SEPTEMBER
2020

601 California Drive Project

CEQA Class 32 Infill Exemption

City of Burlingame

ICF

CEQA Class 32 Infill Exemption
601 California Drive Project

Prepared for:

City of Burlingame
Planning Division
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Burlingame, CA 94010
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Acronyms and Abbreviations

ADT	average daily traffic
AERMOD	Air Quality Dispersion Modeling
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BMPs	best management practices
BPD	Burlingame Police Department
BSD	Burlingame School District
C/CAG	City/County Association of Governments
Caltrans	California Department of Transportation
CAPs	criteria air pollutants
CCFD	Central County Fire Department
CEQA	California Environmental Quality Act
CEQA Guidelines	CEQA Air Quality Guidelines
City	City of Burlingame
CMP	Congestion Management Program
CNEL	community noise equivalent level
CO	carbon monoxide
CRHR	California Register of Historical Resources
dB	decibel
dBA	A-weighted decibels
DPM	diesel particulate matter
EIR	environmental impact report
EPA	U.S. Environmental Protection Agency
FAR	floor area ratio
General Plan	Burlingame General Plan
gpd	gallons per day
gsf	gross square feet
HI	Hazard Index
HRA	health risk assessment
HVAC	Heating, Ventilation, and Air-Conditioning
L_{dn}	day-night level
L_{eq}	equivalent sound level
LID	low-impact development
L_{max}	Lmax = maximum sound level
LOS	level of service
MEIRs	maximum exposed individual receptors
mgd	million gallons per day
MRP	Municipal Regional Stormwater NPDES Permit
Municipal Code	City of Burlingame Municipal Code

NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OEHHA	Office of Environmental Health Hazard Assessment
PM	particulate matter
PM_{10}	aerodynamic resistance diameters equal to or less than 10 microns
$PM_{2.5}$	aerodynamic resistance diameters equal to or less than 2.5 microns
ppd	pounds per person per day
PPV	peak particle velocity
Project	601 California Drive Project
Regional Water Board	Regional Water Quality Control Board
ROGs	reactive organic gases
SCA	Standard Condition of Approval
SFBAAB	San Francisco Bay Area Air Basin
SFO	San Francisco International Airport
SFPUC	San Francisco Public Utilities Commission
SMUHSD	San Mateo Union High School District
Specific Plan	Downtown Specific Plan
TACs	toxic air contaminants
TDM	Travel Demand Management
TIA	Traffic Impact Analysis
TPHg	total petroleum hydrocarbons in gasoline
UWMP	Urban Water Management Plan
VMT	vehicle miles traveled
VOCs	volatile organic compounds
WWTP	wastewater treatment plant
$\mu g/m^3$	microgram per cubic meter

Section 1
Project Description

1. **Project Title:**
   601 California Drive Project
2. **Lead Agency/Sponsor's Name and Address:**
   City of Burlingame
   Planning Division
   501 Primrose Road
   Burlingame, CA 94010
3. **Contact Person and Phone Number:**
   Contact: Erika Lewit, Senior Planner
   Planning Division
   501 Primrose Road
   Burlingame, CA 94010
   (650) 558-7254
4. **Project Location:**
   601 California Drive, Burlingame, CA (Assessor's Parcel Number 029-131-380)
   (see Figure 1)
5. **Project Sponsor's Name and Address:**
   Renovattio Construction
   Attn: Ed Duffy
   625 California Drive
   Burlingame, CA 94010
6. **General Plan Designation:**
   Downtown Specific Plan, North California Drive Commercial District
7. **Zoning:**
   North California Drive Commercial District (C-2) Zone
8. **Requested Approvals:**
   - Design review for construction of a five-story, 25-unit live/work development, with at-grade parking on the ground floor (City of Burlingame Municipal Code Section 25.31.045).
   - Conditional Use Permit to allow for building height.[1]
   - Condominium Permit for a new five-story, 25-unit live/work residential condominium building (City of Burlingame Municipal Code Section 26.30.020).
   - Tentative Parcel Map.

[1] In the C-2 zoning district, buildings constructed with a height greater than 35 feet are required to have a Conditional Use Permit.

