, into the drainage swale from paved roadways and intersections such as Palm Drive by the Central County Fire Station. Below Palm Drive the swale becomes an earthen bottom channel that becomes progressively deeper to accommodate additional runoff. The channel is maintained to remove accumulated sediment, eucalyptus leaves and bark, resulting in a four-foot wide channel incised about a foot deep into the ground. The lower part of Sanchez Creek widens again to about eight-feet wide. The lowest downstream section to be maintained is near the Rollins Road and Highway 101 culvert.

New Maintenance Actions Evaluated under 2022 IS/Addendum

Culvert Repair. The City would utilize mechanized equipment to repair existing culverts within the same footprint as existing culverts, as discussed under Maintenance Actions (below). This action may occur within areas evaluated under the 2009 IS/MND and the 2022 IS/Addendum.

Project Schedule

Maintenance actions would occur annually. In any given year, maintenance would occur prior to the onset of the rainy season, generally between May 1 and October 15, unless otherwise allowed by the reviewing regulatory agencies

Construction Staging and Access

Staging Areas. Staging areas would be located above the top of the stream bank. Each staging area is approximately 1,500 square feet.

Access. Where feasible, work would be conducted with mechanized equipment stationed above the top of the stream bank. Due to the proximity of existing private development along the creek channels, it is sometimes necessary to operate mechanical equipment within the channelized creek beds. Mechanized equipment would only enter the channels when necessary, and would access the channel via designated access routes or mechanically lowered into the channel with hydraulic equipment. Designated access routes would utilize existing roads, ramps, and other areas devoid of sensitive habitat areas, to the extent feasible.

Equipment. Maintenance work would be conducted with a combination of mechanized equipment and hand tools. Equipment is anticipated to include Bobcats, excavators, mowers, backhoes, loaders, dump trucks, hand mowers, powered tools, and manual hand tools such as shovels, wheelbarrows, picks, trimmers, and mechanical cutters. The size of the channelized streams means that only small equipment (such as Bobcats and similar machinery) can be operated within the stream banks. Where it is necessary to operate small equipment within the channelized stream banks, that equipment will typically be supported by larger equipment stationed above the top of bank.

Maintenance Actions

The Project includes the following routine maintenance actions. **Table 1** identifies which maintenance actions would occur in each of the creeks or channels.

Sediment Removal**.** The City would utilize a combination of mechanized equipment (e.g., small Bobcat, skiploader and/or excavator) and hand tools to remove accumulated sediment in creeks and culverts to maintain existing channel capacity. In some reaches, small mechanized equipment (such as a Bobcat) would operate within the creek channel to remove sediment or push sediment to the excavator bucket as needed. Large equipment (such as excavators and dump trucks) would not enter the creeks and would be stationed above the top of bank. All sediment removed would be hauled to an upland site for disposal. In cases where sediment removal from culverts is required, the Project may utilize a vacuum truck or similar equipment in addition to small mechanized equipment to complete the work.

Concrete Channel Repair. The City would repair areas of cracked and degrading concrete in existing concrete-lined channel reaches. A combination of mechanized equipment (i.e. concrete cutters, small bobcat mounted jack hammers and loaders) plus hand tools would be utilized. Concrete would be allowed to dry for a minimum of 30 days prior to contacting water within the creeks.

Leaf Litter and Debris Removal. The City would utilize a combination of mechanized equipment and hand tools to remove trash, debris, non-living vegetation (e.g. eucalyptus leaf litter), and fallen trees and branches that could inhibit flows or damage structures along the creeks. Where mechanized equipment access to the creeks is required, small mechanized equipment (such as a bobcat) would remove leaf litter and debris directly or operate in conjunction with large equipment stationed above the top of bank. Where feasible, leaf litter and debris removal would be accomplished by larger equipment stationed above top of bank. All removed material would be hauled to an upland site for disposal.

Vegetation Trimming/Removal. The City would trim and/or remove trees which are, or have the potential to, impact channel flow. The City would utilize hand tools or mowers for removal and trimming of vegetation above the top of creek banks. Non-native and native trees and vegetation may be trimmed. Vegetation and tree removal would target non-native or invasive species, although some native vegetation and trees may be removed if determined necessary.

Culvert Repair. The City would utilize mechanized equipment to repair existing culverts within the same footprint. Repairs may include repair and maintenance of: (1) concrete surfaces (i.e., spall or crack repairs); (2) existing erosion control or culvert stabilization material at the margins of the culverts (i.e., riprap or concrete aprons); (3) existing headwalls, tide gates, or similar structures integral to the culvert function; (4) existing foundations and embankments that are located within the footprint of the culvert; or (5) similar in-kind repairs. Repairs may involve changes in materials where necessary to meet current engineering standards and best practice. Repairs do not include replacement of earthen banks or channel bottoms with hardened material such as concrete or riprap. The culvert repair, including any necessary erosion control and structural stabilization, would be within the footprint of the existing culvert and associated existing erosion control and stabilization materials.

Dewatering. To the extent feasible, work in the stream channels would be conducted when they are naturally dewatered. However, tidal or non-tidal areas that do not fully drain may require installation of temporary cofferdams. Cofferdams may be created using inflatable systems or sand and gravel bags sealed with plastic sheeting depending on the location and the contractor completing the work. Water from inside the coffer dam will be pumped out of the work area to the greatest extent feasible prior to operating equipment in the dewatered creek section. Water from upstream would be redirected around the work area in a temporary bypass to keep the area dry before being discharged into the lower reach of the same creek. Cofferdams would be completely removed upon completion of work.

Table 1. Annual Maintenance Actions by Creek (Areas Covered by 2009 IS/MND and 2022 IS/Addendum)

Creek	Tidal / Non-tidal	Location	Sediment Removal	Concrete Repair	Leaf Litter and Debris Removal	Vegetation Trimming/ Removal	Culvert Repair	Mechanized Equipment Access
El Portal/ Trousdale Channel	Non-tidal	Parallel to Caltrain tracks from south of Broderick Rd, turning right at main stem of channel to Hwy 101 (Reach 1) Parallel to Gilbreath Rd from Mitten Rd, turning right at main stem of channel to Bay (Reach 2)	Yes	Yes	Yes	Yes	Yes	Mechanized equipment may enter concrete channel at any designated access point.
	Tidal	East of Bayshore Hwy (Reach 2)	Yes	No	Yes	Yes	Yes	Not anticipated.
Mills Creek	Non-tidal	Between Cabrillo Ave and Balboa Way (Ray Park) Between Highway Rd and California Dr. (Village Park)	Yes	Yes	Yes	Yes	Yes	Not anticipated.
	Tidal	Parallel to Caltrain tracks between north of Oxford Rd and Mills Ave. (Reach 1) Between Caltrain tracks and Rollins Rd. (Reach 2) Between Rollins Road and Hwy 101 (Reach 3) Between Hwy 101 and Bay (Reach 4)	Yes	No	Yes	Yes	Yes	Mechanized equipment may enter portion of Mills Creek between north of Oxford Rd and Mills Ave (Reach 1) only.
Easton			Yes	Yes	Yes	Yes	Yes	Mechanized

Creek	Tidal / Non-tidal	Location	Sediment Removal	Concrete Repair	Leaf Litter and Debris Removal	Vegetation Trimming/ Removal	Culvert Repair	Mechanized Equipment Access
Creek	Tidal	Parallel to Caltrain tracks between Lincoln Ave and north of Grove Ave. (Reach 1) Between Caltrain tracks and Hwy 101 (Reach 2) Between Hwy 101 and Bayshore Hwy (Reach 3) Between Bayshore Hwy and Bay (Reach 4)						equipment may enter Easton Creek between Lincoln Ave and north of Grove Ave (Reach 1) and between Hwy 101 and Bayshore Hwy (Reach 3), both of which are concrete lined.
Sanchez Creek	Non-tidal	Parallel to California Drive between Oak Grove Ave and north of Sanchez Ave (Reach 2).*	Yes	No	Yes	Yes	Yes	Mechanized equipment may enter non-tidal reaches of Sanchez Creek.
	Tidal	South of Hwy 101 and north of Toyon Drive (Reach 1).	Yes	Yes	Yes	Yes	Yes	No mechanized equipment will enter the tidal reach of Sanchez Creek.
Burlingame Creek	Non-tidal	Near Occidental Ave and Ralston Ave (Heritage Park) Parallel to California Drive between North Ln and Oak Grove Ave (Reach 1).	Yes	No	Yes	Yes	Yes	Not anticipated.

*A small portion of this reach has muted tidal influence.

7. Project – Related Approvals, Agreements, and Permits

The information contained in this Addendum to the 2009 Initial Study/Mitigated Negative Declaration will inform the City of Burlingame, the California Environmental Quality Act (CEQA) Lead Agency, as it considers approval the proposed Project. If the Project is approved, this Addendum to the 2009 Initial Study would be used by the City, and responsible and trustee agencies, to address all *new* maintenance areas added into the stream and channel maintenance program since 2009, plus any new regulatory requirements that would affect stream and channel maintenance added since 2009. The additional areas and activities covered in this Addendum would not require any additional permits outside of those listed in the 2009 IS/MND, which include:

- United States. Army Corps of Engineers (Corps), Section 404 Permit;
- Regional Water Quality Control Board (RBQCB) Water Quality Certification;
- California Department of Fish and Wildlife (CDFW) Streambed Alteration Agreement;
- Caltrain Encroachment Permit;
- California Department of Transportation (Caltrans) Encroachment Permit; and
- San Francisco Bay Conservation and Development Commission Permit.

8. Project Measures

Project Measures from the 2009 IS/MND

The previously approved Project incorporated the following standard project measures into its project description to remain in compliance with conditions of approval set forth by permitting agencies and the construction related standards set forth by the City of Burlingame.

Project Measure AIR-1: Equipment Exhaust Control

The City requires control of equipment emissions when heavy construction equipment is operating, including at construction staging areas. These standards include:

- Reduce unnecessary idling of construction equipment (i.e., limit idling time to 10 minutes or less) and avoid staging equipment within 200 feet of sensitive receptors.
- Where possible, use newer, cleaner-burning diesel-powered construction equipment.
- Properly maintain construction equipment per manufacturer specifications.
- Designate a Disturbance Coordinator responsible for ensuring that project measures to reduce air quality impacts from construction are properly implemented.

Project Measure AIR-2: Dust Control

The City requires control of fugitive dust generated by project construction activities, including at construction staging areas. These standards include:

- Apply [clean] water or other approved suppressants to exposed dirt surfaces, as needed.
- Apply non-toxic soil stabilizers to inactive construction areas (i.e., disturbed surfaces that are left unused for at least four consecutive days, soil stockpiles).
- Cover haul trucks or maintain at least two feet of freeboard.
- Limit vehicle speed to 15 mph on any unpaved surfaces.
- Install wheel washers for exiting trucks or wash-off the tires or tracks of all trucks and equipment leaving any unpaved areas of the work area.
- Suspend debris and sediment removal activity when winds (instantaneous gusts) exceed 25 mph *and* visible dust emissions cannot be prevented from leaving the maintenance areas.
- Restore and stabilize exposed surfaces at the conclusion of earth moving activities.

Project Measure CR-1: Cultural Resources Protection and Preservation

Should concentrations of archaeological materials or paleontological resources be encountered during maintenance, the City requires that ground-disturbing work be halted in that vicinity of the find. Work near such finds shall not be resumed until a qualified professional has evaluated the materials and offered recommendations for further action. Project personnel shall not collect cultural or paleontological resources. Prehistoric resources include chert or obsidian flakes or tools, projectile points, mortars and pestles, groundstone artifacts, deposits of shell, dietary bone, locally darkened midden (dark friable soil containing shell and bone dietary debris), heat-affected rock or human burials. Historic resources may include, but not be limited to, stone or adobe foundations or walls, structures and remains with square nails, and refuse deposits, found often in old wells and privies. Paleontological resources include fossil specimens, fossil sites, and fossil-bearing rock units.

Protection and preservation would be the treatment for archaeological and paleontological materials.

Project Measure CR-2: Treatment of Human Remains

If human remains are encountered during project activities, the City requires that work be halted in the vicinity of the find and the project superintendent and San Mateo County Sheriff/Coroner must be notified. At the same time, an archaeologist should be contacted to evaluate the find. If the remains are found to be of Native American origin, the Native American Heritage Commission would be notified within 24 hours of the identification. The treatment of the human remains and any associated grave goods would be determined by the City in consultation with the archaeologist and the most likely descendent identified by the Native American Heritage Commission.

Project Measure TR-1: Traffic Management

The City requires that standard traffic safety control procedures be included in the Traffic Control Plan being prepared as part of the Project. Construction flagging and signage shall be in conformance with CALTRANS *Manual of Traffic Controls for Construction and Maintenance of Work Zones* (CALTRANS 1990). If temporary lane closures are required, the City shall contact emergency response providers (hospitals, police, fire and ambulance) and inventory the locations of their primary routes that may be affected by the maintenance activities.

Additional Wildlife Conservation Measures

In addition to these project measures, the conservation measures below would be instituted to avoid potential effects to fish and aquatic habitats based on permits issued for activities completed under the 2009 IS/MND.

The following measures apply specifically to El Portal / Trousdale Channel. Additional measures applicable to all channels are provided in the next section.

- A USFWS-approved biologist will survey the work site for California red-legged frog (CRLF) and San Francisco garter snake (SFGS) within 24 hours before the onset of work activities. If any CRLF or SFGS are found, the animals will be allowed to move out of the work site on their own.
- Prior to construction, a qualified biologist will conduct an environmental awareness training for all construction personnel to discuss potential listed species on the site and avoidance measures to be employed to avoid potential take. At a minimum, the training will include a description of CRLF and SFGS and their habitats, the avoidance measures that are being implemented to protect the species and associated habitat, and the boundaries within which the work may be accomplished. A handout will be provided for each employee, as well as a sign-in sheet.
- Any vegetation to be removed which cannot be easily inspected for CRLF will be removed with hand tools to 6 inches. A USFWS-approved biologist will inspect the area for CRLF after the initial hand clearing, and if no CRLF are present, vegetation can be completely removed or mowed.
- If a CRLF or SFGS are encountered in the work site during construction, all activities that have the potential to result in impacts to the individual will be immediately halted. Contact with these species will be avoided, and the individual animal will be allowed to move out of the work site.

- Plastic monofilament netting (erosion control matting or wattles), loosely woven netting, or similar material in any form will not be used in work areas because CRLF and SFGS can become entangled and trapped in them.
- Trenches or pits one (1) foot or deeper that are going to be left unfilled for more than twenty-four (24) hours will be securely covered with boards or other material to prevent CRLF from falling into them. If this is not possible, the City will ensure wooden ramps or other structures of suitable surface that provide adequate footing for the CRLF are placed in the trench or pit to allow for their unaided escape. The USFWS-approved biologist will inspect the trenches, pits, or holes prior to their being filled to ensure there are no CRLF in them.

The following measures apply to all channels.

- All work shall be completed during the dry season, May 1 to October 15 unless otherwise approved by the regulatory agencies.
- To the extent feasible, all work will occur in the dry, when freshwater flows are absent and tidal outflow has naturally dewatered the work sites.
- If freshwater or irrigation runoff flows are present at the work area, temporary cofferdams will be installed and flows routed around the work site through a properly sized bypass pipe that discharges below the work area. Cofferdams or diversion structures will be constructed from materials that are fully contained and can be completely removed from the aquatic resources, such as clean, bagged gravel, sandbags, or rubber bladders. Once maintenance is complete, the diversion structures will be fully removed as soon as possible.
- If work in a tidal reach cannot be completed during one or more low-tide cycles, the work area will be isolated from tidal flow with temporary cofferdams, installed at low tide. Cofferdams or diversion structures will be constructed from materials that are fully contained and can be completely removed from the aquatic resources, such as clean, bagged gravel, sandbags, or rubber bladders. Once maintenance is complete, the diversion structures will be fully removed as soon as possible. Cofferdams will be removed at low tide.
- If a work site is to be temporarily dewatered by pumping, intakes will be completely screened with wire mesh not larger than 5 millimeters to prevent wildlife from entering the pump system. Water will be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction activities, any barriers to flow will be removed in a manner that would allow flow to resume with the least disturbance to the substrate.
- A qualified biologist will be present to monitor cofferdam installation, dewatering, and removal.

- Work crews will ensure that sediment removal activities do not leave any significant depressions in remaining sediment that could trap fishes as the tide recedes.

- To the maximum extent practicable, no construction activities will occur during rain events or within 24-hours following a rain event. A rain event is defined as 0.5 inches of rain in a 24-hr period.

- All equipment will be staged in upland areas.

- Stormwater pollution prevention plans and erosion control best management practices will be developed and implemented to minimize any wind- or water-related erosion. The City will include provisions in construction contracts for measures to protect sensitive areas and prevent and minimize stormwater and non-stormwater discharges. Protective measures will include, at a minimum, those listed below.
    - No discharge of pollutants from vehicle or equipment cleaning will be allowed into any storm drains or water courses.
    - Vehicle and equipment fueling and maintenance operations will be at least 50 feet away from water courses.
    - Concrete waste and water from curing operations will be collected in washouts and will be disposed of and not allowed into water courses.
    - Spill containment kits will be maintained on site at all times during construction operations and/or staging or fueling of equipment.
    - Dust control measures will include use of water trucks and organic tackifiers to control dust in excavation-and-fill areas and covering temporary stockpiles when weather conditions require.

- Concrete channel repairs will be completed such that no freshly poured concrete will come in contact with fresh or tidal water for at least 30 days. Poured concrete shall be excluded from the wetted channel for a period of 30 days after it is poured. During that time runoff from the concrete shall not be allowed to enter a live stream. Approved commercial sealants may be applied to the poured concrete surface where difficulty in excluding water flow for a long period may occur. If sealant is used, water shall be excluded from the site until the sealant is dry.

- In order to prevent the movement of invasive species, equipment will be inspected and, if necessary, decontaminated prior to entry and staging.

- Designated access routes will utilize existing roads, ramps or other areas devoid of wetland vegetation, to the extent feasible.

- Prior to initiating maintenance activities, designated work areas will be flagged or otherwise clearly marked to prevent accidental encroachment into non-work areas. Flagging and/or temporary construction fencing will be removed upon the completion of work.

- No materials will be placed on the banks where they could enter the stream or cover riparian areas. If removed sediments are stockpiled, the stockpile will be located away from the channel and a straw waddle or other erosion control device will surround the stockpile until it is disposed of or used.

- All exposed soils within the work area will be stabilized immediately following the completion of work activities to prevent erosion into the stream channel.

- Invasive plant material removed during maintenance activities will be bagged and appropriately disposed of.

- All work shall be conducted during the daylight hours (i.e., one half hour after sunrise to one half hour before sunset).

- No dogs or other pets brought in by the work employees will be allowed at any of the work sites.

- During work activities, all trash that may attract animals will be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris will be removed from work areas.

Additional Conditions of Approval for the 2022 IS/Addendum

In accordance with the Project Measures above, the 2022 IS/Addendum would implement the following conditions of approval for the specific site locations described below, per the requirements of Project Measure CR-1.