Introduction

The site for the 601 California Drive Project (Project) is at 601 California Drive in the city of Burlingame, on a parcel that covers approximately 0.24 acre. The Project site is occupied by a former gas station and includes surface parking, very limited landscaping, and components of the former gas station, including service bays and a retail store, approximately 2,000 gross square feet (gsf). The remaining components of the former gas station at 601 California Drive were constructed in 1957. Upon Project implementation, one new building would be developed with 25 live/work units and 25 vehicle parking spaces, totaling 30,248 gsf.

Existing Setting

The Project site is a single parcel within the downtown area of the city of Burlingame. The Project site is east of California Drive and north of Floribunda Avenue.[2] The parcel is bounded by commercial buildings to the north, residential buildings to the south and west, and California Drive to the east; California Drive is adjacent to the Caltrain corridor. In addition, the Burlingame Montessori Preschool, at 525 California Drive, is directly across from the Project site, on the opposite side of Floribunda Avenue. Vegetation is limited to various small shrubs and trees beside the adjacent sidewalks along California Drive and Floribunda Avenue. Figure 1 depicts the location of the Project site.

Land Use and Zoning

In 2010, the City of Burlingame (City) adopted the Downtown Specific Plan (Specific Plan), a policy document and implementation guide for the downtown area. The Specific Plan sets forth strategies for change as well as regulatory policies to guide and govern future development within downtown. The Specific Plan details proposed land uses and their distribution, proposed infrastructure improvements, development standards, and the implementation measures required to achieve the plan's goals. The Specific Plan is an amendment to the Burlingame General Plan (General Plan) and consistent with the general land use provisions contained in the adopted General Plan.

The Project site is within the North California Drive Commercial District, as defined by the Specific Plan. The North California Drive Commercial District is the area along the west side of California Drive, between Bellevue Avenue and Oak Grove Avenue. In this district, which is dominated by service-related commercial uses, live/work uses are considered permitted uses. The height limit in the district is 35 feet (55 feet with a Conditional Use Permit), the maximum lot coverage is 75 percent, the minimum front setback is 0 feet, and the minimum rear setback is 10 feet. There are no landscape requirements for commercial condominiums or live work units.

The Project site is zoned North California Drive Commercial District (C-2). Permitted uses in C-2 districts include automotive services, carpentry shops, laundry facilities, electrical repair shops, and all uses permitted in the C-1 district, such as retail uses, hotels, business services, offices, and commercial/residential uses. Live/work units are permitted above the first floor only within the C-2 zoning district. Furthermore, projects in the C-2 zoning district are subject to height and lot coverage standards (e.g., not to exceed 55 feet[3] and have a maximum lot coverage of 75 percent), and there are no landscape requirements in the C-2 district.

[2] For the purposes of describing the Project site, California Drive is assumed to run in a north–south direction and Oak Grove Avenue in an east–west direction.

[3] A Conditional Use Permit is required for buildings or structures taller than 35 feet.