> **Condition of Approval CR-1 (Ray Park):** At the Ray Park maintenance site, flood sediments must be removed by hand or with vacuum equipment that can be driven to the site using a vehicle with rubber tires. An excavator could be used but it would also need rubber tires. Track equipment cannot be used as it could cause damage to the bank and/or adjacent surfaces. In addition, work should be done when soils are dry so that ruts are not created. The other alternative is that sediment is removed by hand.
>
> Vegetation removal also must be conducted using hand tools. Trucks can be driven on-site to collect and remove vegetation (again, when soils are dry) but at no point should large-diameter trees be dragged across the surface of the site, nor should any equipment be used that is on tracks which would cause damage to the ground surface. Also, stumps should not be dug up and removed nor should they be ground. If any creek or channel maintenance activities are proposed that would cause soil disturbance to the bank of the creek or the adjacent ground surface within the site boundary; the existing resource shall be evaluated to determine its eligibility for inclusion on the California and National registers.
>
> **Condition of Approval CR-2 (Easton Creek):** No creek or channel maintenance that involves ground disturbance shall be allowed within the boundary of this site without additional work to ascertain its boundary in relation to this channel. Clean out of the culverts at either end of the restricted area may proceed if a vacuum truck or similar equipment is used and it must be stationed on roads or other upland areas so that ground disturbance does not occur.
>
> **Condition of Approval CR-3 (Sanchez and Burlingame Creeks):** No work shall be conducted along the northwestern side of the channel. If ground-disturbing work cannot be avoided along the northwest bank at this location, data recovery procedures shall be implemented.

This page intentionally left blank

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is potentially significant unless mitigation is incorporated, as indicated by the checklist on the following pages.

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

It should be noted that the 2009 IS/MND indicated that there would be a potentially significant impact for Land Use & Planning due to a potential conflict with a habitat conservation plan or natural communities conservation plan. The IS/MND did not include any supporting analysis for this conclusion. There is no habitat conservation plan or natural communities conservation plan in effect within the area covered by the City's stream maintenance activities. Therefore, there is no possibility of an impact in this category and it is presumed that this was an error in the previous documentation.

Determination

An Addendum to the 2009 Final IS/MND is permitted under CEQA Guidelines Sections 15162 and 15164 for projects where there are no substantial changes to the project, or in circumstances surrounding the project, and where the project would not have new significant impacts or more severe impacts than those previously disclosed in the previously certified negative declaration. To summarize, sections 15162 and 15164 of the CEQA Guidelines state that an addendum to a previously certified mitigated negative declaration can be prepared for a project if the criteria and conditions summarized below are satisfied:

- **No Substantial Changes.** There are no substantial changes proposed in the project that will require major revisions to the previous mitigated negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- **No Change in Circumstances.** No substantial changes to the circumstances regarding the project have taken place that will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- **No Substantial New Information.** There is no new information of substantial importance that was not known or could not have been known at the time of the previous mitigated

negative declaration and:

- The project will not have one or more significant effects not discussed in the previous mitigated negative declaration;
- Significant effects previously examined will not be substantially more severe than shown in the previous mitigated negative declaration;
- No mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, and the project proponents have not declined to adopt any mitigation measure or alternatives; and
- No mitigation measures or alternatives which are substantially different from those analyzed in the previous mitigated negative declaration would substantially reduce one or more significant effects on the environment, and the project proponents have not declined to adopt any mitigation measure or alternative.

Each of the above conditions is satisfied because:

1. The changes to the project evaluated in the Final IS/MND, described in Section 6 Description of Project above, would not result in new significant environmental effects. The City proposes to continue periodic routine maintenance in five previously reviewed areas and additional five new areas. Maintenance activities at five additional areas would not result in any new significant environmental impacts.
2. Circumstances and existing conditions surrounding the project site have not changed from those depicted in the Final IS/MND. Existing conditions on and surrounding the project site remain as depicted in the Final IS/MND.
3. There is no substantial new information. Maintenance activities at five new areas do not constitute substantial new information as defined in the CEQA Guidelines. The continuation of maintenance activities at the previous five areas and additional five areas would not result in additional significant impacts that were not discussed in the Final IS/MND. Additionally, the intent of the mitigation measures remains unchanged.

Signature: Date:
Name and Title: Martin Quan, Senior Civil Engineer

INITIAL STUDY CHECKLIST

This section describes the existing environmental conditions in and near the Project area and evaluates environmental impacts associated with the proposed Project. The environmental checklist, as recommended in the CEQA Guidelines (Appendix G), was used to identify environmental impacts that could occur if the proposed Project is implemented. The cited sources are identified at the end of this section.

Each of the environmental categories was fully evaluated, and one of the following five determinations was made for each checklist question:

- **"Less Impact than Approved Project"** indicates that the newly proposed maintenance activities would have a lesser environmental impact than the maintenance activities approved under the 2009 IS/MND.

- **"Same Impact as Approved Project"** indicates that the newly proposed maintenance activities would have the same environmental impact as the maintenance activities approved under the 2009 IS/MND.

- **"New Less than Significant Impact"** indicates that the newly proposed maintenance activities would have a new less than significant environmental impact that was not previously disclosed in the 2009 IS/MND.

- **"New Less than Significant Impact with Mitigation Incorporated"** indicates that the newly proposed maintenance activities would have new a significant impact on the environment that would require mitigation measures that were not previously disclosed in the 2009 IS/MND that was not previously disclosed.

- **"New Potentially Significant Impact"** indicates that the newly proposed maintenance activities would have a new significant and unavoidable impact on the environment that cannot be reduced to a less than significant level with the incorporation of mitigation measures.

I. **AESTHETICS** — Would the Project:		*New Potentially Significant Impact*	*New Less than Significant with Mitigation Incorporated*	*New Less than Significant Impact*	*Same Impact as "Approved Project"*	*Less Impact than "Approved Project"*
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐	☐
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☐	☒
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒	☐

Summary of Impacts Identified in the 2009 IS/MND

The previously approved Project found that there would a less than significant impact to the existing visual character or quality of the Project sites or surroundings due to the minimal and temporary nature of maintenance activities within scenic areas (Impact AES-c, pp. 22) (City of Burlingame, 2009). The 2009 IS/MND concluded no other impacts with respect to aesthetics.

Environmental Setting

Aesthetic resources are generally defined as both the natural and built features of the landscape that contribute to the public's experience and appreciation of the environment. Depending on the extent to which a Project's presence would negatively alter the perceived visual character and quality of the environment, aesthetic impacts may occur.

The City's aesthetic resources include, but are not limited to, the shoreline and views to San Francisco Bay, tree cover, parks, natural ridgelines and vegetation. The City of Burlingame has been designated as a "Tree City USA" for over 35 years, and as such, is home to many large, mature groves of trees throughout its urban landscape (City of Burlingame, 2019). Occidental Avenue and portions of California Drive, roads that are adjacent to the proposed maintenance sites at Heritage Park and Sanchez Creek, are listed as Scenic Roadways in the San Mateo County General Plan. Highway I-280 is an officially designated State Scenic Highway and is approximately 1.6 miles from the closest proposed maintenance site.

Discussion of Impacts

a) **Same Impact as "Approved Project".** The proposed maintenance sites are located within creek channels in maintained public parks and urbanized areas. There are no designated scenic vistas within the vicinity of any of the Project sites (City of Burlingame, 2015). There would be no impact to scenic vistas with implementation of the additional maintenance areas, consistent with the findings of the 2009 IS/MND.

b) ***New Less than Significant Impact.*** None of the proposed maintenance channels are within the vicinity of scenic highways or historic buildings (City of Burlingame, 2015). The proposed maintenance sites are located within riparian corridors which are classified as scenic resources. The proposed Project would involve some vegetation trimming and invasive species removal, however these activities would only be completed to allow stormwater to flow more efficiently through the system. Additionally, the vegetation removal would primarily target non-native vegetation. This type of vegetation removal is encouraged by the City under General Plan policy CC-2.4 (City of Burlingame, 2019). Therefore, any changes to the visual character of the site would be beneficial to the project sites and impacts would be less than significant. Culvert repair would be within the same footprint as existing culverts and would not entail impacts in addition to those necessary for other maintenance activities.

c) ***Less Impact than "Approved Project".*** All of the proposed maintenance sites are within the overall urbanized area of the City of Burlingame. A portion of the previously approved project included maintenance work within an area designated by the City of Burlingame Parks and Recreation Department as a shore bird sanctuary. The newly proposed project does not propose maintenance in this area or any other similarly protected areas. Additionally, the proposed Project would not conflict with any of the General Plan policies pertaining to aesthetics. Repair and replacement of existing culverts would similarly occur entirely within urban areas. Therefore, there would be a lesser impact than the previously approved project.

d) ***Same Impact as "Approved Project".*** No new sources of light or glare would be added to any of the sites as a result of Project activities. All work would occur during daylight hours. There would continue to be no impact with the addition of the proposed maintenance areas, consistent with the findings of the 2009 IS/MND.

II.	**AGRICULTURAL AND FORESTRY RESOURCES** — Would the Project:	***New Potentially Significant Impact***	***New Less than Significant with Mitigation Incorporated***	***New Less than Significant Impact***	***Same Impact as "Approved Project"***	***Less Impact than "Approved Project"***
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒	☐
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	☐
c)	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))?	☐	☐	☐	☒	☐
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	☐
e)	Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use??	☐	☐	☐	☒	☐

Summary of Impacts Identified in the 2009 IS/MND

The creek channels approved in the 2009 IS/MND are located in industrial, commercial, and urban areas. None of these sites occur on lands containing Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Impact AG-a, pp. 24) (City of Burlingame, 2009). Additionally, the creek reaches were not zoned for agriculture or under Williamson Act contracts (Impact AG-b-c, pp. 24). Therefore, the prior 2009 IS/MND concluded that there were no impacts to agricultural resources.

Environmental Setting

According to the San Mateo County Important Farmland Map (California Department of Conservation, 2014), the Project area is designated as Urban and Built-Up Land, and therefore contains no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The proposed Project includes concrete repairs to existing trapezoidal flood control channels, sediment removal, leaf litter and debris removal, and vegetation trimming.

The Williamson Act of 1965 allows local governments to enter into contract agreements with local landowners with the purpose of trying to limit specific parcels of land to agricultural or other related open space uses. The Project sites do not contain any state designated agricultural lands or open space and are not subject to Williamson Act Contracts.

Discussion of Impacts

a-e) **Same Impact as "Approved Project".** The City is largely developed and contains no important farmland, land zoned for agricultural use, or land subject to a Williamson Act contract (City of Burlingame, 2009). Similarly, the City does not contain any forestland or timberland or any land zoned for such uses. The proposed Project does not include any development proposals or requests to rezone land or that would result in the conversion of agricultural or forest land to another use. Therefore, the proposed Project would have no impact on agricultural or forestry resources, consistent with the findings in the prior 2009 IS/MND.

III.	**AIR QUALITY** — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:	***New Potentially Significant Impact***	***New Less than Significant with Mitigation Incorporated***	***New Less than Significant Impact***	***Same Impact as "Approved Project"***	***Less Impact than "Approved Project"***
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒	☐
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒	☐
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒	☐

Summary of Impacts Identified in the 2009 IS/MND

The 2009 IS/MND found that Project activities would not conflict with or obstruct any air quality plan (Impact AIR-a, pp. 25) (City of Burlingame, 2009). Additionally, the 2009 IS/MND concluded that the approved project would result in a less than significant impact and would not violate air quality standards (Impact AIR-b**,** pp**.** 25), net increases in pollutants for which the region is under non-attainment status (Impact AIR-c**,** pp**.** 25), exposure of sensitive receptors (Impact AIR-d**,** pp**.** 25), and the creation of objectionable odors (Impact AIR-e, pp. 26). The Project Measures AIR-1 and AIR-2 were enacted during maintenance activities approved under the 2009 IS/MND to reduce air quality impacts to less than significant levels. These best management practices (BMPs) were defined by the Bay Area Air Quality Management District (BAAQMD) to limit emissions from construction equipment to acceptable levels. Additionally, any objectionable odors that could have been produced from the removal of decomposing vegetation were of short duration and did not frequently or significantly affect local populations and thus were deemed less than significant in the 2009 IS/MND.

Environmental Setting

The Project is located in the northern portion of San Mateo County within the San Francisco Bay Area Air Basin. Ambient air quality standards have been established at both the State and federal level. The Bay Area meets all ambient air quality standards with the exception of ozone, respirable particulate matter (PM_{10}) and fine particulate matter ($PM_{2.5}$) (Bay Area Air Quality Management District, 2017).

High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NOx). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ozone levels. The highest ozone levels in the Bay Area occur

in the eastern and southern inland valleys that are downwind of air pollutant sources. High ozone levels aggravate respiratory and cardiovascular diseases, reduced lung function, and increase coughing and chest discomfort.

Particulate matter is another problematic air pollutant of the Bay Area. Particulate matter 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 (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

Toxic air contaminants (TAC) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants listed above. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, 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 near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the state's Proposition 65 or under the Federal Hazardous Air Pollutants programs.

Discussion of Impacts

a) ***Same Impact as "Approved Project".*** The most recent clean air plan is the Bay Area 2017 Clean Air Plan that was adopted by the BAAQMD in April 2017. The proposed Project would not conflict with the latest Clean Air Plan efforts since the Project would have emissions well below the BAAQMD thresholds and would not interfere with implementation of any of the plan measures. The impact would be the same as the approved Project analyzed in the prior 2009 IS/MND.

b) ***Same Impact as "Approved Project".*** Maintenance activities would result in short-term increases in emissions from the use of heavy equipment that generates dust, exhaust, and tire-wear emissions; soil disturbance; materials used in construction; and construction traffic. Maintenance activities would produce fugitive dust (PM_{10} and $PM_{2.5}$) during sediment removal and concrete repair and would generate carbon monoxide, ozone precursors, and other emissions from vehicle and equipment operation. The implementation of Project Measures AIR-1 and AIR-2 listed in the Project Description would ensure that impacts from fugitive dust would remain less than significant with the additional stream maintenance areas.

c) ***Same Impact as "Approved Project".*** The proposed maintenance areas are all within close proximity to sensitive receptors either in the form of schools or hospitals. The nearest sensitive receptor is Lincoln Elementary School which is directly adjacent

to Ray Park. Sensitive receptors could be exposed to temporary air pollutants from maintenance activities, such as fugitive dust, ozone precursors, and carbon monoxide. Maintenance activities would be temporary and basic construction measures would be implemented during construction to minimize air pollutants. As a result, sensitive receptors in the vicinity of the Project would not be exposed to substantial pollutant concentrations, and impacts would remain less than significant.

d) ***Same Impact as "Approved Project".*** Maintenance activities would emit odors including, but not limited to, exhaust fumes resulting from the use of gasoline or diesel-powered equipment. These activities would take place intermittently throughout the workday, and the associated odors are expected to dissipate within the immediate vicinity of the work area. Persons near the construction work area may find these odors objectionable. The Project would not include uses that have been identified by BAAQMD as potential sources of objectionable odors, such as restaurants, manufacturing plants, landfills, and agricultural and industrial operations. The infrequency of the emissions, rapid dissipation of the exhaust and other odors into the air, and short-term nature of the maintenance activities would maintain a less than significant level of impact with the addition of the new proposed maintenance areas.

IV. BIOLOGICAL RESOURCES — Would the Project:		***New Potentially Significant Impact***	***New Less than Significant with Mitigation Incorporated***	***New Less than Significant Impact***	***Same Impact as "Approved Project"***	***Less Impact than "Approved Project"***
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☒
c)	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?	☐	☐	☐	☒	☐
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☐	☒
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	☐

Summary of Impacts Identified in the 2009 IS/MND

The prior 2009 IS/MND required implementation of Mitigation Measures BIO-1 through BIO-7 for Impacts BIO-a through BIO-f (pp. 27-38 (City of Burlingame, 2009). These measures were set in place to minimize potential impacts to special-status species such as Coastal marsh milk-vetch, Point Reyes bird's beak, CRLF, SFGS, California clapper rail, and salt marsh harvest mouse as well as any wetlands within the maintenance areas. Mitigation Measure BIO-2 was required to be

implemented to ensure less than significant impacts with respect to conflicts with an applicable habitat conservation plan or natural community conservation plan (Impact LAND-c, pp. 55) (City of Burlingame, 2009).

Environmental Setting

The following analysis of biological resources is based on the Potential Waters of the U.S. Maps (Appendix A). The majority of the newly proposed Project sites are disturbed, developed and/or landscaped, including flood control channels and landscaped areas. Ray Park has concrete lined channels or culverts draining into areas that lack any significant understory vegetation. The surrounding areas are landscaped with ornamental plants or woodchips. The vegetation growing along the earthen banks of the creeks at Village Park is dominated by upright veldt grass (*Ehrharta erecta*), English ivy (*Hedera helix*), and blackwood acacia (*Acacia melanoxylon*). The portion of Sanchez creek located parallel to the Caltrain railroad line is an earthen channel lined with eucalyptus. The portion of Sanchez Creek at Highway 101 is concrete-lined. The only sensitive biological communities within the proposed maintenance areas are the stream channels within which maintenance would occur (Figure 1). Appendix A includes a delineation of Potential Waters of the U.S. prepared by WRA, Inc.

Special-Status Species

The Project site lacks suitable habitat for any special-status plant species documented to occur in the vicinity.

No special-status wildlife species have a high potential to occur within the Project sites. Special-status wildlife species, which are unlikely to be found at the Project site, but which may occur there incidentally include the following five species, listed below:

1. CRLF (*Rana draytonii*)
2. SFGS (*Thamnophis sirtalis tetrataenia*)

CRLF and SFGS both use perennial water bodies and surrounding terrestrial habitats in the vicinity of the San Francisco Bay Area for all portions of their life history. Based on the Project location, available habitat, and the species' life history requirements, CRLF and SFGS are unlikely to occur in the Project site. However, due to the proximity of portions of the Project site to known populations of these species, they may still occur in portions of the Project site incidentally.

3. San Francisco Bay-Delta Distinct Population Segment (DPS) longfin smelt (*Spirinchus thaleichthys*)

Longfin smelt can occur throughout the San Francisco Bay during portions of their life history. Though the species generally prefers deeper water and channels, individuals may occur in tidal portions of the Project site incidentally on rare occasions.

4. Central California Coast (CCC) Distinct Population Segment (DPS) steelhead (steelhead, *Oncorhynchus mykiss*)
5. Southern DPS green sturgeon (green sturgeon, *Acipenser medirostris*)

Steelhead and green sturgeon use the San Francisco Bay as a migration corridor, and as foraging and rearing habitat. Green sturgeon can occur throughout the year in all portions of the San Francisco Bay. Steelhead use streams flowing into the Bay, including some in San Mateo County,

as spawning habitat. No spawning streams are present within the Project site. Based on the Project location in a highly developed, urbanized region, the poor quality of available habitat, and the two species' life history requirements, neither steelhead nor green sturgeon are likely to occur in the Project Area. However, because work is proposed in some stream reaches where no barriers exist to fully exclude the species from tidal channels, individuals may occur in tidal portions of the Project site incidentally. The tidal portions of the Project site also falls within designated critical habitat for both steelhead and green sturgeon.

Non-status bird species protected by the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Codes (CFGC) have potential to nest in vegetation or on structures within or adjacent to the Project sites.

All of the species, with the exception of the Longfin smelt and green sturgeon, referenced above have been described and evaluated in the 2009 IS/MND. The saltmarsh dependent species discussed in the 2009 IS/MND are not mentioned in this addendum as none of the newly proposed areas support suitable tidal marsh habitat.

Regulatory Setting

Special-Status Species

Endangered and Threatened Plants, Fish, and Wildlife.

Specific species of plants, fish, and wildlife species may be designated as threatened or endangered by the federal Endangered Species Act (ESA), or the California Endangered Species Act (CESA). Specific protections and permitting mechanisms for these species differ under each of these acts, and a species' designation under one law does not automatically provide protection under the other.

The ESA (US Congress, 1973) is implemented by the USFWS and the National Marine Fisheries Service (NMFS). The USFWS and NMFS maintain lists of endangered and threatened plant and animal species (referred to as "listed species"). "Proposed" or "candidate" species are those that are being considered for listing and are not protected until they are formally listed as threatened or endangered. Under the ESA, authorization must be obtained from the USFWS or NMFS prior to take of any listed species. "Take" under the ESA is defined as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." Take under the ESA includes direct injury or mortality to individuals, disruptions in normal behavioral patterns resulting from factors such as noise and visual disturbance, and impacts to habitat for listed species. Actions that may result in take of an ESA-listed species may obtain a permit under ESA Section 10, or via the interagency consultation described in ESA Section 7. Federally listed plant species are only protected when take occurs on federal land.

The ESA also provides for designation of critical habitat, which are specific geographic areas containing physical or biological features "essential to the conservation of the species". Protections afforded to designated critical habitat apply only to actions that are funded, permitted, or carried out by federal agencies. Critical habitat designations do not affect activities by private landowners if there is no other federal agency involvement.

The CESA (CDFG, 1984) prohibits a take of any plant and animal species that the CFGC determines to be an endangered or threatened species in California. CESA regulations include take protection for threatened and endangered plants on private lands, as well as extending this

protection to candidate species which are proposed for listing as threatened or endangered under CESA. The definition of a "take" under CESA ("hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") only applies to direct impact to individuals, and does not extend to habitat impacts or harassment. CDFW may issue an Incidental Take Permit under CESA to authorize take if it is incidental to otherwise lawful activity and if specific criteria are met. Take of these species is also authorized if the geographic area is covered by a Natural Community Conservation Plan (NCCP), as long as the NCCP covers that activity.

Fully Protected Species and Designated Rare Plant Species.

This category includes specific plant and wildlife species that are designated in the CFGC as protected even if not listed under CESA or ESA. Fully Protected Species includes specific lists of birds, mammals, reptiles, amphibians, and fish designated in CFGC. Fully protected species may not be taken or possessed at any time. No licenses or permits may be issued for take of fully protected species, except for necessary scientific research and conservation purposes. The definition of "take" is the same under the California Fish and Game Code and the CESA. By law, CDFW may not issue an Incidental Take Permit for Fully Protected Species. Under the California Native Plant Protection Act (NPPA), CDFW has listed 64 “rare” or “endangered” plant species, and prevents “take”, with few exceptions, of these species. CDFW may authorize take of species protected by the NPPA through the Incidental Take Permit process, or under a NCCP.

Special Protections for Nesting Birds and Bats.

The federal Bald and Golden Eagle Protection Act provides relatively broad protections to both of North America’s eagle species (bald eagle [*Haliaeetus leucocephalus*] and golden eagle [*Aquila chrysaetos*)] that in some regards are similar to those provided by the ESA. In addition to regulations for special-status species, most native birds in the United States, including non-status species, have baseline legal protections under the MBTA of 1918 and CFGC, i.e., sections 3503, 3503.5 and 3513. Under these laws/codes, the intentional harm or collection of adult birds as well as the intentional collection or destruction of active nests, eggs, and young is illegal. For bat species, the Western Bat Working Group (WBWG) designates conservation status for species of bats, and those with a high or medium-high priority are typically given special consideration under CEQA.

Essential Fish Habitat.

The Magnuson-Stevens Fishery Conservation and Management Act provides for conservation and management of fishery resources in the U.S., administered by NMFS. This Act establishes a national program intended to prevent overfishing, rebuild overfished stocks, ensure conservation, and facilitate long-term protection through the establishment of Essential Fish Habitat (EFH). EFH consists of aquatic areas that contain habitat essential to the long-term survival and health of fisheries, which may include the water column, certain bottom types, vegetation (e.g., eelgrass (*Zostera* spp.)), or complex structures such as oyster beds. Any federal agency that authorizes, funds, or undertakes action that may adversely affect EFH is required to consult with NMFS.

Species of Special Concern, Movement Corridors, and Other Special-status Species under CEQA.

To address additional species protections afforded under CEQA, CDFW has developed a list of special species as “a general term that refers to all of the taxa the CNDDB is interested in tracking,

regardless of their legal or protection status." This list includes lists developed by other organizations, including for example, the Audubon Watch List Species, the Bureau of Land Management Sensitive Species, and USFWS Birds of Special Concern. Plant species on the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (Inventory) with California Rare Plant Ranks (Rank) of 1 and 2, as well as some with a Rank of 3, are also considered special-status plant species and must be considered under CEQA. Some Rank 3 species and all Rank 4 species are typically only afforded protection under CEQA when such species are particularly unique to the locale (e.g., range limit, low abundance/low frequency, limited habitat) or are otherwise considered locally rare. Additionally, any species listed as sensitive within local plans, policies and ordinances are likewise considered sensitive. Movement and migratory corridors for native wildlife (including aquatic corridors) as well as wildlife nursery sites are given special consideration under CEQA.

Waters of the United States

The Corps regulates "Waters of the United States" under Section 404 of the Clean Water Act (CWA). Waters of the United States are defined in the Code of Federal Regulations (CFR) as including the territorial seas, and waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, such as tributaries, lakes and ponds, impoundments of waters of the U.S., and wetlands that are hydrologically connected with these navigable features (33 CFR 328.3). Potential wetland areas, according to the three criteria used to delineate wetlands as defined in the *U.S. Army Corps of Engineers Wetlands Delineation Manual* (Corps Manual; Environmental Laboratory 1987), are identified by the presence of (1) hydrophytic vegetation, (2) hydric soils, and (3) wetland hydrology. Unvegetated waters including lakes, rivers, and streams may also be subject to Section 404 jurisdiction and are characterized by an ordinary high water mark (OHWM) identified based on field indicators such as the lack of vegetation, sorting of sediments, and other indicators of flowing or standing water. The placement of fill material into Waters of the United States generally requires a permit from the Corps under Section 404 of the CWA.

The Corps also regulates construction in navigable waterways of the U.S. through Section 10 of the Rivers and Harbors Act (RHA) of 1899 (33 USC 403). Section 10 of the RHA requires Corps approval and a permit for excavation or fill, or alteration or modification of the course, location, condition, or capacity of, any port, roadstead, haven, harbor, canal, lake, harbor or refuge, or enclosure within the limits of any breakwater, or of the channel of any navigable water of the United States. Section 10 requirements apply only to navigable waters themselves, and are not applicable to tributaries, adjacent wetlands, and similar aquatic features not capable of supporting interstate commerce.

Waters of the State

The term "Waters of the State" is defined by the Porter-Cologne Act as "any surface water or groundwater, including saline waters, within the boundaries of the state." The State Water Resources Control Board (SWRCB) and nine RWQCB protect waters within this broad regulatory scope through many different regulatory programs. Waters of the State in the context of a CEQA Biological Resources evaluation include wetlands and other surface waters protected by the *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State* (California Water Boards, 2019). The SWRCB and RWQCB issue permits for the discharge of fill material into surface waters through the State Water Quality Certification Program, which fulfills requirements of Section 401 of the CWA and the Porter-Cologne Water Quality Control Act. Projects that require a CWA permit are also required to obtain a Water Quality Certification. If a

Project does not require a federal permit but does involve discharge of dredge or fill material into surface waters of the State, the SWRCB and RWQCB may issue a permit in the form of Waste Discharge Requirements.

Streams, Lakes, and Riparian Habitat

Streams and lakes, as habitat for fish and wildlife species, are regulated by CDFW under Sections 1600-1616 of California Fish and Game Code (CFGC). Alterations to or work within or adjacent to streambeds or lakes generally require a 1602 Lake and Streambed Alteration Agreement. The term “stream”, which includes creeks and rivers, is defined in the California Code of Regulations (CCR) as “a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life [including] watercourses having a surface or subsurface flow that supports or has supported riparian vegetation” (14 CCR 1.72). The term “stream” can include ephemeral streams, dry washes, watercourses with subsurface flows, canals, aqueducts, irrigation ditches, and other means of water conveyance if they support aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife (CDFG, 1994) . Riparian vegetation has been defined as “vegetation which occurs in and/or adjacent to a stream and is dependent on, and occurs because of, the stream itself” (CDFG, 1994). Removal of riparian vegetation also requires a Section 1602 Lake and Streambed Alteration Agreement from CDFW.

San Francisco Bay and Shoreline

Enacted in1965, the McAteer-Petris Act (California Government Code Section 66600 *et seq*.) established the San Francisco Bay Conservation and Development Commission as a state agency charged with preparing a plan for the long-term use of the Bay. BCDC has several areas of jurisdiction, including San Francisco Bay (including sloughs and marshlands lying between mean high tide and five feet above mean sea level) and a shoreline band consisting of all territory located between the shoreline of the Bay and a line 100 feet landward of and parallel with the shoreline (California Government Code 66610). Any person or governmental agency wishing to place fill, to extract materials, or to make any substantial change in use of any water, land or structure within BCDC jurisdiction must secure a permit from BCDC.

Other Sensitive Biological Communities

Other sensitive biological communities not discussed above include habitats that fulfill special functions or have special values. Natural communities considered sensitive are those identified in local or regional plans, policies, regulations, or by the CDFW. CDFW ranks sensitive communities as "threatened" or "very threatened" and keeps records of their occurrences in its California Natural Diversity Database (CNDDB; CDFW 2021). Sensitive plant communities are also identified by CDFW (CDFG 2021). CNDDB vegetation alliances are ranked 1 through 5 based on NatureServe's (2021) methodology, with those alliances ranked globally (G) or statewide (S) as 1 through 3 considered sensitive. Impacts to sensitive natural communities identified in local or regional plans, policies, or regulations or those identified by the CDFW or USFWS must be considered and evaluated under CEQA (CCR Title 14, Div. 6, Chap. 3, Appendix G). Specific habitats may also be identified as sensitive in city or county general plans or ordinances.

City of Burlingame Tree Protection Ordinance

Chapter 11.06 of the Burlingame Municipal Code, Urban Reforestation, and Tree Protection, defines a “Protected tree” as:

- Any tree with a circumference of 48 inches (7.6inch diameter) or more when measured fifty-four (54) inches above natural grade; or
- A tree or stand of trees so designated by the city council based upon findings that it is unique and of importance to the public due to its unusual appearance, location, historical significance or other factor; or
- A stand of trees in which the director has determined each tree is dependent upon the others for survival.

Under the ordinance, no Protected tree may be removed from any parcel within the City without a tree removal permit from the Parks and Recreation Department, except under certain emergency conditions. Removal of a protected tree includes pruning where more than one third of the tree crown or root system is removed. In some cases, removed protected trees may need to be replaced according to the guidelines in the ordinance.

Discussion of Impacts

a) ***Same Impact as "Approved Project".*** Special-status plant species would not be affected by the proposed Project, as no special-status plant species are anticipated to occur within the Project site.

The species with the potential to be adversely affected by Project activities include CRLF, SFGS, longfin smelt, CCC steelhead, and Southern DPS green sturgeon. The proposed Project may also affect non-special-status native nesting birds which are protected by the MBTA and CFGC. Potential impacts to these species and their habitats could occur during the removal of vegetation, repair of structures, or during ground-disturbing activities. By instituting the conservation measures included in the Project Description as well as adhering to Mitigation Measures BIO-1 through BIO-3 from the 2009 IS/MND, the impacts on special-status species will remain the same as the approved Project.

b) ***Less Impact than "Approved Project".*** The portions of the Project area that occur in Ray Park and Heritage Park contain no sensitive vegetation that could be harmed as a result of Project activities. The section of Mills Creek that flows through Village Park that is proposed for maintenance is earthen bottom and the slope above is dominated by non-native vegetation as mentioned above. The maintenance of these areas targets non-native vegetation removal and as such no sensitive natural community would be impacted. Repair of culverts would not adversely impact sensitive vegetation communities because the repair and replacement would only occur within existing culvert footprints.

c) ***Same as "Approved Project".*** The majority of the Project sites consist of disturbed/developed/landscaped land – habitats that are not considered sensitive. A jurisdictional wetland delineation was conducted (Appendix A). No jurisdictional wetlands were found in the newly proposed maintenance areas. There may be impacts to wetlands in newly proposed maintenance areas as a result of proposed Project activities. Therefore, the Project would obtain necessary permits from the RWQCB and the Army Corps. Project activities at the new areas and for culvert repair would have the same type and scale of impacts to jurisdictional stream beds as the previously reviewed project. The impacts to jurisdictional areas will remain the same as the approved Project.

d) ***Same Impact as "Approved Project".*** Wildlife movement corridors are described as pathways or habitat linkages that connect discrete areas of natural open space otherwise separated or fragmented by topography, changes in vegetation, and other natural or human induced factors such as urbanization. Although it is highly unlikely that they would occur in the Project area, CRLF, SFGS, longfin smelt, CCC steelhead, and green sturgeon individuals may occur in portions of the Project site incidentally during maintenance. These species could be temporarily impacted by sediment removal activities. In order to avoid any potential impacts, Mitigation Measure BIO-7 from the 2009 IS/MND will be instituted. This would ensure that the impacts remain less than significant with mitigation incorporated.

e) ***Less Impact than "Approved Project".*** Since none of the newly proposed maintenance channels occur in marshlands, there is no potential for these habitats to be negatively impacted. Mitigation Measure BIO-4 from the 2009 IS/MND, which was developed to protect sensitive salt marsh vegetation, will not need to be enacted in the newly proposed areas. As such, the impact in these areas will be less than the approved Project. The City of Burlingame tree ordinance still applies as does the newly enacted biological resources policies (HP-5.1 through HP-5.15) of the updated General Plan. However, none of the proposed Project activities conflict with these policies. Therefore, the proposed Project would have a less than significant impact.

f) ***Same Impact as "Approved Project".*** Tidal areas fall within critical habitat for steelhead and green sturgeon. Habitat Conservation Plans that have influence over special status species with potential to occur or have habitat in the Project area include:

- The USFWS Recovery Plan for the CRLF
- The USFWS Recovery Plan for the SFGS

Implementation of Mitigation Measure BIO-2, as discussed in the 2009 IS/MND, will reduce impacts to special status species that are covered by Habitat Conservation Plans.

V. **CULTURAL RESOURCES** — Would the Project:		*New Potentially Significant Impact*	*New Less than Significant with Mitigation Incorporated*	*New Less than Significant Impact*	*Same Impact as "Approved Project"*	*Less Impact than "Approved Project"*
a)	Cause a substantial adverse change in the significance of a historical resource as identified in Section 15064.5?	☐	☐	☐	☒	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☐	☒	☐
c)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒	☐

Summary of Impacts Identified in the 2009 IS/MND

The 2009 IS/MND found that all impacts to Cultural Resources would be less than significant with the incorporation of project measures. The IS/MND analysis found that the maintenance activities would have a less than significant impact on the significance of historical resources (Impact CULT-a, pp. 39), significance of archaeological resources (Impact CULT-b, pp. 39), would not directly or indirectly destroy unique paleontological resources or sites (Impact CULT-c, pp. 42), and would not disturb any human remains (Impact CULT-d, pp. 43) (City of Burlingame, 2009). A total of eight historic structures and four archaeological sites were located within 1/8 mile of the five creek reaches where maintenance activities occurred under the 2009 IS/MND. None of these resources were affected directly or indirectly by Project activities. Project Measures CR-1: Protection and Preservation of Archaeological and Paleontological Materials and CR-2: Treatment of Human Remains (pp. 16) were included in the 2009 IS/MND project description in the event that any archaeological resources, paleontological resources, or human remains were encountered during maintenance activities to ensure that impact remained less than significant.

Environmental Setting

Tom Origer & Associates (Origer) conducted archival research for the proposed Project in May 2021, which will be provided to the Public Works Department to keep on-file due to the sensitivity of the information included (Tom Origer & Associates, 2021). The records search included review and analysis of various environmental and cultural factors, including soil surveys, geological data, and the locations of known archaeological sites.

The cultural resources report surveyed the proposed and existing maintenance locations at eight locations. Three of the locations are in parks and include Heritage Park, Ray Park, and Village Park. The remaining five locations are channels which include portions of Easton Creek, the El Portal/Troutsdale Channel, Mills Creek, Sanchez and Burlingame Creek, and Sanchez Creek at Rollins Road.

According to the cultural resources report, the total Area of Potential Effect (APE) was 36.28 acres. All eight locations examined had a source of freshwater within the area examined; however, there are places where the creek has been modified and moved from its original route

These locations include Sanchez Creek at Rollins Road, the Sanchez and Burlingame Creek Channel, Mills Creek, and Easton Creek.

The geology of the eight APE locations is primarily formations that date to the Holocene epoch (11,700 years ago to the present). The eastern end of the Sanchez and Burlingame Creeks project area has alluvium that dates to the Pleistocene and the Heritage Park location contains Sedimentary deposits that date to the Pleistocene (2.58 million years ago to 11,700 years ago) as well.

The San Francisco Estuary Institute conducted a study of the historical creeks, tidal marshes, and lakes around portions of San Francisco Bay which includes the eight APE locations. This map shows that the majority of the El Portal/Trousdale Channel, Mills Creek, and Easton Creek locations were once in bay marsh that has subsequently been filled. A small portion of the northwestern end of the Sanchez and Burlingame project area was also bay marsh that has been filled in. And all of the remaining locations were on solid land.

The soils of the APE locations are Urban land and Urban land-Orthents (Kashiwagi and Hokholt 1991d 6). Urban land consists of locations where more than 85% of the surface is covered with development (concrete, asphalt, buildings, and structures). The Urban land-Orthents is found in places where some determination of the soils can be made but is still largely developed (approximately 50 percent developed). In the case of the El Portal/Trousdale Channel, Mills Creek, Easton Creek, and the northwestern portion of the Sanchez and Burlingame Creeks APE location, the soils were once part of San Francisco Bay and its adjacent tidal flats were filled.

The soils comprising the sites are identified as Urban land and Urban land-Orthents. Urban land consists of locations where more than 85 percent of the surface is covered with development (concrete, asphalt, buildings, and structures). The Urban land-Orthents is found in places where some determination of the soils can be made but is still largely developed (approximately 50 percent developed).

At the time of European settlement, the APE was situated within the area controlled by the Ramaytush linguistic group of the Ohlone/Costanoan. The Ohlone were hunter-gatherers in a rich environment that allowed for dense populations with complex social structures. They settled in large, permanent villages about which were distributed seasonal camps and task-specific sites. Primary villages were inhabited throughout the year and satellite sites were visited to procure particular resources that were especially abundant or only seasonally. Sites were often situated near fresh water sources and in ecotones where plant and animal life were diverse and abundant. Historically, the Project sites are located within the San Mateo and Buri Buri land grants.

Archival research found that none of the Project sites have been previously studied. Thirteen cultural resources are documented within one-quarter mile of the Project sites. There is a low potential for buried resources at the Heritage Park location. The Village Park location has a high potential for buried resource discovery. The Sanchez Creek at Rollins Road location also has a high potential but was marshland prior to development of the bay shore and so it would have been regularly inundated.