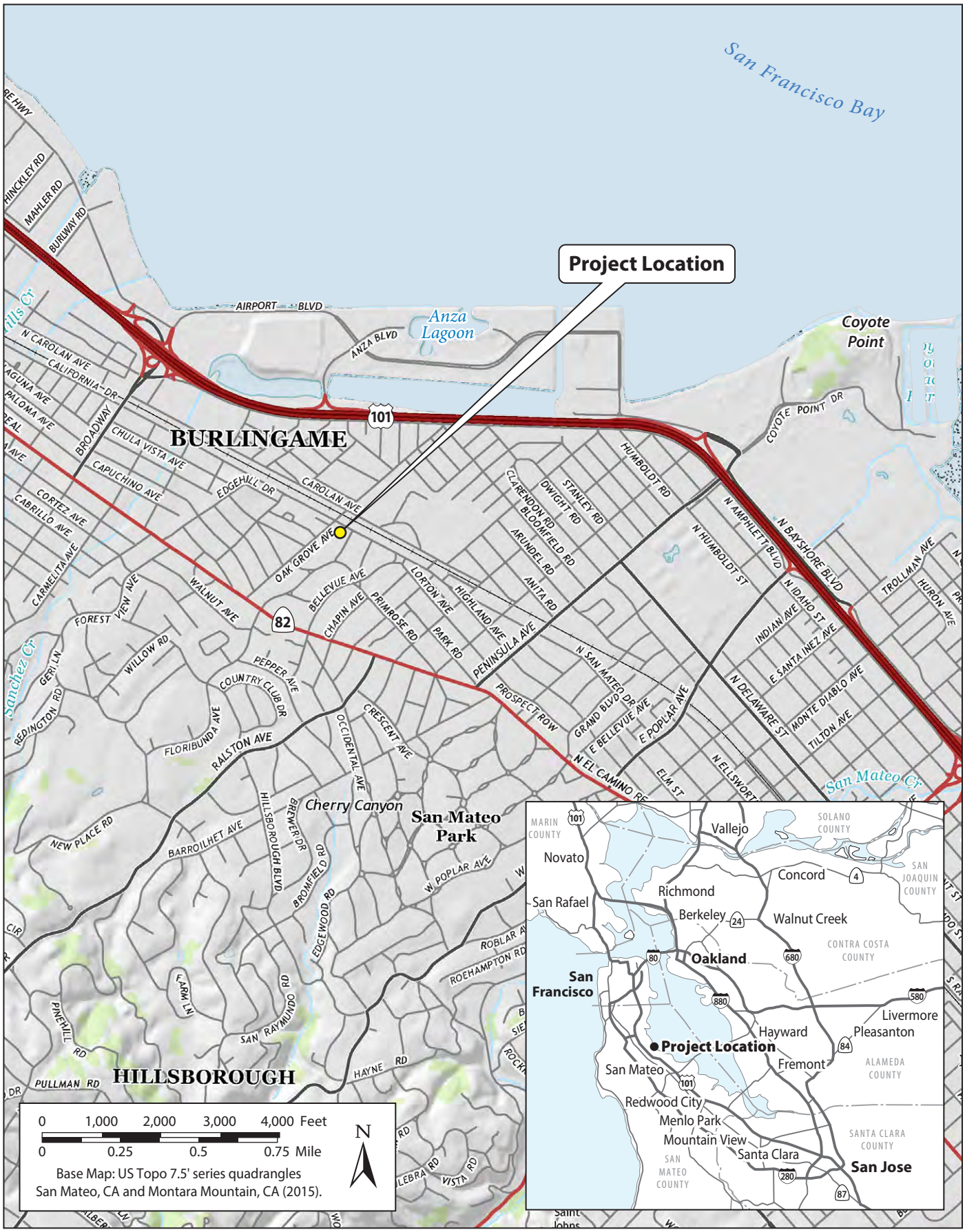

Figure 1
Project Location
601 California Drive Project

Project Description

All existing features at the Project site would be removed. The Project would include construction of a five-story, approximately 55-foot-tall live/work building on a 0.24-acre site. The Project would include 25 live/work units on levels two through five of the building. The live/work units would all be one-bedroom units, with both living and working space provided. The units would range in size from 725 to 1,237 gsf, with an average size of approximately 834 gsf. The ground floor would include a garage, a conference center, an exercise room, a bicycle storage area, and a lobby.

Based on the proposed number of live/work units, the Project would be required to provide a minimum of 25 parking spaces for residents.[4] The Project would include 25 parking spaces[5] for residents; therefore, it fulfills the parking requirement. Parking would be provided with the use of two different models of pit stackers and accessed from Floribunda Avenue. The Project would also include four covered bicycle parking spaces on the ground floor. The Traffic Impact Analysis (TIA), included as Appendix A, recommends that on-street parking between California Drive and the neighboring driveway to the west be prohibited to create a no parking zone. The applicant would implement this no parking zone.

Common open space on the ground floor would be in the form of approximately 2,132 square feet of landscaped gathering space. Private open space would be provided on floors two through five in the form of private balconies and terraces. Figures 2 through 6 show the proposed site plan, elevations, and a rendering.