Review of the Office of Historic Preservation's Historic Properties Directory found no local, state, or federally listed historical resources within the Project sites.

Discussion of Impacts

a) **Same Impact as "Approved Project."** Historic resources as defined by CEQA include historic buildings and structures, historic districts, historic sites, prehistoric and historic archaeological sites. According to the archival research conducted for the proposed Project, the concrete channels and footbridges did not meet the age threshold for importance. Therefore, the proposed Project would not cause an adverse change in the significance of a historical resource and impacts would remain the same as the approved Project.

b) **Same Impact as "Approved Project."** Archaeological sensitivity at the Heritage Park location is considered low. There is a high potential for buried resources at Ray Park, Village Park, and Sanchez Creek at Rollins Road (maximum 20 percent chance for buried archaeological resources to be found). To confirm site conditions, archaeologists visited the sites in April and May of 2021 (Tom Origer & Associates, 2021) and concluded that there were no surface deposits of archaeological materials at the Village Park and Sanchez Creek at Rollins Road locations.

Portions of Ray Park, Easton Creek, Sanchez Creek and Burlingame Creeks were determined to have some archaeological sensitivity in the Project area. In accordance with Project Measure CR-1: Protection and Preservation of Archaeological and Paleontological Materials, the project would employ the additional Conditions of Approval:

> **Condition of Approval CR-1 (Ray Park):** At the Ray Park maintenance site, flood sediments must be removed by hand or with vacuum equipment that can be driven to the site using a vehicle with rubber tires. An excavator could be used but it would also need rubber tires. Track equipment cannot be used as it could cause damage to the bank and/or adjacent surfaces. In addition, work should be done when soils are dry so that ruts are not created. The other alternative is that sediment is removed by hand.
>
> Vegetation removal also must be conducted using hand tools. Trucks can be driven on-site to collect and remove vegetation (again, when soils are dry) but at no point should large-diameter trees be dragged across the surface of the site, nor should any equipment be used that is on tracks which would cause damage to the ground surface. Also, stumps should not be dug up and removed nor should they be ground. If any creek or channel maintenance activities are proposed that would cause soil disturbance to the bank of the creek or the adjacent ground surface within the site boundary; the existing resource shall be evaluated to determine its eligibility for inclusion on the California and National registers.
>
> **Condition of Approval CR-2 (Easton Creek):** No creek or channel maintenance that involves ground disturbance shall be allowed within the boundary of this site without additional work to ascertain its boundary in relation to this channel. Clean out of the culverts at either end of the restricted area may proceed if a vacuum truck or similar equipment is used and it must be stationed on roads or other upland areas so that ground disturbance does not occur.

Condition of Approval CR-3 (Sanchez and Burlingame Creeks): No work shall be conducted along the northwestern side of the channel. If ground-disturbing work cannot be avoided along the northwest bank at this location, data recovery procedures shall be implemented.

c) **Same Impact as "Approved Project."** Due to the high potential for discovery of archaeological resources at Village Park, Sanchez Creek at Rollins Road, and Ray Park, the potential for discovery of unknown and unrecorded human remains is also possible. Implementation of Project Measure CR-2 would ensure that impacts would be less than significant should any human remains be discovered. The proposed Project would have the same impact as the previously approved Project.

VI. **ENERGY** — Would the Project:		*New Potentially Significant Impact*	*New Less than Significant with Mitigation Incorporated*	*New Less than Significant Impact*	*Same Impact as "Approved Project"*	*Less Impact than "Approved Project"*
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	☐	☐	☒	☐	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐	☐

Summary of Impacts Identified in the 2009 IS/MND

Due to the regulatory changes in the Appendix G checklist in 2018, this CEQA section was not required to be evaluated at the time of the preparation of the 2009 IS/MND. The analysis conducted below will considers all stream maintenance areas, both the newly proposed maintenance areas and those originally covered under the 2009 IS/MND.

Environmental Setting

Energy usage is typically quantified using the British thermal unit ("BTU"). As a point of reference, the approximate amount of energy contained in common energy sources are as follows: gasoline, 115,000 BTUs per gallon; diesel, 138,500 BTUs per gallon; natural gas, 21,000 BTUs per pound ("lb"); electricity, 3,414 BTUs per kilowatt-hour ("kWh") (US Department of Energy, 2021).

Total energy usage in California was 7,967 trillion BTUs in 2018, which equates to an average of 202 million BTUs per capita. Of California's total energy usage, the breakdown by sector is 39.4 percent transportation, 23.1 percent industrial, 18.7 percent residential, and 18.8 percent commercial. Natural gas is California's primary source of electric power, followed by nonhydroelectric renewables, nuclear, and hydroelectric sources (US Energy Information Administration, 2021). Given the nature of the proposed Project, the only use of energy would occur via construction vehicle fuel.

Regulatory Setting

Federal and state agencies regulate energy use and consumption through various means and programs. At the federal level, the United States Department of Transportation, the United States Department of Energy, and the United States Environmental Protection Agency (EPA) are three federal agencies with substantial influence over energy policies and programs. Generally, federal agencies influence and regulate transportation energy consumption through establishment and enforcement of fuel economy standards for automobiles and light trucks, through funding of energy related research and development Projects, and through funding for transportation infrastructure improvements.

At the state level, the California Public Utilities Commission (CPUC) and the California Energy Commission (CEC) are two agencies with authority over different aspects of energy. The CPUC regulates privately owned utilities in the energy, rail, telecommunications, and water fields. The

CEC collects and analyzes energy-related data, prepares statewide energy policy recommendations and plans, promotes, and funds energy efficiency programs, and adopts and enforces appliance and building energy efficiency standards. California is exempt under federal law from rules that otherwise would preempt setting state fuel economy standards for new on-road motor vehicles. Some of the more relevant federal and state energy-related laws and plans are discussed below.

Federal Regulations

Energy Policy Act of 2005

Passed by Congress in July 2005, the Energy Policy Act includes a comprehensive set of provisions to address energy issues. The act includes tax incentives for the following: energy conservation improvements in commercial and residential buildings; fossil fuel production and clean coal facilities; and construction and operation of nuclear power plants, among other things. Subsidies are also included for geothermal, wind energy, and other alternative energy producers. It directs the USDOE to study and report on alternative energy sources such as wave and tidal power, and includes funding for hydrogen research. The Act also increases the amount of ethanol required to be blended with gasoline, and extends daylight saving time (to begin earlier in spring and end later in fall) to reduce lighting requirements. It also requires the federal vehicle fleet to maximize use of alternative fuels. The Act further includes provisions for expediting construction of major energy transmission corridors, such as high-voltage power lines, and fossil fuel transmission pipelines. These are just a few examples of the provisions contained in the Act (Congress 2005).

Energy Independence and Security Act of 2007

Signed into law in December 2007, this broad energy bill included an increase in auto mileage standards, and also addressed biofuels, conservation measures, and building efficiency. The U.S. EPA administers the Corporate Average Fuel Economy (CAFE) program, which determines vehicle manufacturers' compliance with existing fuel economy standards. The bill amended the CAFE standards to mandate significant improvements in fuel efficiency (i.e., average fleet wide fuel economy of 35 miles per gallon (mpg) by 2020, versus the previous standard of 27.5 mpg for passenger cars and 22.2 mpg for light trucks) (EPA 2007).

Another provision includes a mandate to increase use of ethanol and other renewable fuels by 36 billion gallons by 2022, of which 21 million gallons is to include advanced biofuels, largely cellulosic ethanol, that have 50 to 60 percent lower GHG emissions. The bill also includes establishment of a new energy block grant program for use by local governments in implementing energy-efficiency initiatives, as well as a variety of green building incentives and programs, among other things.

State Regulations

Energy Action Plan

In 2003, the three key energy agencies in California— the CEC, the California Power Authority (CPA), and the CPUC— jointly adopted an Energy Action Plan (EAP) that listed goals for California's energy future and set forth a commitment to achieve these goals through specific actions. In 2005, the CPUC and the CEC jointly prepared the EAP II to identify the further actions necessary to meet California's future energy needs. The EAP II describes the priority sequence for actions to address increasing energy needs, also known as "loading order." The loading order

identifies energy efficiency and demand response as the state's preferred means of meeting growing energy needs. After cost-effective efficiency and demand response, the state is to rely on renewable sources of power and distributed generation, such as combined heat and power applications. To the extent that efficiency, demand response, renewable resources, and distributed generation are unable to satisfy increasing energy and capacity needs, the EAP II supports the use of clean and efficient fossil fuel-fired generation.

In 2008, the CPUC and CEC released an EPA Update using information and analysis prepared for the Energy Commission's *2007 Integrated Energy Policy Report (IEPR)*. The Update was partially written in response to the California Global Warming Solutions Act of 2006 (discussed below), intended to keep the EAP I and EAP II process alive while capturing changes in the policy landscape and describing intended activities to accomplish those policies. The focus areas included: energy efficiency, demand response, renewable energy, electricity reliability and infrastructure, electricity market structure, natural gas supply and infrastructure, research and development, and climate change (California Energy Commission and Public Utilities Commision, 2008).

The EAP identifies key actions to be taken in all of these areas in order to meet the state's growing energy requirements. The plan recommendations are implemented by the governor through executive orders, by the legislature through new statutes, and by the responsible state agencies through regulations and programs.

California Global Warming Solutions Act of 2006

In September 2006, the governor signed AB 32, the Global Warming Solutions Act of 2006, which mandates that California's GHG emissions be reduced to 1990 levels by 2020. The act directs the California EPA to work with state agencies to implement a cap on GHG emissions (primarily carbon dioxide) from stationary sources of such as electric power generation facilities, and industrial, commercial, and waste-disposal sectors. Since carbon dioxide emissions are directly proportional to fossil fuel consumption, the cap on emissions is expected to have the incidental effect of forcing a reduction in fossil fuel consumption from these stationary sources. Specifically, AB 32 directs the California EPA to work with other state agencies to accomplish the following: 1) promulgate and implement GHG emissions cap for the electric power, industrial, and commercial sectors through regulations in an economically efficient manner; 2) institute a schedule of greenhouse gas reductions; 3) develop an enforcement mechanism for reducing GHG; 4) establish a program to track and report GHG emissions.[1]

Senate Bill 32

Enacted in 2016, Senate Bill (SB) 32 (Pavley, 2016) codifies the 2030 GHG emissions reduction goal of Executive Order B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40 percent below 1990 levels by 2030. Similar to AB 32, a reduction in GHG emissions typically corresponds with a reduction in energy usage as the bulk of GHGs result from the combustion of fossil fuel.

SB 32 was coupled with a companion bill: AB 197 (Garcia, 2016). Designed to improve the transparency of CARB's regulatory and policy-oriented processes, AB 197 created the Joint

[1] *Assembly Bill 32, Passed August 31, 2006, http://www.arb.ca.gov/cc/docs/ab32text.pdf.*

Legislative Committee on Climate Change Policies, a committee with the responsibility to ascertain facts and make recommendations to the Legislature concerning statewide programs, policies and investments related to climate change. AB 197 also requires CARB to make certain GHG emissions inventory data publicly available on its web site; consider the social costs of GHG emissions when adopting rules and regulations designed to achieve GHG emission reductions; and include specified information in all Scoping Plan updates for the emission reduction measures contained therein.

Discussion of Impacts

a, b) ***New Less than Significant Impact.*** The proposed Project would require the use of diesel and other fuels for trucks and equipment during performance of the maintenance activities, but these activities would be short-term and completed as efficiently as possible. There would be no ongoing energy consumption after maintenance activities are completed. Project activities would not obstruct any energy plans and the impact would be less than significant.

VII. GEOLOGY AND SOILS — Would the Project:	***New Potentially Significant Impact***	***New Less than Significant with Mitigation Incorporated***	***New Less than Significant Impact***	***Same Impact as "Approved Project"***	***Less Impact than "Approved Project"***
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as 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.	☐	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	☐
c) 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?	☐	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒	☐

Summary of Impacts Identified in the 2009 IS/MND

The previously approved Project had a less than significant impact regarding exposing people or structures to adverse effects due to rupture of a known earthquake fault, strong seismic ground shaking, and seismic-related ground failure (Impact GEO-ai-iii, pp. 43) (City of Burlingame, 2009). Although the Project areas occur in a very seismically active location, the Project activities themselves do not increase the risk of loss, injury or death due to these factors. There was also a less than significant impact with in regard to soil stability because sediment removal only occur along the bottom of creek beds where stability is not impacted (Impact GEO-c**,** pp**.** 44) (City of Burlingame, 2009). The Project had no impacts due to locations on expansive soils (Impact GEO-d, pp. 45) (City of Burlingame, 2009), exposure due to landslides (Impact GEO-aiv, pp. 43) (City of Burlingame, 2009), or soils incapable of supporting septic tanks (Impact GEO-e, pp. 45) (City of Burlingame, 2009).

Potentially significant impacts resulting in substantial soil erosion or the loss of topsoil (Impact GEO-b, pp. 44) (City of Burlingame, 2009) could have occurred if not for the implementation of mitigation measure BIO-5. This mitigation measure, as discussed above, stipulated for the installation of straw waddle and silt fencing directly outside the work areas to minimize erosion.

Environmental Setting

Soils

According to the City of Burlingame General Plan Existing Conditions Report, four broad groups of soils exist in Burlingame:

1. Baylands: extensive artificial fill over the "baymud" of the historic marshlands in the eastern portion of the City adjacent to the San Francisco Bay.
2. Alluvial Plains: mix of alluvial deposits from Mills, Easton, and Sanchez creeks occurring adjacent to and southwest of the Baylands zone.
3. Foothills: "Merced Formation" with pockets of artificial fill and basin/stream channel deposits.
4. Western Hills: composed of greenstone, sandstone, serpentinite and sheared rock typical of the Franciscan complex. Located around Skyline Boulevard.

Under seismic conditions most Burlingame soils are reasonably stable. Exceptions include the Baylands and the limited areas of the hills where unstable slopes and possible surface rupture from the Serra Fault make local hazardous conditions.

The SoilWeb database from the National Resources Conservation Service and UC Davis, cites the Project as being located on Urban Land and various Urban-land Orthents complexes that fall under the broad categories of Baylands and Alluvium Plains, as described above (UC Davis, NRCS, 2021). Urban land consists of manmade materials such as concrete and asphalt surfaces. Urban-land Orthents reclaimed complex consists of tidal flats that exist along the waterfront.

Seismicity

The San Andreas Fault is one of the more active in California and stretches for 650 miles north-to south. It was responsible for the San Francisco 1906 earthquake, and the less severe 1957 quake that damaged Daly City. It may mark the boundary between the Pacific and North American plates of the earth's crust. Its position just west of Burlingame avoids the hazard of

surface rupture within the City but threatens major ground shaking and ground failure in future.

The Hayward Fault lies about fifteen miles to the east of Burlingame at the base of the East Bay hills. Historically, this fault has produced the most moderate-sized earthquakes in the Bay Area and future ones could be sharply felt here.

The Serra Fault is a minor thrust fault that runs from Millbrae through Burlingame, passing under the western end of Mariposa Drive and moving south via Mills Creek to Kenmar Way and into the town of Hillsborough. Considered to have common roots with the San Andreas Fault, it is assumed to be potentially active and poses future problems of surface rupture and damage to any structure built over its path.

Ground Shaking

The distribution of earthquake wave amplification as related to geologic materials has been mapped by the Association of Bay Area Governments (ABAG) with input from the U.S. Geological Survey. Areas subject to extremely high or very high levels of wave amplification include the Bayfront composed of artificial fill and mud. ABAG has also mapped the intensities created by a rupture of the Northern Segments of the San Andreas Fault registering 7.9 on the modified mercalli intensity scale in the Burlingame area. Under this scenario, the City of Burlingame would experience Violent shaking. Burlingame's industrial area and waterfront commercial district are on fill over "baymud" and may be subject to both unequal settlement and increased accelerations from most local earthquakes.

Liquefaction

Liquefaction is the rapid transformation of saturated, loose, fine-grained sediment to a fluid-like state because of earthquake ground shaking. The 2019 General Plan includes a map of liquefaction zones throughout the City. The proposed maintenance areas within Village Park, Heritage Park, and along Sanchez Creek are all in zones of moderate potential for liquefaction. Ray Park is in a zone of very low potential of liquefaction (City of Burlingame, 2019). The Project sites are in a lowland area of Burlingame and would therefore have low potential for lateral spreading as there are no unsupported slopes.

Landslides

The strong ground motions that occur during earthquakes are capable of inducing landslides, generally where unstable soil conditions already exist. Many of the natural factors that promote landsliding, such as steep slopes, poorly consolidated bedrock, and occasional heavy rainfall, are present in Burlingame's western hills. According the ABAG Hazard Map, the eastern part of the City, the Bayfront, and Project sites are entirely flatland with no debris flow source areas (ABAG, 2021).

Inundation

"Tsunamis" are seismic sea waves, often called tidal waves. Burlingame's position on the southwest shore of San Francisco Bay effectively shields the City from these major ocean waves. However, secondary waves would cause limited inundation of the lower baylands.

"Seiches" are earthquake induced waves in lakes and reservoirs. There may be a limited hazard from such waves in the "inner lagoon" between Bayshore Freeway and Anza Pacific Corporation

property. Extensive other areas of the City are subject to a 100-year flood. Damage from such storms is likely to exceed inundations of seismic origin, and affect structures and utilities throughout the industrial district, Burlingame Grove, Villa Park and parts of the original Burlingame Land Company subdivision.