Utilities

Utilities for the Project, including electric, gas, sewer, and water, would connect to existing utility infrastructure. Electric service would connect to an existing underground line near the southwest corner of the Project site and require use of a transformer vault. New drain inlets for stormwater would be included in the landscaped areas of the Project site. In addition, a new stormwater drain line would be constructed. The new drain line would connect to an existing catch basin on California Drive.

Building Design and Lighting

The building exterior would include stucco, metal panels, metal siding, concrete, and shadow box/ spandrel glass panels. A green wall would be included adjacent to the common area. The exterior lighting on the site would comply with the City of Burlingame Municipal Code (Municipal Code) (Section 18.16.030).

Landscaping and Open Space

Construction would result in the removal of existing vegetation on the Project site, including two flowering plum trees; these trees are not considered protected trees. Following construction, the Project would plant four street trees as well as five trees within the landscaped area on the ground level.

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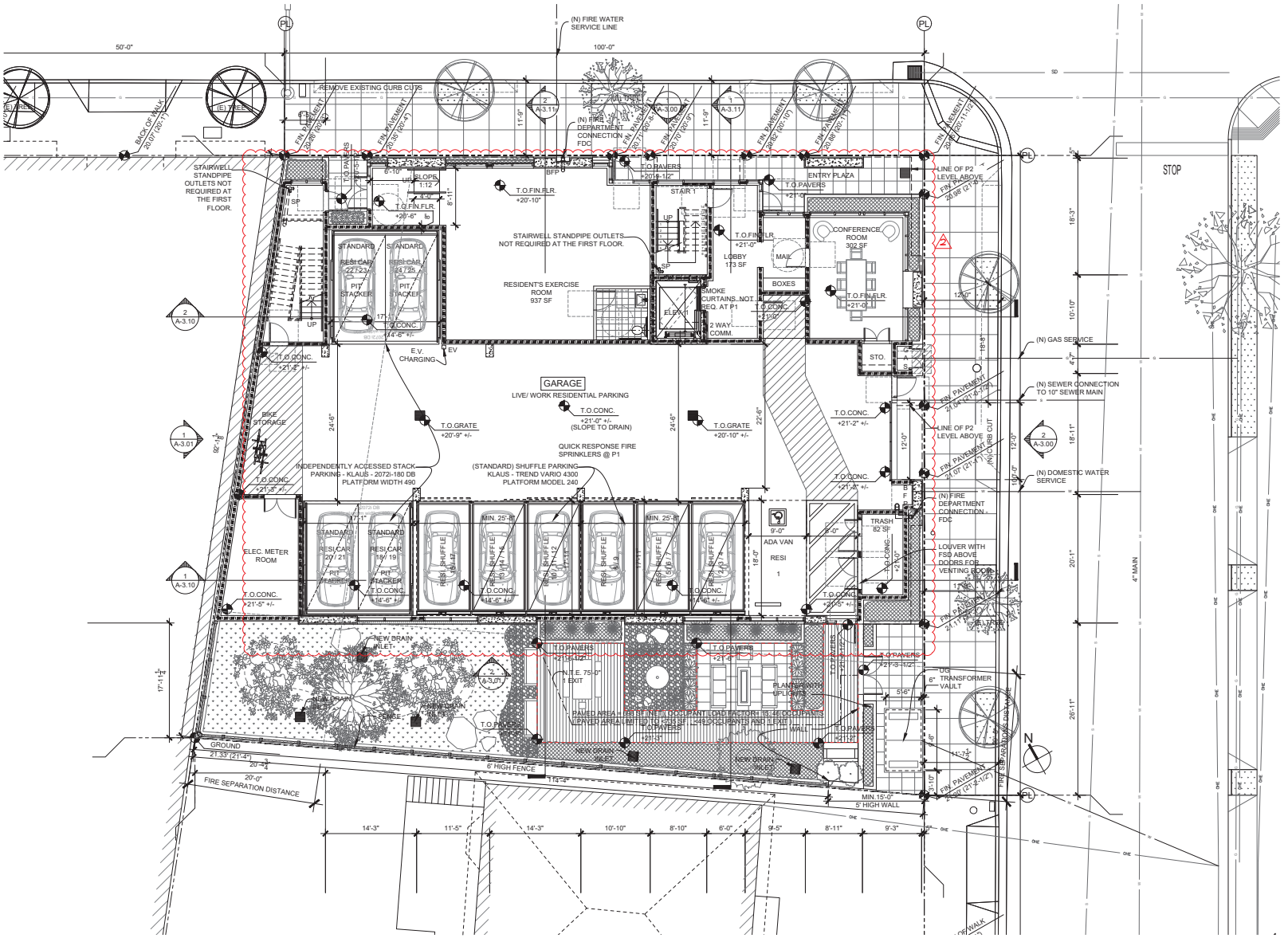
[4] Per City of Burlingame Municipal Code Section 25.70.032, one parking space is required for each one-bedroom unit and studio at properties within the area covered by the reduced residential parking requirements of the Downtown Specific Plan; there are no requirements for guest parking.

[5] This includes one electric vehicle parking space and one Americans with Disabilities Act–compliant accessible van parking space.



Source: ib+a architecture 2020.

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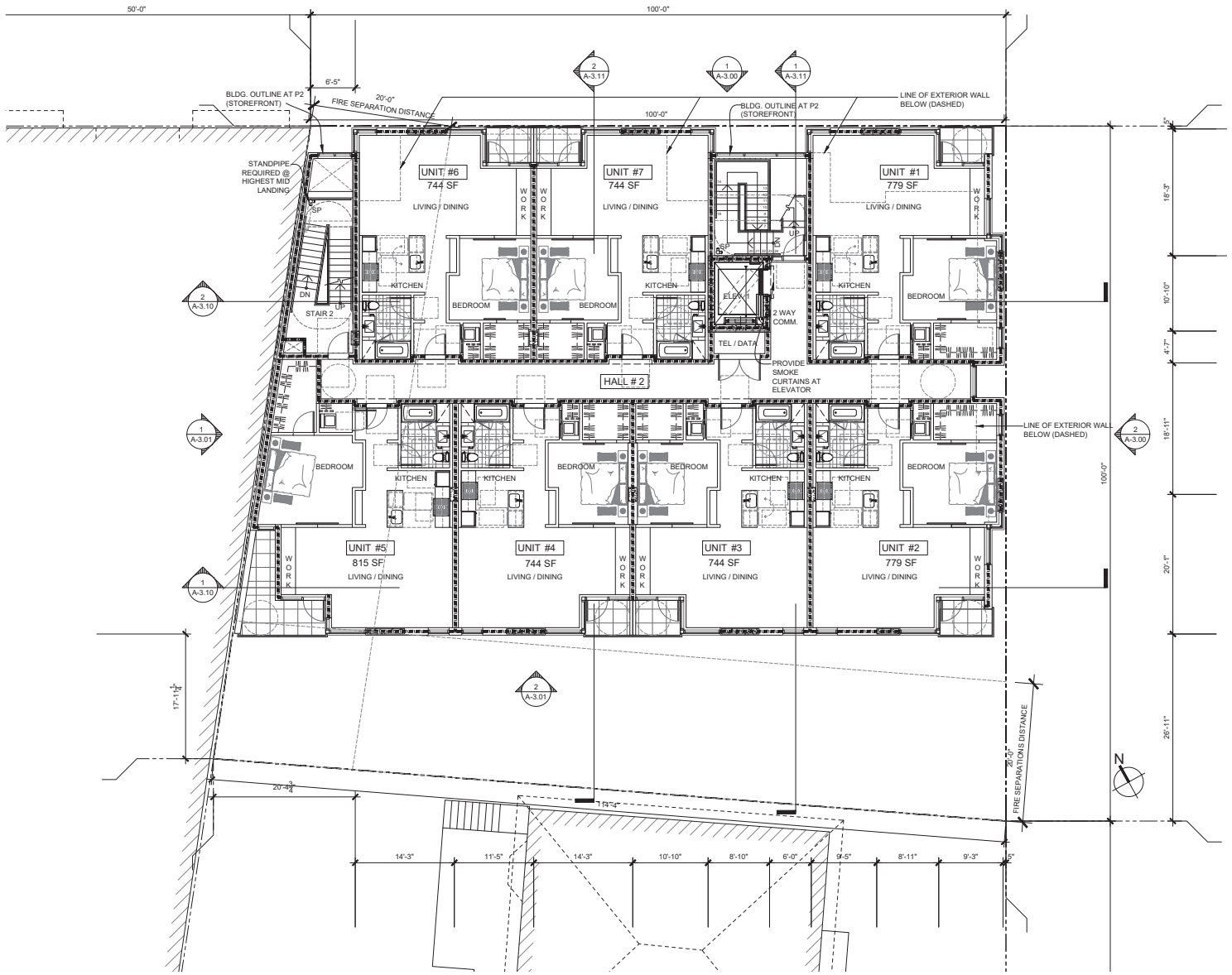
Figure 2
Site Plan—Ground Level
601 California Drive Project