Discussion of Impacts'.

a-i) ***Same Impact as "Approved Project".*** The proposed Project is not located within a Alquist-Priolo Earthquake Fault Zone. The Alquist-Priolo Earthquake Fault Zoning Act prohibits construction within 50 feet of an active fault and requires geologic investigations before development can occur within a mapped Earthquake Fault Zone that typically extends about a quarter mile from a fault line. The proposed maintenance area at Ray Park, the closest maintenance site to the fault zone, is located approximately 0.35-mile east of the Serra Fault Zone. The second closest fault is the San Andreas Fault located approximately two miles to the west of the Project sites. While these are both active faults within relatively close proximity to the proposed maintenance areas, no development or new construction is proposed with this Project. The purpose of the Project is to maintain the existing channels to allow for better stormwater channel connectivity. Therefore, impacts will remain less than significant, consistent with the findings of the 2009 IS/MND.

a-ii) ***Same Impact as "Approved Project".*** The San Andreas Fault Zone runs approximately two miles to the west of the Project sites. During a major seismic event on the San Andreas Fault, there is the potential for strong ground shaking that could expose persons and property to undue risks. However, no new structures are proposed as a result of this Project. The debris and vegetation removal will occur in open air areas which would ensure the Project sites would not expose persons or property to strong seismic ground shaking hazards and therefore impacts would continue to be less than significant, consistent with the findings of the 2009 IS/MND.

a-iii) ***Same Impact as "Approved Project".*** As previously discussed, most of the Bayfront in Burlingame has the potential for liquefaction hazards. The proposed Project will adhere with California Building Code and the Seismic Hazards Mapping Act, which include requirements for geotechnical investigations in areas with high risks for liquefaction. None of the proposed maintenance areas occur in high zones of high liquefaction potential, therefore the impact will remain less than significant, consistent with the findings of the 2009 IS/MND.

a-iv) ***Same Impact as "Approved Project".*** As previously stated, the parts of the San Francisco Bay region that have the greatest susceptibility to landsliding are hilly areas underlain by weak bedrock or unconsolidated soils. The proposed maintenance areas are in very flat lying portions of the City and the ABAG Hazards Map designated them as having no potential for landslides (ABAG, 2021). Therefore, there would be no impact with the addition of the proposed maintenance areas, consistent with the findings of the 2009 IS/MND.

b) ***Same Impact as "Approved Project".*** The proposed Project would remove accumulated sediment from stream channels. Some of the channels are cement lined, but the Village Park and Sanchez Creek reaches are naturally vegetated. In order to ensure that only the target sediment is removed and Project activities do not trigger erosion or loss of topsoil, the same mitigation measures (BIO-5) that were set forth in

the 2009 IS/MND to control erosion would be implemented. The impacts would remain less than significant with mitigation incorporated, consistent with the findings of the 2009 IS/MND.

c) ***Same Impact as "Approved Project."*** The Project sites are located on soils that under normal conditions are reasonably stable. Since the proposed maintenance areas are within the eastern portions of the City which are located Baylands and Alluvial Plains soils formed during the Holocene and Pleistocene, the instability of the Western Hills soils would not affect the Project sites (City of Burlingame, 2015). Additionally, sediment would only be removed from the bottom of the creek channels and not along embankments. Therefore, maintenance activities would not be impacted by the soil conditions or geology of the Project area and would not create unstable soil conditions. The impact would remain less than significant, consistent with the findings of the 2009 IS/MND.

d) ***Same Impact as "Approved Project."*** The Project sites are in a lowland area of Burlingame and would therefore have low potential for lateral spreading as there are no unsupported slopes. The proposed maintenance sites are in areas composed of Baylands and Alluvial Plains soils (City of Burlingame, 2015). The shrink-swell potential for Bay mud is high, while the shrink-swell potential for alluvium plain soils ranges from moderate to high. However, the Project does not involve the construction of any new structures. This would not create any substantial risk to life or property and would cause the impact to remain the same as the approved Project, consistent with the findings of the 2009 IS/MND.

e) ***Same Impact as "Approved Project."*** The Project does not involve construction of septic tanks or alternative wastewater disposal systems. The impact would be the same as the approved Project, consistent with the findings of the 2009 IS/MND.

f) ***Same Impact as "Approved Project."*** All of the proposed maintenance sites are in areas that have undergone long histories of disturbance. The City of Burlingame Existing Conditions Report does not mention unique paleontological resource sites or unique geologic features within the City (City of Burlingame, 2015). In the event that any such features are found during maintenance activities, Project Measure CR-1, which requires that ground-disturbing work be halted until a qualified professional had evaluated the materials and offered recommendations for further actions, would be enacted to ensure that the resources are preserved. This project measure was also instituted in the 2009 IS/MND. As such, the proposed Project activities are likely to have a less than significant impact on such resources, consistent with the findings of the 2009 IS/MND.

VIII. GREENHOUSE GAS EMISSIONS — Would the Project:	*New Potentially Significant Impact*	*New Less than Significant with Mitigation Incorporated*	*New Less than Significant Impact*	*Same Impact as "Approved Project"*	*Less Impact than "Approved Project"*
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	☐
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	☐

Summary of Impacts Identified in the 2009 IS/MND

The Greenhouse Gas Emissions section was added to the CEQA Guidelines Appendix G Checklist in 2010, which is after the preparation of the 2009 IS/MND. The analysis conducted below evaluates all stream maintenance areas, both the newly proposed maintenance areas and those originally covered under the 2009 IS/MND.

Environmental Setting

Assembly Bill 32, adopted in 2006, established the Global Warming Solutions Act of 2006 which requires the State to reduce greenhouse gas (GHG) emissions to 1990 levels by 2020. Senate Bill 97, adopted in 2007, required the Governor's Office of Planning and Research to develop CEQA guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions," and the Resources Agency certified and adopted the amendments to the guidelines on December 30, 2009.

GHGs are recognized by wide consensus among the scientific community to contribute to global warming/climate change and associated environmental impacts. The major GHGs released from human activity are carbon dioxide, methane, and nitrous oxide (Governor's Office of Planning and Research 2008). The primary sources of GHGs are vehicles (including planes and trains), energy plants, and industrial and agricultural activities (such as dairies and hog farms).

Discussion of Impacts

a) ***Less than Significant Impact.*** Some GHG emissions would be produced from construction-related equipment emissions during maintenance activities. Based on the nature of the Project and short duration of maintenance GHG emissions resulting from maintenance activities are expected to be minor. While the Project would have an incremental contribution to GHG emissions within the context of the City and region, the individual impact of all of the maintenance areas would be less than significant.

b) ***Less than Significant Impact.*** The Project would not generate significant GHG emissions and therefore would not conflict with any applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions, such as the Burlingame General Plan Air Quality and Greenhouse Gas Reduction policies (HP-2.1 through HP-2.17) (City of Burlingame, 2009). Impacts would be less than significant.

VIII. **HAZARDS AND HAZARDOUS MATERIALS** — Would the Project:		*New Potentially Significant Impact*	*New Less than Significant with Mitigation Incorporated*	*New Less than Significant Impact*	*Same Impact as "Approved Project"*	*Less Impact than "Approved Project"*
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒	☐
e)	For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	☐	☐	☐	☒	☐
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐
g)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒	☐

Summary of Impacts Identified in the 2009 IS/MND

The 2009 IS/MND concluded that all impacts related to Hazards or Hazardous Materials are less than significant. The project did not create a significant hazard through the transport, use or

disposal of hazardous materials (Impact HAZ-a, pp. 46), through the release of hazardous materials into the environment (Impact HAZ-b, pp. 46), through the emission of hazardous waste within one-quarter mile of a school (Impact HAZ-c, pp. 47), through location on a site on the Cortese list (Impact HAZ-d, pp. 47), through safety hazards associated with airports or air strips (Impacts HAZ-e and HAZ-f, pp. 48), or through interference with an emergency response plan (Impact HAZ-h, pp. 48) (City of Burlingame, 2009).

Minor amounts of hazardous materials in the form of vehicle fuel was required for maintenance activities, but compliance with California Department of Toxic Substances Control regulations minimized any risk due to transport or release to less than significant levels. None of the maintenance sites were located on active hazardous material sites according to the Cortese list. There were closed clean-up sites within the vicinity, but the nature of the maintenance activities did not require additional mitigation to ensure that impacts would be avoided. Any traffic disruptions caused by the maintenance activities were temporary and did not significantly impact circulation to the point of impediment of an emergency evacuation plan. The 2009 IS/MND concluded that there was no impact from wildlands fires as the approved maintenance areas are located in developed urban land (Impact HAZ-h, pp. 48) (City of Burlingame, 2009).

Environmental Setting

Hazardous Materials

The provisions in Government Code Section 65962.5 are commonly referred to as the "Cortese List" (after the Legislator who authored the legislation that enacted it). The list, or a site's presence on the list, has bearing on the local permitting process as well as on compliance with CEQA. None of the proposed maintenance locations are designated as containing hazardous materials on the Cortese List (SWRCB, 2021).

Sensitive Receptors

A sensitive receptor is generally defined as a location where human populations, especially children, seniors, and sick persons, are located where there is a reasonable expectation of continuous human exposure to air pollutants. Palcare, Lincoln Elementary School, Burlingame Montessori, and Burlingame High School are all within 0.25-mile of proposed rehabilitation channels.

Emergency Services

The County of San Mateo and twenty of its cities comprise the San Mateo Operational Area Civil Defense and Disaster Organization. This organization works with State and Federal counterparts and is headquartered in Redwood City. Its operational plan outlines the roles of the County and the several cities in the event of a natural disaster, and is intended to provide coordination, leadership and area-wide communications. The City of Burlingame shares an Emergency Operations Plan with the Town of Hillsborough. Originally prepared as a civil defense handbook, concerned with enemy attack and nuclear fallout, the plan has recently been expanded to be able to be enacted in all types of emergencies.

Regulatory Setting

San Francisco International Airport Land Use Plan (ALUP)

State law establishes an Airport Land Use Commission (ALUC) in each county to coordinate the compatibility of new developments near airports. The *San Mateo County Comprehensive Airport*

Land Use Plan (ALUP) contains chapters that outline land use policies for every airport in the county. ALUP Chapter V, *San Francisco International Airport Land Use Plan*, applies to the geographic areas in incorporated cities and unincorporated areas in the vicinity of San Francisco International Airport (SFO) that are affected by aircraft noise, and that are subject to restrictions on the height of structures and/or objects near the airport, and airport/aircraft safety guidelines. Since the Project sites are within some of the safety zones delineated for SFO, the provisions of the SFO ALUP are applicable to the Project sites. The City/County Association of San Mateo adopted the San Francisco International Airport Land Use Compatibility Plan into law in June 2012. The entire City of Burlingame in within the bounds of this land use plan.

Discussion of Impacts

a,b) ***Same Impact as "Approved Project".*** The proposed Project would require small amounts of hazardous materials during maintenance activities for equipment maintenance (e.g., fuel and solvents). Transport, use and disposal of hazardous materials would occur during maintenance activities and would comply with applicable local, state, and federal standards associated with the handling and storage of hazardous materials. Hazardous materials would not be stored or used, such as for equipment maintenance, where they could affect nearby land uses. No upset or accident conditions resulting in the release of hazardous materials into the environment can be reasonably expected to occur under these circumstances. Therefore, impacts would remain the same as the approved Project.

c) ***Same Impact as "Approved Project".*** The proposed maintenance sites are located within a quarter mile of several schools (refer to **Table *2***).

Table 2: Schools Located within 0.25-mile of Proposed Creek Reaches

Creek Reach	School	Distance (miles)
Ray Park	Lincoln Elementary School	0.07
Sanchez Creek	Burlingame High School	0.19
	Burlingame Montessori	0.10
	Palcare	0.03

Although some hazardous materials would be used during construction, given required compliance with applicable state and federal regulations regarding the transport, use and storage of hazardous materials, a spill or accident would have a low potential to affect people at schools. Any spills would be cleaned up immediately, and all wastes and used spill control materials would be properly disposed of at approved disposal facilities. The impact would remain less than significant and the same as the approved Project.

d) ***Same Impact as "Approved Project".*** According to the California Department of Toxic Substances Control EnviroStor database of hazardous materials release sites, none of the proposed Project sites are identified as hazardous material or clean-up sites (SWRCB, 2021). Therefore, impacts would remain less than significant, consistent with the findings of the 2009 IS/MND.

e) ***Same as "Approved Project".*** The Project sites are located within the Airport Influence Area in the Comprehensive Airport Land Use Plan for the Environs of SFO (Ricondo & Associates, 2012), as is the entire City of Burlingame. All of the creek maintenance activities would be performed at-grade and would not create a safety hazard for people residing or working near the airport. As such, the impact will remain less than significant as it was in the previously approved Project.

f) ***Same Impact as "Approved Project".*** The Town of Hillsborough and City of Burlingame Emergency Operations Plan does not list a specific evacuation route that would be followed in case of emergency. California Drive and Occidental Avenue are listed as Mixed-Use El Camino Real and Neighborhood Arterial roads, respectively, in the General Plan. These roads are adjacent to the proposed maintenance areas along Sanchez Creek and at Heritage Park. However, any traffic disruptions caused by maintenance activities would be brief and infrequent and would be unlikely to disrupt an emergency evacuation. The impact would remain less than significant, consistent with the findings of the 2009 IS/MND.

g) ***Same Impact as "Approved Project".*** According to the San Mateo County Fire Hazard Severity Zone Map, dated November 7, 2007, the Project area is not located within a wildland area and is not assigned a fire hazard severity zoning (Calfire, 2007). There would still be no impact from wildland fires, consistent with the findings of the 2009 IS/MND.

X. **HYDROLOGY AND WATER QUALITY** — Would the Project:	*New Potentially Significant Impact*	*New Less than Significant with Mitigation Incorporated*	*New Less than Significant Impact*	*Same Impact as "Approved Project"*	*Less Impact than "Approved Project"*
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would:	☐	☐	☐	☒	☐
i) Result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☐	☒	☐
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒	☐
iv) Impede or redirect flood flows?	☐	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	☐	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒	☐

Summary of Impacts Identified in the 2009 IS/MND

The 2009 IS/MND found that the previously approved Project would have no impact on groundwater supplies (Impact HYDRO-b, pp. 51) or placing housing in a 100-year floodplain (Impact HYDRO-g**,** pp**.** 51) (City of Burlingame, 2009). Maintenance activities would not construct new housing or remove sediment to a deep enough depth that groundwater would be impacted. The previously approved Project had a less than significant impact on erosion or siltation (Impact

HYDRO-c, pp. 51), flooding (Impact HYDRO-d**,** pp. 51), runoff that would exceed capacity of existing systems (Impact HYDRO-e, pp. 51), structures impeding flood flow (Impact HYDRO-h, pp. 51), exposure to risk involving flooding (Impact HYDRO-i, pp. 51), and inundation by seiche, tsunami, or mudflow (Impact HYDRO-j, pp. 51) (City of Burlingame, 2009). Maintenance activities under the 2009 IS/MND were enacted to help restore the conveyance capacity of the stormwater drainage system. The Project produced a positive impact as it decreased flooding frequency and increased the capacity of existing systems. Because the Project did not include construction of any structures, impacts related to seiche and tsunamis were considered less than significant in the prior 2009 IS/MND.

Mitigation Measure (BIO-5) (pp. 37) was required to ensure that impacts were less than significant with respect to violations of water quality standards (Impact HYRDO-a, pp. 50) and substantial degradations to water quality (Impact HYDRO-f, pp. 50) (City of Burlingame, 2009).

Environmental Setting

The proposed maintenance sites are located in developed areas that are primarily residential, commercial, retail land uses and the existing developed channels. The Project sites receive an average rainfall of about 19.9 inches per year, with about 96 percent most occurring between October and April (City of Burlingame, 2016).

The proposed maintenance areas at Village Park and Ray Park are along Mills Creek and lie within the Mills Creek watershed. This watershed encompasses approximately 962 acres within the City and drains into the San Francisco Bay. Bay. An approximate 300-foot reach of creek between the Bayshore Freeway and Old Bayshore Highway is culverted underground. Mills Creek supports an approximately 500-foot-long by 200–foot-wide salt marsh where the creek meets the Bay.

The proposed maintenance area at Heritage Park is along a section of Burlingame Creek, which drains a 511-acre watershed. The creek enters an engineered channel and storm drains between El Camino Real under the Burlingame Avenue downtown area, then flowing through a partially concrete-lined and vegetated open channel between California Drive and the Caltrain tracks. The creek then enters a pipeline under Oak Grove Avenue which outlets to the Bayfront Channel near Anza Boulevard.

Sanchez Creek connects to the larger Sanchez Creek which drains a 324-acre watershed in the southern portion of the City, entering an underground storm drain system near Balboa Avenue. The creek drains into Sanchez Lagoon which connects to the San Francisco Bay.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, portions of proposed maintenance areas at Village, Ray, and Heritage Parks in Zone A, areas with a 1 percent annual chance of flooding (FEMA, 2021).The maintenance area at Sanchez Creek is in Zone AH, an area with a 1 percent annual chance of shallow flooding with an average depth ranging from one to three feet.

Surface Water Quality and Pollution

In order to control nonpoint source pollution, the City joined the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) in 1991. SMCWPPP functions under a Joint Municipal National Pollution Discharge Elimination System (NPDES) Permit for stormwater quality management, as authorized by the San Francisco Bay RWQCB. The program includes pollutant

source identification and water quality measurement, and elimination of illicit discharges; structural and nonstructural controls for commercial and residential areas, and controls for industrial facilities; and controls for new development and construction sites and other elements.

Groundwater Quality and Pollution

The majority of the City of Burlingame overlies the southern portion of the 40 square mile Westside Groundwater Basin, which consists of unconsolidated colluvium that was deposited in a northwest trending trough in the underlying impervious bedrock (Burlingame 2016). Much of the alluvium that underlies the lowland areas of the City is capable of transmitting groundwater, especially in the southwestern portion of the City which is underlain by a portion of the San Mateo Groundwater Basin. According to the City of Burlingame 2015 Urban Water Management Plan, the Basin is composed of two main water-bearing units, the shallow, unconfined Colma aquifer and the deeper, confined Merced aquifer. Within the two major water bearing zones in the Basin, there are multiple smaller aquifer zones that are delineated vertically by different sand and clay layers within the Merced and Colma formations. The thickness and extent of these interbedded sand and clay layers vary spatially throughout the Basin. In the vicinity of Burlingame, which is south of the groundwater divide, groundwater flow within the shallow aquifer is generally east towards the San Francisco Bay. Sources of recharge include infiltration of rainfall, infiltration of irrigation water, and leakage from water and sewer pipes. The City of Burlingame does not participate in active groundwater recharge activities. The City does not obtain any of its potable water from this groundwater basin.

Discussion of Impacts

a) ***Same Impact as "Approved Project".*** The proposed Project includes rehabilitation of existing stormwater channels and the removal of accumulated sediment. The location of the outfalls, points of origin, and receiving waters would remain the same. Maintenance activities would be required to comply with the NPDES general permit for construction activities, pursuant to which BMPs would be implemented to control stormwater during construction. In order to ensure that turbidity levels are not elevated during sediment removal processes, Mitigation Measure BIO-5, which requires that maintenance activities occur only during periods of low tied or low flow and sand bag barriers be used to trap sediment, from the 2009 IS/MND would be enacted. By implementing the mitigation measure, the impacts would remain the same as the previously approved Project.

b) ***Same Impact as "Approved Project".*** The proposed maintenance activities would occur within existing concrete and earthen channels and would not increase groundwater demand. No new impervious surfaces would be installed. Therefore, consistent with the findings in the 2009 IS/MND, there would be no impact on groundwater supplies with the additional maintenance areas.

c) ***Same Impact as "Approved Project".*** The proposed Project would not substantially alter the existing drainage pattern of the area. The proposed Project is a stormwater infrastructure improvement Project that would repair concrete on an existing flood channel, remove sediment and debris, and trim vegetation. The proposed Project would alleviate flooding and would not contribute substantial erosion or siltation or increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The proposed Project would not increase the amount of impervious surface on the Project sites and therefore impacts would remain less than significant,

consistent with the findings of the 2009 IS/MND.

d) ***Same Impact as "Approved Project".*** The Project is not located near any isolated bodies of water, and thus is not subject to inundation by seiche. Active faults within the Bay Area have predominantly horizontal movement and are not expected to generate significant water waves in the San Francisco Bay and, therefore, the potential for flooding from a seiche is minimal. The proposed maintenance areas are not within tsunami inundation zones (ABAG, 2021). The proposed Project includes improvements to the existing stormwater infrastructure to provide protection against floods and would not increase exposure of persons to the risk of inundation from tsunami, seiche, or mudflow and therefore impacts would remain less than significant.

e) ***Same Impact as "Approved Project".*** The City of Burlingame 2015 Urban Water Management Plan is the groundwater management plan that governs the Project area (City of Burlingame, 2016). The proposed Project would not affect groundwater or interfere with groundwater recharge. There would continue to be no impact with the addition of the maintenance areas, consistent with the findings of the 2009 IS/MND.

XI. **LAND USE AND PLANNING** – Would the Project:		*New Potentially Significant Impact*	*New Less than Significant with Mitigation Incorporated*	*New Less than Significant Impact*	*Same Impact as "Approved Project"*	*Less Impact than "Approved Project"*
a)	Physically divide an established community?	☐	☐	☐	☒	☐
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒	☐

Summary of Impacts Identified in the 2009 IS/MND

The 2009 IS/MND determined that project would not divide an established community (Impact LAND-a, pp. 53) or conflict with any applicable land use plans or policies (Impact LAND-b, pp. 53) because maintenance activities did not involve any new construction or rezoning of existing areas (City of Burlingame, 2009).

Environmental Setting

Regional Setting

San Mateo County is located on the San Francisco Peninsula. San Mateo County is bounded by San Francisco County to the north, Santa Cruz County to the south, Santa Clara County to the southeast, Alameda County across the San Francisco Bay to the east, and the Pacific Ocean to the west. San Mateo County is comprised of approximately 455 square miles of land that is distributed among twenty incorporated cities, including the City of Burlingame, and twenty unincorporated communities.

As a whole, San Mateo County is relatively undeveloped. According to the San Mateo General Plan, although located in the San Francisco Bay Area—one of the most populated urban areas in the nation, just 20 percent of the County is urbanized, while the other 80 percent is used for agriculture, timber harvesting, recreation, or general open space (Environmental Services Agency, 1986).

Project Sites

The proposed Project sites are in neighborhood communities in the City of Burlingame. Commercial uses are adjacent to most of the Project area. Sanchez Creek runs along the Caltrain tracks parallel to California Drive. This portion of the project area separates commercial businesses to the southwest of the creek from industrial uses to the northeast. Ray Park is in a residential neighborhood surrounded by single-family residential homes. Lincoln Elementary School is along the southern boundary of Ray Park. Village Park is bordered by single-family homes to the east, west, and south. California Drive, a major road through the City, runs to the north of Village Park and separates the residential neighborhood from industrial areas north of the Caltrain tracks. Heritage Park is in a residential neighborhood surrounded by single-family residential homes.

The City of Burlingame General Plan provides policies and implementation strategies for management of the resources and land uses in the City, and the City Codes provide restrictions and requirements to protect resources and comply with local, state, and federal laws.

According to the 2019 General Plan, Ray Park and Heritage Park are in areas zoned for single family dwellings (R1). Village Park is unclassified but is surrounded by areas zoned for single family dwellings (R1). Sanchez Creek is zoned for apartments and other specified uses (R4).

Regulatory Setting

City of Burlingame General Plan

Community Character Element

CC-2.4: Discourage the planting of invasive vegetation, and encourage the removal of existing invasive vegetation through the development review process or through capital improvement Projects, except for any trees listed or eligible for listing on historic registries. Examine all proposed removals on a case-by-case basis to ensure desired resources are not removed.

Infrastructure Element

IF-4.1: Ensure that local storm drain infrastructure is sufficiently maintained to minimize flood hazards.

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

Community Safety Element

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-6.2: Maintain information channels to the residential and business communities about the illegal nature and danger of dumping hazardous material and waste into the storm drain system or in creeks.

Healthy People and Healthy Places Element

HP-3.12: Require construction Projects to implement the BAAQMD's Best Practices for Construction to reduce pollution from dust and exhaust as feasible; require construction Projects to transition to electrically-powered construction equipment as it becomes available; and seek construction contractors who use alternative fuels in their equipment fleet.

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 CDFW 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-5.3: Protect and restore riparian corridors to ensure they function as healthy biological areas and wildlife habitats. Where appropriate, restore riparian habitat with native vegetation.

HP-6.1: Protect and maintain the water quality of the four creek systems and watersheds (Burlingame Creek, Easton Creek, Mills Creek, and Sanchez Creek) that course through the city and drain into San Francisco Bay. Participate in regional efforts, such as the Bay Area Integrated Regional Water Management Plan, to protect Burlingame's waterways and maintain water quality.

HP-6.6: Continue to follow requirements for the Municipal Regional Stormwater and National Pollutant Discharge Elimination System (NPDES) Permit to monitor stormwater activities, reduce pollution from stormwater runoff, and provide annual reports on compliance activities.

HP-6.7: Identify opportunities to upgrade and improve the City's stormwater conveyance system (MS4).

Discussion of Impacts

a) ***Same Impact as "Approved Project".*** The proposed Project includes concrete repairs, sediment removal, vegetation trimming, and debris clearing to existing flood channels. These proposed maintenance activities to existing infrastructure would not physically divide an established community and therefore would continue to have no land use impacts, consistent with the findings of the 2009 IS/MND.

b) ***Same Impact as "Approved Project".*** The proposed Project provides improvements to existing stormwater infrastructure for the City. The proposed Project is subject to several local policies, plans, and regulations, as described above. Implementation of the proposed Project would not result in significant physical environmental impacts, the Project is consistent with the General Plan and other applicable plans and policies and therefore there would continue to be no impact, consistent with the findings of the 2009 IS/MND.

XII. **MINERAL RESOURCES** — Would the Project:		*New Potentially Significant Impact*	*New Less than Significant with Mitigation Incorporated*	*New Less than Significant Impact*	*Same Impact as "Approved Project"*	*Less Impact than "Approved Project"*
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	☐
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒	☐

Summary of Impacts Identified in the 2009 IS/MND

No impacts to mineral resources were outlined in the 2009 IS/MND. The City of Burlingame General Plan did not identify any of the Project segments as mineral resource recovery sites and no active quarries were identified in the vicinity (Impacts MIN-a&b, pp. 56) (City of Burlingame, 2009).

Discussion of Impacts

a,b) ***Same Impact as "Approved Project."*** According to the Office of Mine Reclamation AB 3098 list there are no mines operating within the City of Burlingame (California Department of Conservation, 2021). As such, there would be no loss of availability of known mineral resources and therefore there would be no impact to mineral resources, consistent with the findings of the 2009 IS/MND.

XIII. NOISE — Would the Project result in:		*New Potentially Significant Impact*	*New Less than Significant with Mitigation Incorporated*	*New Less than Significant Impact*	*Same Impact as "Approved Project"*	*Less Impact than "Approved Project"*
a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒	☐
b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒	☐
c)	For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	☐	☒	☐

Summary of Impacts Identified in the 2009 IS/MND

The 2009 IS/MND determined that there would be no impacts based on proximity to public or private airstrips because the proposed maintenance areas were not in the vicinity of these land uses (Impact NOI-e and NOI-f, pp. 59) (City of Burlingame, 2009). There was determined to be a less than significant impact due to generation of noise in excess of established standards (Impact NOI-a, pp. 57), exposure to ground borne vibration or noise (Impact NOI-b, pp. 57), permanent increase in ambient noise levels (Impact NOI-c, pp.57), and temporary or periodic increase in ambient noise levels (Impact NOI-d, pp. 57) (City of Burlingame, 2009). The temporary increases in noise levels as a result of maintenance work was deemed less than significant due to the existing noise level in the project area already being relatively high. Additionally, the nature of the equipment used for maintenance work did not create ground borne vibrations.

Environmental Setting

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady "background" noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually

continuous noise from, for example, traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq} – A L_{eq}, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- L_{max} – The maximum instantaneous noise level experienced during a given period of time.
- L_{min} – The minimum instantaneous noise level experienced during a given period of time.
- CNEL – The Community Noise Equivalent Level is a 24-hour average Leq with a 5 dBA "weighting" during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA "weighting" added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. For residential uses, environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA (Office of Planning and Research, 2003). Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

It is widely accepted that in the community noise environment the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors, such as the weather and reflecting or barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels are

also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The normal noise attenuation within residential structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA.[2]

Table 3 lists the Federal Transit Administrations typical construction equipment noise levels at 50 feet.

Table 3. Construction Equipment Noise Generation

Equipment	Typical Noise Level (dBA) 50 ft from Source	Equipment	Typical Noise Level (dBA) 50 ft from Source
Air Compressor	81	Jack Hammer	88
Backhoe	80	Loader	85
Ballast Equalizer	82	Paver	89
Ballast Tamper	83	Pile-driver (Impact)	101
Compactor	82	Pile-driver (Sonic)	96
Concrete Mixer	85	Pneumatic Tool	85
Concrete Pump	82	Pump	76
Concrete Vibrator	76	Roller	74
Crane, Derrick	88	Saw	76
Crane, Mobile	83	Scarifier	83
Dozer	85	Scraper	89
Generator	81	Shovel	82
Grader	85	Spike Driver	77
Impact Wrench	85	Truck	88
Source: Federal Transit Administration. *Transit Noise and Vibration Impact Assessment*, 2006			

[2] *National Cooperative Highway Research Program Report 117, Highway Noise: A Design Guide for Highway Engineers, 1971.*

Existing Noise Environment

Sensitive receptors located near the Project area are exposed to ambient noise levels from a variety of sources. There are four schools located within 0.25-mile of proposed maintenance sites, one near Ray Park and three near Sanchez Creek, that include sensitive receptors for Project construction. The ambient noise environment at Sanchez Creek and Village Park results primarily from traffic along California Drive, Caltrain traffic, aircraft operations associated with SFO, and noise-producing commercial and industrial land uses. The ambient noise environment at Ray Park and Heritage Park results from street traffic on the residential roads and residual noise from SFO. According to the City's General Plan, the proposed maintenance sites fall within the following transportation noise contours shown in **Table 4**.

Table 4. Transportation Noise Contours at Proposed Sites

Maintenance Site	CNEL
Sanchez Creek	70 CNEL
Heritage Park	Less than 60 CNEL
Ray Park	Less than 60 CNEL
Village Park	70 CNEL

Regulatory Setting

The Community Safety Element of the City's *General Plan* contains noise recommendations for evaluating the compatibility of new uses with the on-site noise environment. The suggested outdoor noise levels suitable to various land use categories are presented in **Table 5**. The public, quasi-public and residential land uses within the Project area face the roads where work is to be completed and are currently exposed to daily traffic noise and typical noise from the community.

Table 5. Outdoor Noise Level Planning Criteria

Maximum Outdoor Noise Level (dBA)	
Land Use Categories	**CNEL**
Residential – Low Density Single Family, Duplex Mobile Homes, Multi Family, Transient Lodging (Motels, Hotels), Schools, Libraries, Churches, Hospitals, Nursing Homes, Playgrounds, Neighborhood Parks, Golf Course, Riding Stables, Water Recreation, Cemeteries	70
Auditoriums, Concert Halls, Amphitheaters	65
Office Buildings, Business Commercial and Professional, Industrial, Manufacturing Utilities, Agriculture	75
Source: City of Burlingame, *Burlingame General Plan, Community Safety,* page CS-13, November 2019.	

Discussion of Impacts

a) ***Same Impact as "Approved Project".*** Maintenance activities would generate temporary noise from equipment use, concrete repairs, sediment removal and vegetation trimming. Allowable construction equipment noise levels are

presented in Table 5 for receptors located within 50 feet of the Project area. The equipment used for this Project would include bobcats, excavators, mowers, backhoes, loaders, dumptrucks, handmowers, and power tools. Ray Park is directly adjacent to Lincoln Elementary School, a sensitive receptor. Although noise levels from a particular source generally decline as distance to the receptor increases, noise generated during maintenance activities may create temporarily unacceptable peak noise levels for surrounding land uses if feasible noise control methods are not implemented. Implementation of the following BMPs would reduce temporary impacts to a less than significant level, consistent with the findings of the 2009 IS/MND.

Construction Noise Best Management Practices

The City shall incorporate the following practices into the construction documents to be implemented by the Project contractor:

- Construction hours shall be limited to 8:00 a.m. to 7:00 p.m. during the week and 9:00 a.m. to 6:00 p.m. on Saturdays, according to the City's Municipal Code Chapter 18.07 Section 305.1.

- Notify businesses, residences, and noise-sensitive land uses adjacent to construction sites of the construction schedule in writing. Designate a "construction liaison" that is responsible for responding to any local complaints about construction noise. The liaison shall determine the cause of the noise complaints (for example starting too early, or a bad muffler) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.

- Maximize the physical separation between noise generators and noise receptors.

- Minimize backing movements of equipment.

- Verify that equipment engines are fitted with appropriate mufflers that are in good operating condition.

- Prohibit unnecessary idling of internal combustion engines.

b) ***Same Impact as "Approved Project".*** Maintenance activities would not generate excessive ground borne vibrations that would affect nearby sensitive receptors. No pile driving would be necessary, and all trucks would be within acceptable weight limits. The equipment used for the proposed maintenance does not produce excessive ground borne vibration. The impact would remain less than significant, consistent with the findings in the 2009 IS/MND.

c) ***Same Impact as "Approved Project".*** The Project is located within the area of influence of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (Ricondo & Associates, 2012). The Project itself would only provide for maintenance for stormwater channels and would not result in increased noise exposure impacts from airport operations. There would continue to be no impact, consistent with the conclusions made in the 2009 IS/MND.

XIV. POPULATION AND HOUSING — Would the Project:		*New Potentially Significant Impact*	*New Less than Significant with Mitigation Incorporated*	*New Less than Significant Impact*	*Same Impact as "Approved Project"*	*Less Impact than "Approved Project"*
a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒	☐
b)	Displace substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐

Summary of Impacts Identified in the 2009 IS/MND

The 2009 IS/MND found that population and housing would not be impacted by Project activities as the Project would not generate additional housing or induce population growth. The 2009 IS/MND concluded that the approved stream channel maintenance activities did not induce substantial population growth (Impact POP-a, pp. 60), displace substantial numbers of existing housing (Impact POP-b, pp. 60), or displace substantial numbers of people (Impact POP-c, pp. 60) (City of Burlingame, 2009).

Environmental Setting

The U.S. Census Bureau collects and estimates demographic data for the entire United States. The most recently available data, published in 2019, reported a total population of 30,576 people living in the City of Burlingame. This population was spread over approximately 12,697 households (US Census Bureau, 2021).

Discussion of Impacts

a, b, c) ***Same Impact as "Approved Project".*** The approved Project had no impact on population and housing. The Project would provide improvements to existing stormwater infrastructure and would not generate housing. The proposed Project is located in developed and managed areas and the maintenance activities are not designed to extend infrastructure to accommodate growth and would not displace people or housing. Therefore, there would still be no impact consistent with the findings made in the 2009 IS/MND.

XV. **PUBLIC SERVICES** — Would the Project:	*New Potentially Significant Impact*	*New Less than Significant with Mitigation Incorporated*	*New Less than Significant Impact*	*Same Impact as "Approved Project"*	*Less Impact than "Approved Project"*
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?	☐	☐	☐	☒	☐
Police protection?	☐	☐	☐	☒	☐
Schools?	☐	☐	☐	☒	☐
Parks?	☐	☐	☐	☒	☐
Other public facilities?	☐	☐	☐	☒	☐

Summary of Impacts Identified in the 2009 IS/MND

The 2009 IS/MND found that public services would not be impacted by Project activities. The 2009 IS/MND concluded that the approved stream channel maintenance activities did not alter the areas in a way that would induce substantial population growth (Impact POP-a, pp. 60), displace substantial numbers of existing housing (Impact Pop-b, pp. 60), or displace substantial numbers of people (Impact POP-c, pp. 60) (City of Burlingame, 2009).

Environmental Setting

The Central County Fire Department (CCFD) serves an area of approximately 15 square miles with a population of 70,000, which includes the communities of Burlingame, Hillsborough and Millbrae (CCFD, 2020).The Department utilizes seven fire stations staffed by 88 full-time employees. The closest stations to the proposed sites are CCFD Fire Stations 34 and 36. The Burlingame Police Department provides law enforcement services for the area. The Department is divided into three divisions: Operations, Investigations, and Support Services/Administration. The force currently consists of 40 police officers, made up of the Chief of Police, one Captain, two Lieutenants, six Sergeants, and 30 Patrol Officers (BPD, 2018). There are two school districts that provide educational services to the community: Burlingame School District (BSD) for grades K-8 and San Mateo Union High School District (SMUHSD) for grades 9-12. Public park and recreation facilities include sports fields, bocce ball courts, a shorebird sanctuary, three playgrounds, a wildlife area and ten parks. Other public facilities include the Burlingame public library, which has two locations, the Main Branch and the Easton Branch.

Discussion of Impacts

a) ***Same Impact as "Approved Project".*** The approved Project had no impact on public services. The addition of the new channels slated for maintenance would not result in population growth for the City, the Project would not increase demand for public services nor would it require construction of new or physically altered governmental facilities, where the construction of which could cause significant environmental impacts and therefore no impact would occur. This would be consistent with the findings out the 2009 IS/MND.

XVI. RECREATION — Would the Project:	***New Potentially Significant Impact***	***New Less than Significant with Mitigation Incorporated***	***New Less than Significant Impact***	***Same Impact as "Approved Project"***	***Less Impact than "Approved Project"***
a) 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?	☐	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒	☐

Summary of Impacts Identified in the 2009 IS/MND

The previously approved Project had no impact on recreation because the maintenance activities would not generate new housing demand or stress existing recreation resources. One of the channel reaches occurs within an area designated by the City of Burlingame Parks and Recreation Department as a shore bird sanctuary. The shore bird sanctuary is located where Mills Creek flows into the San Francisco Bay on the northern side of Bayshore Highway (Highway 101). The shore bird sanctuary serves as a bird watching location for the public. The activities done within the bird sanctuary was deemed to have no impact due to its minimal and temporary nature.

Environmental Setting

The City of Burlingame Parks and Recreation Department operates 15 developed parks, two natural parks, and helps maintain two state lands commission parks that comprise a total of approximately 133.81 acres (City of Burlingame, 2020). This equates to a ratio of approximately 19.2 acres of parkland per 1,000 residents. Three of the newly proposed maintenance areas occur within parks managed by the City of Burlingame: Ray Park, Village Park, and Heritage Park.

Discussion of Impacts

a, b) ***Same Impact as "Approved Project".*** Although proposed maintenance activities would occur within existing neighborhood and regional parks, the Project activities would not impact the recreation facilities. Additionally, construction activities would be temporary and short in duration. The proposed Project would not permanently increase the existing residential or employment population in the City, operation of the Project would not affect recreational facilities, or increase the use of nearby recreational facilities. This would be consistent with the findings out the 2009 IS/MND.

XVII. TRANSPORTATION — Would the Project:		***New Potentially Significant Impact***	***New Less than Significant with Mitigation Incorporated***	***New Less than Significant Impact***	***Same Impact as "Approved Project"***	***Less Impact than "Approved Project"***
a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	☐	☐	☒	☐	☐
b)	Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐	☐
c)	Substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒	☐
d)	Result in inadequate emergency access?	☐	☐	☐	☒	☐

Summary of Impacts Identified in the 2009 IS/MND

Since the adoption of the 2009 IS/MND, the Transportation section of the CEQA checklist has been modified. The 2009 IS/MND identified a less than significant impact on traffic increases (Impact TRAF-a, pp. 63), level of service established by the County (Impact TRAF-b, pp. 63), hazards due to design (Impact TRAF-d, pp. 64), emergency access (Impact TRAF-e, pp.64), and parking capacity (Impact TRAF-f, pp. 64) (City of Burlingame, 2009). No impacts were identified to air traffic patterns (Impact TRAF-c, pp. 64) and adopted polices supporting alternative transportation (Impact TRAF-g, pp. 64) (City of Burlingame, 2009).