Source: ib+a architecture 2020.

Figure 3
Site Plan—Second Level
601 California Drive Project

East Elevation

North Elevation

Source: ib+a architecture 2020.

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Figure 4
Project Elevations
601 California Drive Project

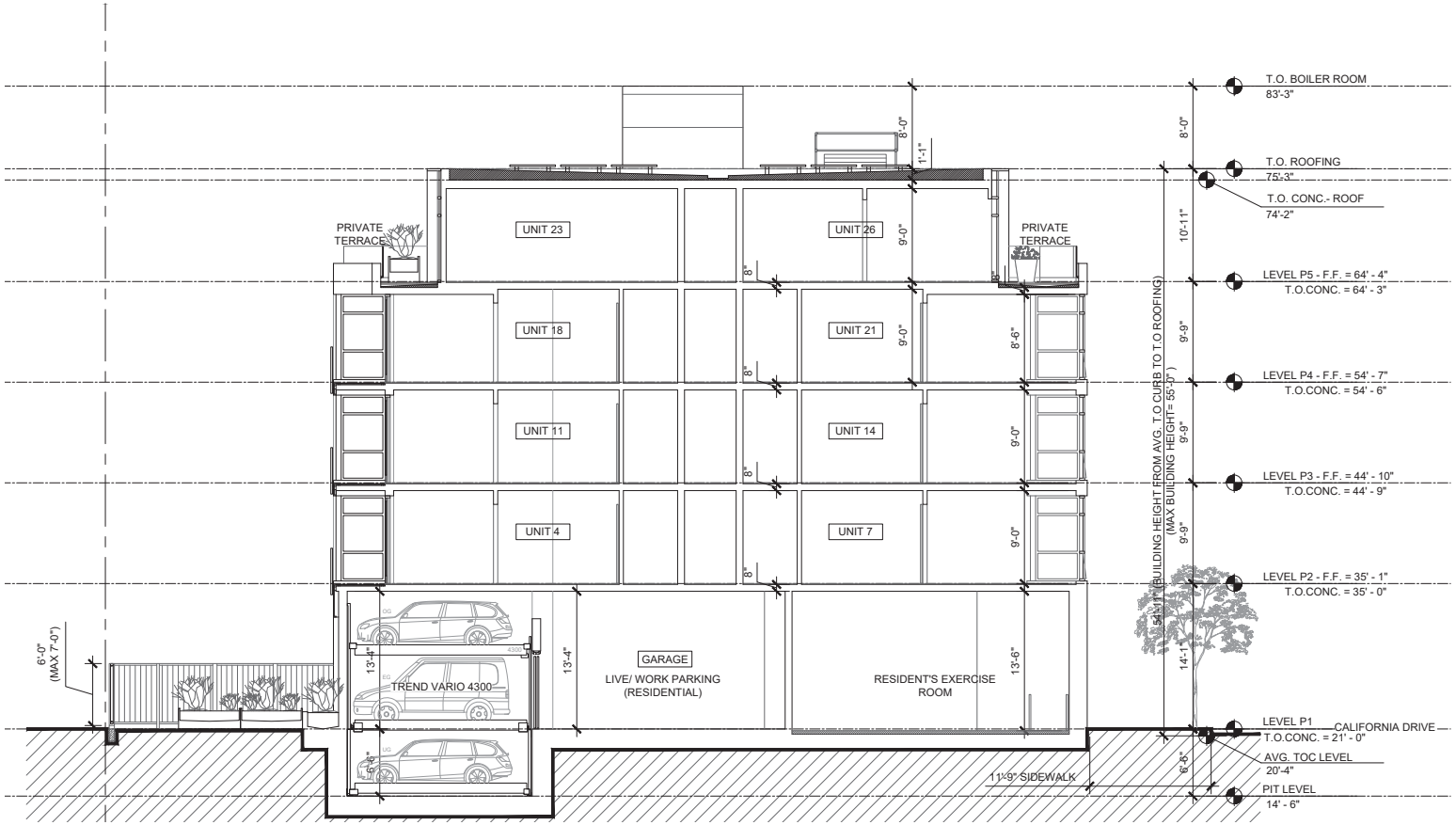

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Figure 5
Building Sections
601 California Drive Project

RENDERING 4

RENDERING 2

RENDERING 3

RENDERING 1

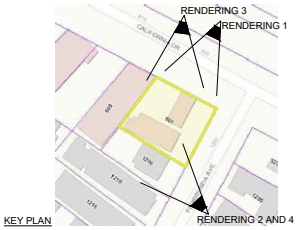

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Figure 6
Project Rendering
601 California Drive Project

The Project would improve the sidewalks on California Drive and Floribunda Avenue by widening them and planting trees and vegetation in adjacent areas. An approximately 2,132-square-foot common area be provided on the ground level of the building for use by tenants. This feature would be in the southern portion of the property and include a seating area with barbeques and firepits as well as landscaping and a water feature. In addition, each live/work unit on floors two through four would have an approximately 37.5-square-foot private balcony, except the units on the southwest corner of each floor, which would have approximately 67.5-square-foot balconies. Private terraces would be provided for each live/work unit on the fifth floor.

Construction Schedule and Phasing

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

Project construction is expected to commence in June 2022 and continue through May 2024. With the exception of concrete replacement,[6] Project construction would occur during the hours permitted by Municipal Code Section 18.07.110. Its stated construction hours are:

- Weekdays: 8:00 a.m.–7:00 p.m.
- Saturdays: 9:00 a.m.–6:00 p.m.
- Sunday and Holidays: No construction allowed.

The Project would be constructed in six phases, starting in June 2022 and ending in May 2024. In addition, construction phases could overlap. In total, it is anticipated that Project construction would have a duration of approximately 23 months, as follows:

- Demolition: 7 work days
- Site Preparation: 18 work days
- Grading: 40 work days