Environmental Setting

The City of Burlingame adopted a new General Plan in 2019 that includes a Mobility chapter which aims to work within the existing infrastructure to better support transit, bicycle, and pedestrian mobility, as well as plan for future improvements that may emerge (City of Burlingame, 2019). The City plans to develop a Complete Streets network. This network will encourage residents to utilize alternative modes of transportation whenever possible to move more efficiently throughout the city with less delay cost, and environmental impact.

Under the 2019 General Plan and with the adoption of SB 743, the City has changed its Level of Service standards for traffic impact analyses to vehicle miles traveled (VMT). The results of the analyses were not provided in the General Plan. However, the most recent data from the City/County Association of Governments of San Mateo County (C/CAG) shows that all roadway segments within the City exceed their LOS standard before the reduction of interregional trips (C/CAG, 2019). Additionally, all intersections in the City were in compliance with their LOS standards before the shift to VMT was made.

The proposed maintenance area at Sanchez Creek occurs near an active roadway. The Sanchez Creek reach follows along California Drive and the Caltrain railroad tracks. The proposed

maintenance segments in Village Park and Heritage Park occur near portions of the citywide Class III bicycle path network. Class III denotes that the bicycle path is part of a shared existing roadway.

Regulatory Setting

There are several regional agencies that oversee and coordinate transportation improvement programs affecting Burlingame, including the San Mateo County Transportation Authority, the C/CAG, and the Metropolitan Transportation Commission (MTC) which is the regional clearinghouse for both state and federal funds for transportation improvements.

Discussion of Impacts

a) ***New Less than Significant Impact.*** The operational phase of the Project would not conflict with any program plan, ordinance, or policy addressing the circulation system. The construction phase of the Project will utilize staging areas that are adjacent to the work areas and away from busy throughfares to avoid impacts on the circulation system.

The Class III bicycle path runs near Heritage and Village Parks. If these pathways are at all impacted by Project activities, it would be for a brief periods and infrequently. Upper Sanchez Creek is accessed from California Avenue and parking on the north bound side is temporarily restricted to accommodate maintenance equipment. Lower Sanchez Creek near Rollins Road would be accessed from a parking/staging area and impacts to traffic would be avoided. The impact would remain less than significant.

b) ***Same Impact as "Approved Project".*** The section of CEQA guidelines referenced by this question refer to the number of vehicle miles traveled as a result of Project activities. Traffic generated by the Project would be minimal given the small size of the Project reaches and limited number of equipment needed to complete the maintenance activities. Only a few employees (6 to 10) would be needed daily to perform the work. These employees would generate a maximum to 20 additional trips per day. The minor increase in traffic would be temporary in nature and only extend during maintenance activities. Operation of the creek channels do not result in additional vehicle trips. Impacts to transportation are considered to be less than significant, consistent with the findings of the 2009 IS/MND.

c) ***Same Impact as "Approved Project."*** The proposed Project would not involve new road construction that would increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment). However, maintenance traffic could temporarily create travel hazards, due to slow and unusual vehicles, maintenance vehicle parking, and the presence of workers. Therefore, the impact would remain less than significant, consistent with the findings of the 2009 IS/MND.

d) ***Less than Significant Impact.*** The Project would not result in inadequate emergency access. Emergency vehicles would still have full access to all travel lanes on Highway 101 for the entire duration of the proposed Project and therefore, the proposed Project would result in a less-than-significant impact to emergency access.

XVIII. TRIBAL CULTURAL RESOURCES — Would the Project:	***New Potentially Significant Impact***	***New Less than Significant with Mitigation Incorporated***	***New Less than Significant Impact***	***Same Impact as "Approved Project"***	***Less Impact than "Approved Project"***
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐	☐

Summary of Impacts Identified in the 2009 IS/MND

Due to the change in the Appendix G Checklist questions in 2018, Tribal Cultural Resources was identified as a new section and therefore was not evaluated at the time of the 2009 IS/MND evaluation. The analysis conducted below evaluates all stream maintenance areas, both the newly proposed maintenance areas and those originally covered under the 2009 IS/MND.

Discussion of Impacts

a-i,ii) ***Less than Significant Impact.*** In the event that any archaeological resources or human remains are encountered during the course of maintenance activities, the enactment of Project Measures CR-1 and CR-2 set forth in the Project Description would ensure that any impacts would remain less than significant.

XIX. UTILITIES AND SERVICE SYSTEMS — Would the Project:	*New Potentially Significant Impact*	*New Less than Significant with Mitigation Incorporated*	*New Less than Significant Impact*	*Same Impact as "Approved Project"*	*Less Impact than "Approved Project"*
a) 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 of which could cause significant environmental effects?	☐	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity to serve the Project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒	☐
e) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐	☐

Summary of Impacts Identified in the 2009 IS/MND

The previously approved Project was found to have no impact on wastewater treatment requirements (Impact UTS-a, pp. 65), construction of new or expansion of existing water or wastewater treatment facilities (Impact UTS-b, pp. 65), the capacity of wastewater treatment providers to serve the Project (Impact UTS-c, pp. 65), or any applicable regulations (Impact UTS-g, pp. 66) (City of Burlingame, 2009). The 2009 IS/MND determined that there would be a less than significant impact on storm water drainage facilities (Impact UTS-c, pp.65), water supply entitlements (Impact UTS-d, pp.66), and the capacity of the landfill serving the Project area (Impact UTS-f, pp. 66) (City of Burlingame, 2009). The impact on storm water drainage facilities was a positive net increase in flow capacity due to removal of accumulated sediment and debris in drainage channels. Small amounts of water were needed for dust control measures and a less than significant amount of landfill space was used to dispose of the accumulated sediment and vegetation.

Environmental Setting

Water

The City's sole source of potable water is the San Francisco Public Utilities Commission (SFPUC) Regional Water System (RWS), which obtains approximately 85 percent of its water supply from the Hetch Hetchy Reservoir (City of Burlingame, 2016). The remaining 15% comes from the Alameda and Peninsula watersheds. In 2020 the City of Burlingame utilized approximately 1,750 million gallons of water (BAWSCA, 2021). The City also uses well water and recycled water for supplying non-potable water.

Wastewater

Burlingame's sanitary sewer system consists of approximately 100 miles of gravity sewers, seven pump stations, and 15,800 linear feet (LF) of force mains. The City's Public Works Department owns, operates, and maintains the local sanitary sewer collection facilities within the City. Wastewater flows are carried to the Wastewater Treatment Plant (WWTP) at 1103 Airport Boulevard. According to the Burlingame Downtown Specific Plan, average daily flow through the WWTP is 3.2 million gallons per day (mgd), or 58 percent of the facility's 5.5 mgd capacity (City of Burlingame, 2010).

Stormwater

Burlingame's stormwater system conveys runoff through a network of open ditches and subsurface drainage pipes that supplement natural stream flows that carry runoff to the San Francisco Bay. Low-lying areas are supplemented with pumps. In 2008, the City prepared a *Storm Drain Improvements Report* to highlight high-priority Projects and guide upgrade investments within five watersheds: Easton, Burlingame/Ralston, Sanchez/Terrace, Mills and El Portal/Trousdale. The report has highlighted the need for storm drain maintenance to help increase storm drainage capacity, replace aging pipes and pumps, improve public safety, and reduce local flooding (City of Burlingame, 2019).

Electric Power and Natural Gas

The City of Burlingame receives its electrical power from the Pacific Gas and Electric Company (PG&E) and Peninsula Clean Energy (PCE). PCE is San Mateo County's community choice energy program that provides cleaner electricity at competitive rates and with a higher renewable energy content than PG&E. Most electricity customers in the City receive their power from PCE. PG&E is the only option for natural gas service in the City.

Solid Waste Collection and Recycling

Solid waste generated by residential and commercial land uses within the Project area is collected and sorted by Recology and transported to the Los Trancos Canyon (Ox Mountain) landfill in Half Moon Bay. The landfill is permitted by the California Integrated Waste Management Board to receive 3,598 tons per day or 1.3 million tons per year. In 2019, a report of landfill activity stated that the landfill would reach its 60.5 million cubic yard capacity in 2039 (Moreno, 2019).

Discussion of Impacts

a) ***Same Impact as "Approved Project".*** The purpose of the proposed Project is to

provide routine maintenance and repairs to stormwater channels and creeks throughout the City of Burlingame. Proposed maintenance activities would have a positive impact on stormwater drainage by clearing the channels of accumulated debris and sediment. The Project would not require the construction of any new facilities of any type. There would continue to be a less than significant impact, consistent with the findings of the 2009 IS/MND.

b) ***Same Impact as "Approved Project".*** The Project reaches would require the use of small amounts of water for dust control; however, the demand for watering would be short-term (during the construction period) and minimal. The impact would remain less than significant, consistent with the findings of the 2009 IS/MND.

c) ***Same Impact as "Approved Project".*** The existing stormwater drainage system operates at capacity and the proposed Project will help alleviate the system designed to reduce adverse impacts from flooding. The impact of these improvements would be less than significant, consistent with the findings of the 2009 IS/MND.

d, e) ***Same Impact as "Approved Project."*** The Project would generate a small quantity of solid waste from channel repairs, but all generated waste would be properly disposed or recycled in a nearby landfill or disposal facility with capacity to receive the waste. The limited quantity of sediment collected during maintenance would be properly disposed of as daily cover in the local sanitary landfill in accordance with federal, state, and local regulations and therefore impacts on solid waste facilities would be less than significant, consistent with the findings of the 2009 IS/MND.

XX. WILDFIRE — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	***New Potentially Significant Impact***	***New Less than Significant with Mitigation Incorporated***	***New Less than Significant Impact***	***Same Impact as "Approved Project"***	***Less Impact than "Approved Project"***
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire of the uncontrolled spread of a wildfire?	☐	☐	☒	☐	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff,	☐	☐	☒	☐	☐

Summary of Impacts Identified in the 2009 IS/MND

Due to the changes implemented to the Appendix G Checklist questions in 2018, Wildfire was identified as a new section under CEQA and therefore was not evaluated at the time of the 2009 IS/MND evaluation. The analysis conducted below evaluates all stream maintenance areas, both the newly proposed maintenance areas and those originally covered under the 2009 IS/MND.

Environmental Setting

The City of Burlingame is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones (Calfire, 2007). The proposed maintenance sites are located in developed areas or managed public parks. All proposed sites are in low lying areas with very little slope and therefore do not need to be evaluated further.

Discussion of Impacts

The proposed Project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. As such, the project does not need to be evaluated for impacts due to wildfire.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE	*New Potentially Significant Impact*	*New Less than Significant with Mitigation Incorporated*	*New Less than Significant Impact*	*Same Impact as "Approved Project"*	*Less Impact than "Approved Project"*
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒	☐
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?	☐	☐	☐	☒	☐
c) Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒	☐

Summary of Impacts Identified in the 2009 IS/MND

The 2009 IS/MND found that with mitigation measures in place would reduce impacts to biological resources, geology and soils, hydrology and water quality, and land use and planning to less than significant levels. These mitigation measures would ensure that there would be a less than significant impact on the quality of the environment and habitat of fish and wildlife species. Additionally, mitigation measures would ensure that the project would not have environmental effects that would cause substantial adverse effects on human beings. The 2009 IS/MND also found that there would be less than significant impacts related to cumulative impacts. Any impacts that resulted from the approved project would not compound to create larger, unforeseen consequences.

Discussion

a) ***Same Impact as "Approved Project".*** The proposed Project would have the potential to impact CRLF, SFGS, CCC steelhead, and migratory birds protected under the MBTA. However, implementation of the mitigation measures BIO-1 through BIO-4 and BIO-7 that were proposed in the 2009 IS/MND would reduce all potential impacts to biological resources to a less than significant level. The Project sites do not contain any resource listed in, or determined to be eligible by, the State Historical Resource Commission and do not contain a resource included in a local register of historic resources or identified as significant in a historical resource survey. With

implementation of Project Measures CR-1 and CR-2 and Conditions of Approval CR-1 through CR-3, impacts to any potential resources would be less than significant.

b) ***Same Impact as "Approved Project".*** Cumulatively considerable means that the incremental effects of an individual Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects. The analysis within this Addendum demonstrates that the Project would not have any individually limited, but cumulatively considerable impacts. Due to the limited scope of direct physical impacts to the environment associated with the proposed maintenance activities, the Project's impacts are project-specific in nature. As the proposed Project includes the removal of accumulated sediment for the culverts to function properly, the Project may reduce potential impacts from other Projects that have the potential to increase stormwater runoff, including the previously approved project. The cumulative effects of the maintenance activities would be beneficial to improving the City's stormwater runoff and reducing flooding potential. Consequently, the Project will create a less than significant cumulative impact with respect to all environmental issues, consistent with the findings of the 2009 IS/MND.

c) ***Same Impact as "Approved Project".*** With the implementation of the various construction measures, BMPs, and mitigation measures included in this analysis, the Project would not result in substantial adverse effects to human beings, either directly or indirectly, consistent with the findings of the 2009 IS/MND.

REFERENCES

ABAG. (2021, June). *MTC/ABAG Hazard Viewer Map*. Retrieved from https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=4a6f3f1259df42eab29b35dfcd086fc8

BAWSCA. (2021). *Burlingame, CIty of*. Retrieved from Bay Area Water Supply & Conservation Agency: https://bawsca.org/members/profiles/burlingame

Bay Area Air Quality Management District. (2017, January 5). *Air Quality Standards and Attainment Status*. Retrieved from baaqmd.gov: https://www.baaqmd.gov/about-air-quality/research-and-data/air-quality-standards-and-attainment-status#five

BPD. (2018). *Burlingame Police Department*. Retrieved from burlingame.org: https://www.burlingame.org/departments/police_department/about_us.php

C/CAG. (2019). *San Mateo County Congestion Management Program 2019.* San Mateo: City/County Association of Governments of San Mateo County.

Calfire. (2007). *San Mateo County - Fire Hazard Severity Zones in SRA.* Calfire.

California Department of Conservation. (2014). *San Mateo County Important Farmland 2014.* Sacramento, CA.

California Department of Conservation. (2021). *Mines Online*. Retrieved from https://maps.conservation.ca.gov/mol/index.html

California Department of Fish and Wildlife. (2021). *California Natural Diversity Database Rarefind 5.* Sacramento: California Department of Fish and Wildlife.

California Energy Commission and Public Utilities Commision. (2008, February). *Energy Action Plan 2008 Update*. Retrieved from cpuc.ca.gov: https://www.cpuc.ca.gov/uploadedFiles/CPUC_Public_Website/Content/Utilities_and_Industries/Energy_-_Electricity_and_Natural_Gas/2008%20Energy%20Action%20Plan%20Update.pdf

California Native Plant Society. (May, 2021). *Inventory of Rare and Endangered Plants of California*. Retrieved from cnps.org: https://rareplants.cnps.org/Search/Advanced

California Water Boards. (2019). *State Policy for Water Quality Control: State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State.* California Water Boards.

Caltrans. (1996). *Manual of Traffic Controls for Construction and Maintenance of Work Zones.* California Department of Transportation.

CCFD. (2020). *Central County Fire*. Retrieved from ccfd.org: https://ccfd.org/

CDFG. (1984). California Endangered Species Act.

CDFG. (1994). *A Field Guide to Lake and Streambed Alteration Agreements, Sections 1600-1607.* Sacramento, CA: California Department of Fish and Game.

City of Burlingame. (2009). *Mitigated Negative Declaration for the Annual Creek and Channel Facility Maintenance Program.*

City of Burlingame. (2010). *Burlingame Downton Specific Plan.*

City of Burlingame. (2015). *Existing Conditions Report - Chapter 6. Natural Resources and Hazards.* Burlingame, CA: City of Burlingame.

City of Burlingame. (2016). *2015 Urban Water Management Plan for the City of Burlingame.*

City of Burlingame. (2019). *Burlingame General Plan.* Burlingame, CA: MIG.

City of Burlingame. (2020). *Parks Master Plan.* City of Burlingame.

Environmental Services Agency. (1986). *General Plan.* San Mateo, CA: San Mateo County - Planning and Building Division.

FEMA. (2021). *FEMA Flood Map Service Center*. Retrieved from fema.gov: https://msc.fema.gov/portal/home

Moreno, A. (2019). *Report of Landfill Activity, Corinda Los Trancos Landfill (Ox Mountain).* Half Moon Bay, CA: Republic Services.

Office of Planning and Research. (2003). *State of California General Plan Guidelines.* California Department of Health.

Ricondo & Associates. (2012). *Comprehensive Airport Landuse Compatibility Plan for the Enviorns of San Francisco International Airport.* Redwood City, CA: City/County Association of Governments of San Mateo County.

SWRCB. (2021, June). *GeoTracker*. Retrieved from waterboards.ca.gov: https://geotracker.waterboards.ca.gov/map/?global_id=T10000012433

Tom Origer & Associates. (2021). *Cultural Resources Study for the Routine Creek and Channel Maintenace Project Burlingame, San Mateo County, California.* Rohnert Park, CA: Tom Origer & Associates.

UC Davis, NRCS. (2021, May). *SoilWeb*. Retrieved from https://casoilresource.lawr.ucdavis.edu/gmap/

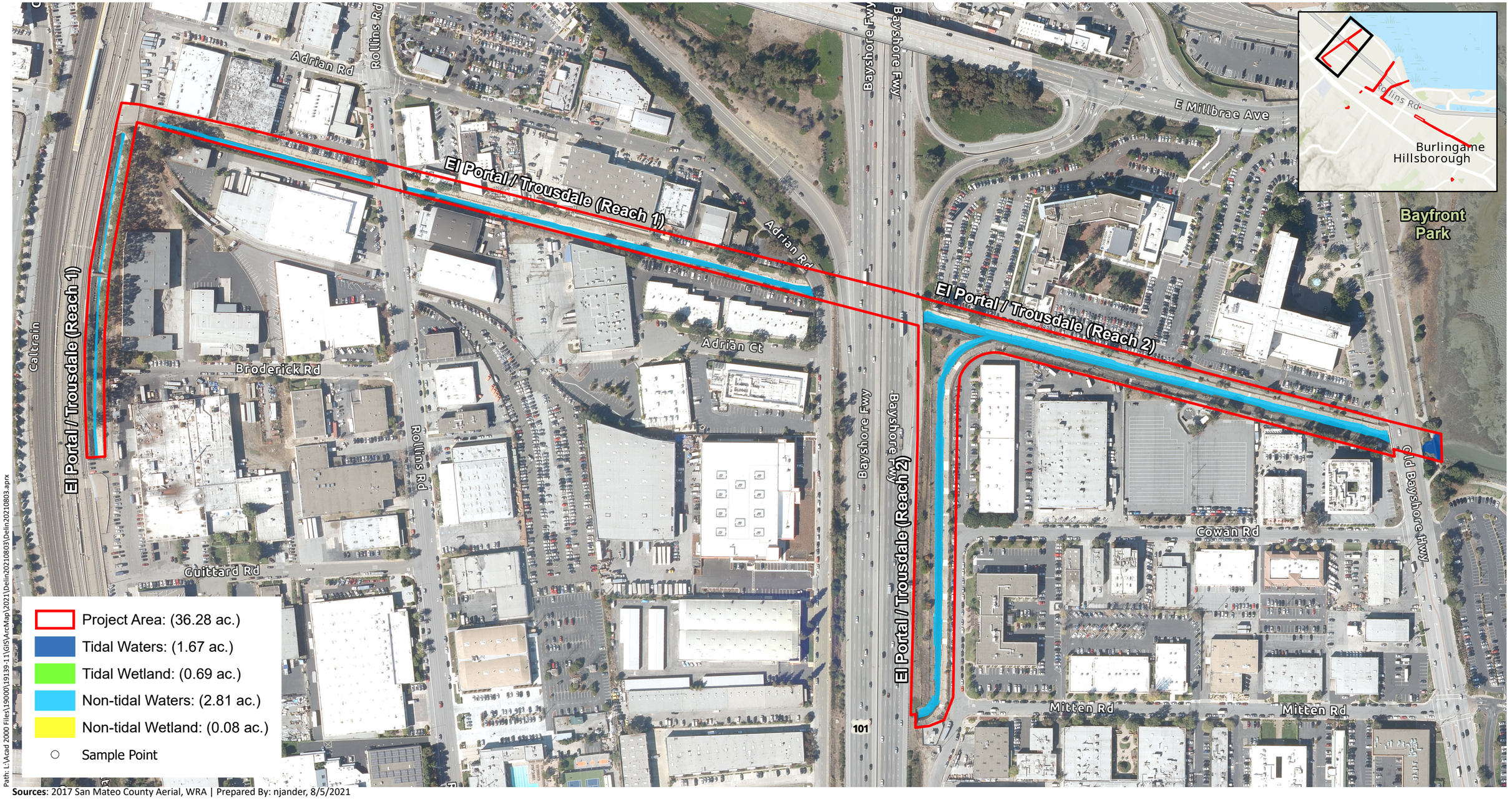
US Census Bureau. (2021). *ACS Demographic and Housing Estimates - Burlingame city, California.*

US Congress. (1973, December 28). Endangered Species Act.

US Department of Energy. (2021, January). *Alternative Fuels Data Center Fuel Properties Comparison.* Retrieved from energy.gov: https://afdc.energy.gov/files/u/publication/fuel_comparison_chart.pdf

US Energy Information Administration. (2021, February 18). *California State Profile and Energy Estimates*. Retrieved from eia.gov: https://www.eia.gov/state/?sid=CA#tabs-4

Appendix A – Potential Waters of the U.S. Maps



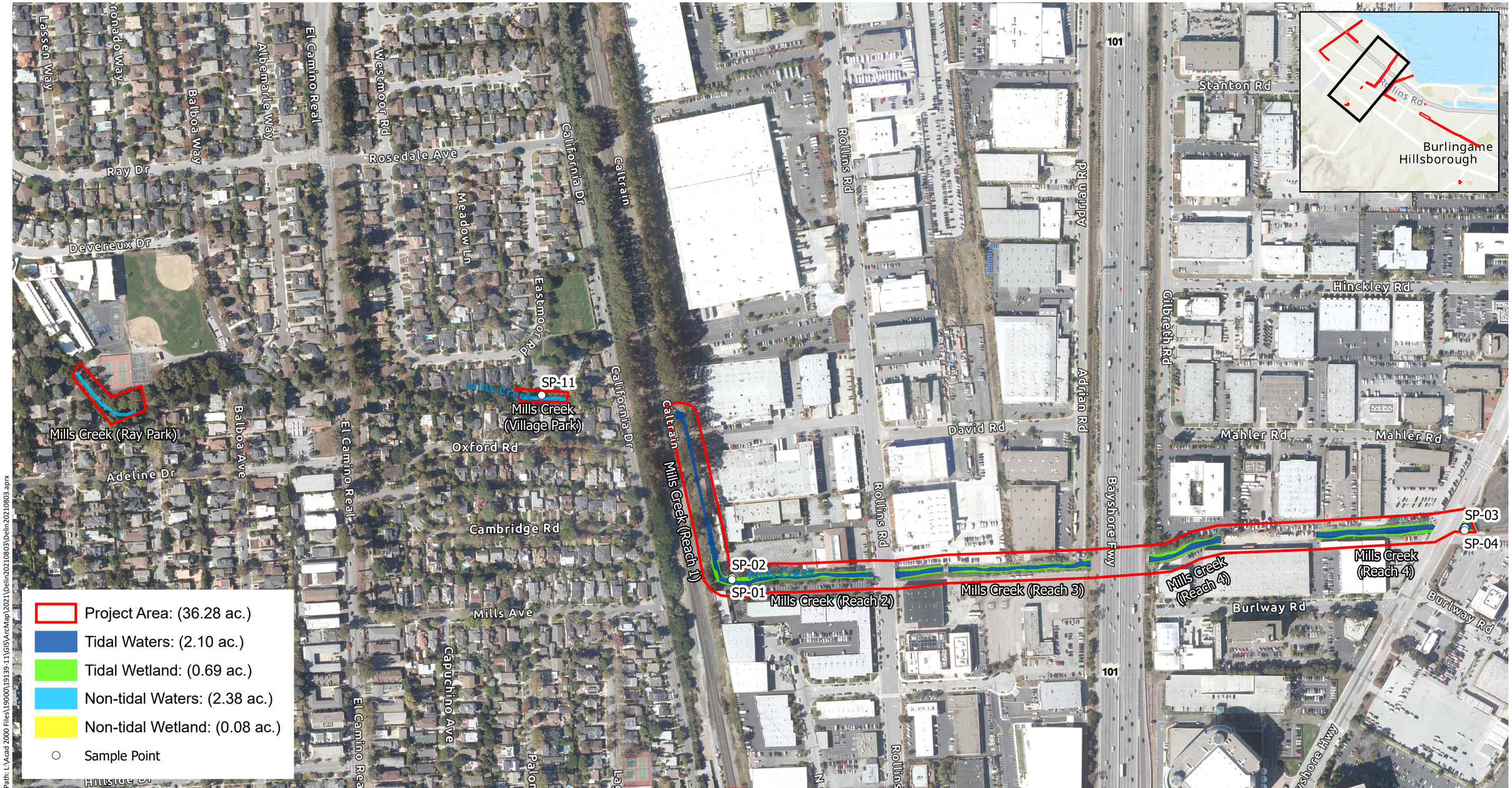
Path: L:\Acad 2000 Files\19000\19139-11\GIS\ArcMap\2021\Delin20210803\Delin20210803.aprx

Sources: 2017 San Mateo County Aerial, WRA | Prepared By: njander, 8/5/2021

Figure 1. Waters of the U.S. (El Portal/Trousdale Channel)

Routine Creek and Channel Maintenance Project
City of Burlingame, California

wra
ENVIRONMENTAL CONSULTANTS



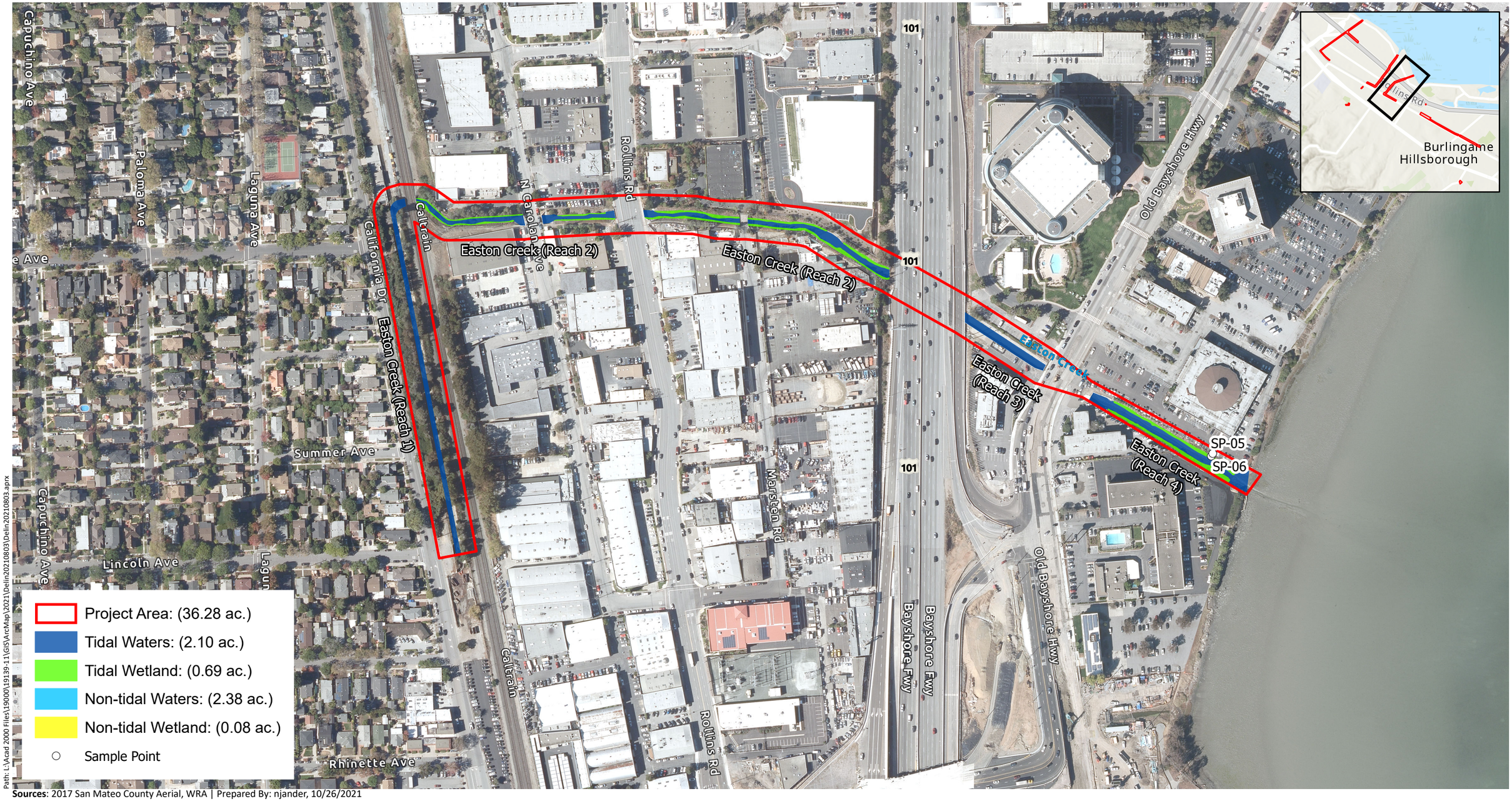
Path: I:\Acad 2000 Files\19000\19139-11\GIS\ArcMap\2021\Delin20210803\Delin20210803.aprx

Sources: 2017 San Mateo County Aerial, WRA | Prepared By: njander, 10/26/2021

Figure 2. Waters of the U.S. (Mills Creek)

Routine Creek and Channel Maintenance Project
City of Burlingame, California

wra
ENVIRONMENTAL CONSULTANTS



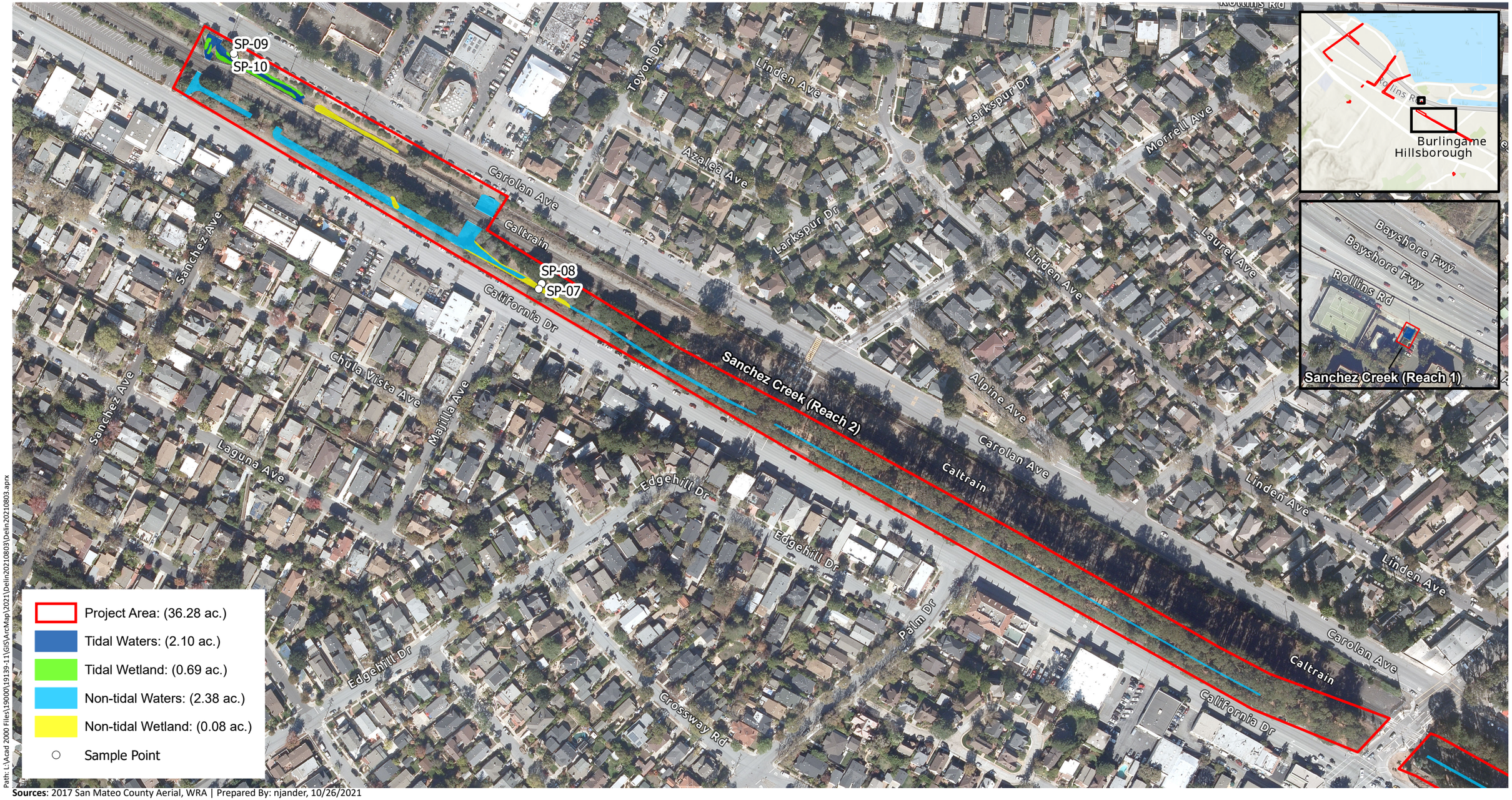
Path: L:\Acad 2000 Files\19000\19139-11\GIS\ArcMap\2021\Delin20210803\Delin20210803.aprx

Sources: 2017 San Mateo County Aerial, WRA | Prepared By: njander, 10/26/2021

Figure 3. Waters of the U.S. (Easton Creek)

Routine Creek and Channel Maintenance Project
City of Burlingame, California

wra
ENVIRONMENTAL CONSULTANTS



Path: L:\ACad 2000 Files\19000\19139-11\GIS\ArcMap\2021\Delin20210803\Delin20210803.aprx

Sources: 2017 San Mateo County Aerial, WRA | Prepared By: njander, 10/26/2021

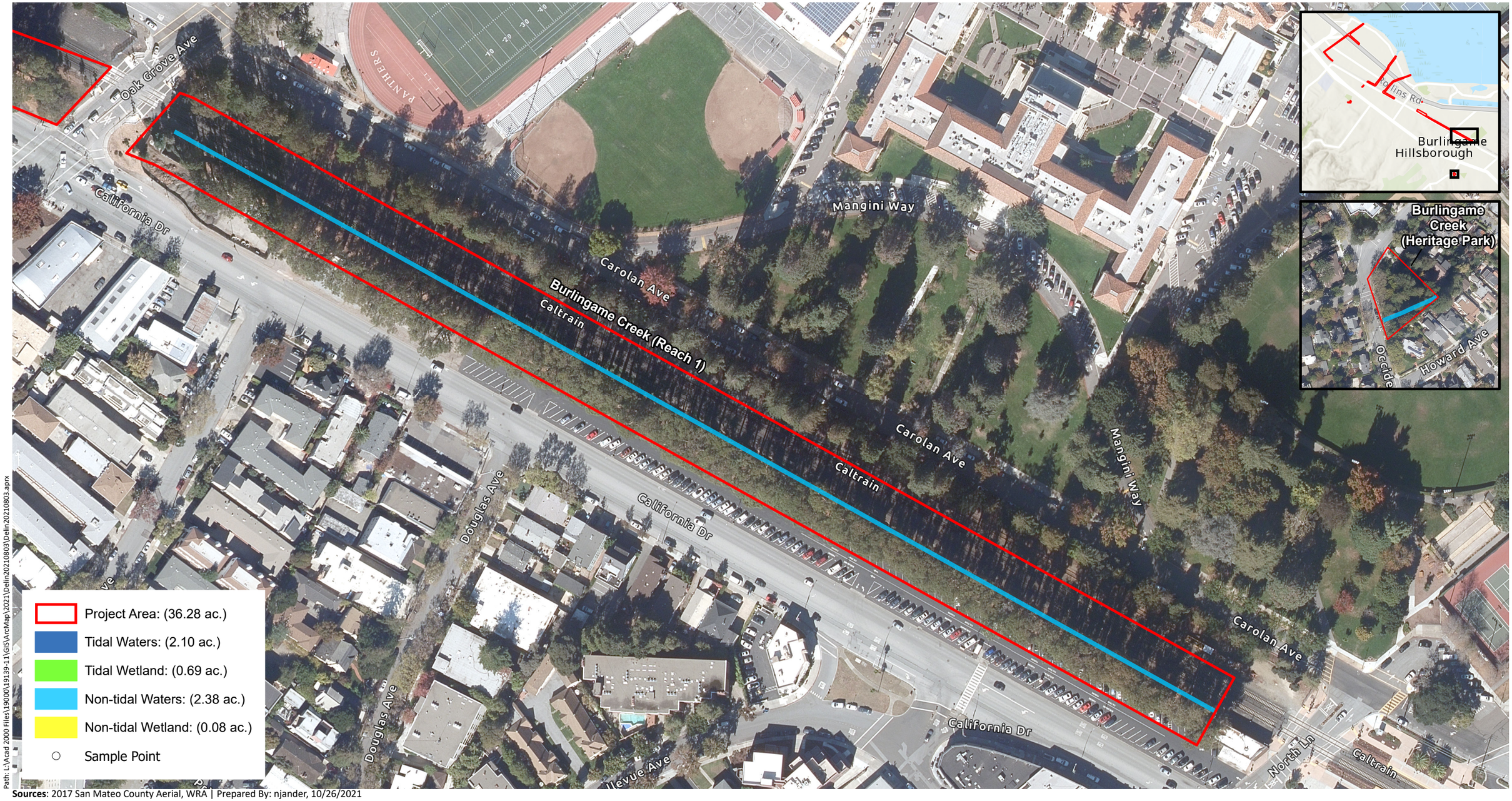
Figure 4. Waters of the U.S. (Sanchez Creek)

Routine Creek and Channel Maintenance Project
City of Burlingame, California

0 300 600 Feet

N

wra ENVIRONMENTAL CONSULTANTS



Path: L:\Acad 2000 Files\19000\19139-11\GIS\ArcMap\2021\Delin20210803\Delin20210803.aprx

Sources: 2017 San Mateo County Aerial, WRA | Prepared By: njander, 10/26/2021

Figure 5. Waters of the U.S. (Burlingame Creek)

Routine Creek and Channel Maintenance Project
City of Burlingame, California

wra
ENVIRONMENTAL CONSULTANTS