- Building Construction: 310 work days
- Paving: 15 work days
- Architectural Coating: 90 work days

Construction Equipment and Staging

Vehicular equipment used during Project construction would include air compressors, cement and mortar mixers, cranes, forklifts, graders, pavers, rollers, bulldozers, tractors, loaders, backhoes, and concrete/industrial saws. Potential construction laydown and staging areas would be located on the Project site. The applicant has committed to ensuring that all off-road diesel-powered equipment used during construction will be equipped with U.S. Environmental Protection Agency (EPA) Tier 4 Final engines.

[6] Nighttime construction may be required for concrete replacement.

There would be no pile driving during Project construction; however, some drilling would be required to install approximately 30 piers. The piers would reach a maximum depth of 8 feet, which is the maximum depth of excavation expected during construction of the Project. To reduce potential noise impacts during construction, the applicant has committed to developing and adhering to a Construction Noise Control Plan. This plan would include measures such as:

- Using smaller equipment with lower horsepower or reducing the hourly utilization rate of equipment used on the site to reduce noise levels at 50 feet to the allowable level.
- Locating construction equipment as far as feasible from noise-sensitive uses.
- Requiring that all construction equipment powered by gasoline or diesel engines have sound control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation.
- Prohibiting gasoline or diesel engines from having unmuffled exhaust systems.
- Not idling inactive construction equipment for prolonged periods (i.e., more than 5 minutes).
- Constructing a solid plywood barrier around the construction site and adjacent to operational businesses, residences, or other noise-sensitive land uses.
- Using temporary noise-control blanket barriers.
- Monitoring the effectiveness of noise attenuation measures by taking noise measurements.
- Using “quiet” gasoline-powered or electric compressors as well as electric rather than gasoline- or diesel-powered forklifts for small lifting.

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Section 2
CEQA Exemption

Article 19 of the California Environmental Quality Act (CEQA) Guidelines, Sections 15300 to 15333, identifies classes of projects that do not have a significant effect on the environment and, therefore, are exempt from review under CEQA.

Class 32 (Infill Development)

Among the classes of projects that are exempt from CEQA review are those that are specifically identified as urban infill development. CEQA Guidelines Section 15332 states that the term *infill development* (or the Class 32 exemption) is applicable to projects that meet the following conditions:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as applicable zoning designations and regulations.

(b) The proposed development occurs within the city limits, on a project site that is no more than 5 acres and surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare, or threatened species.

(d) Approval of the project would not result in any significant effects related to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

The analysis presented in the following section provides substantial evidence that the Project qualifies for an exemption under CEQA Guidelines Section 15332 as a Class 32 urban infill development and would not have a significant effect on the environment.

Exemptions

Even if a project is ordinarily exempt under the potential categorical exemptions, CEQA Guidelines Section 15300.2 provides specific instances where exceptions to otherwise applicable exemptions apply. Exceptions to a categorical exemption apply in the following circumstances, effectively nullifying a CEQA categorical exemption:

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its impact on the environment may, in a particularly sensitive environment, be significant. Therefore, these classes are considered to apply in all instances, except when the project may affect an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type and in the same place over time is significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity when there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highways. A categorical exemption shall not be used for a project that may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway that has been officially designated as a state scenic highway. This does not apply to improvements that are required as mitigation by an adopted negative declaration or certified environmental impact report (EIR).

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site that is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) Historical Resources. A categorical exemption shall not be used for a project that may cause a substantial adverse change in the significance of a historical resource.

The analysis that follows presents substantial evidence to demonstrate that no exceptions apply to the Project or its site, the Project would not have a significant effect on the environment, and the Class 32 exemption remains applicable.

Section 3
CEQA Exemption Checklist

Introduction

The following analysis provides substantial evidence to support a conclusion that the Project qualifies for an exemption under CEQA Guidelines Section 15332 as a Class 32 urban infill development and would not have a significant effect on the environment.

Criterion Section 15332(a): General Plan and Zoning Consistency

	Yes	No
The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.	☒	☐

The Specific Plan is an amendment to the General Plan and consistent with the general land use provisions contained in the adopted General Plan. Downtown Burlingame is divided into a series of planning areas, which provide for different mixes and intensities. To allow for more precise distinctions, each area is further divided into blocks. The Project site is composed of one parcel with the land use and zoning designation of North California Drive Commercial District (C-2) and entirely within block 2B, which fronts California Drive.

The North California Drive Commercial District (C-2) land use designation applies to an area along the west side of California Drive, between Bellevue Avenue and Oak Grove Avenue. The district, which is dominated by commercial uses, allows retail or hotel uses on the ground floor of buildings; office or hotel uses are permitted on the upper floors of buildings. In this district, live/work units are considered permitted uses. Because the Project is a live/work development, it is consistent with the land use designation.

C-2 zoning includes the following standards:

- Maximum average non-residential floor area ratio (FAR) of 3.0
- Maximum building height of 35 feet (55 feet with a Conditional Use Permit)
- Setback requirements
- Maximum lot coverage of 75 percent
- Minimum of one parking space for each one-bedroom unit and studio

The Project would have a FAR of 2.95, a height of approximately 55 feet,[7] adequate setbacks, lot coverage of 73.5 percent, and 25 parking spaces. Therefore, the Project would meet the standards. Furthermore, the garage on the ground floor would be compliant with respect to Municipal Code Section 25.31.045 and the design guidelines in Chapter 5 of the Specific Plan. Per Specific Plan guidelines, parking structures should not overwhelm the character of the surroundings or detract from the pedestrian environment. The guidelines suggest that ground-level enclosed parking should be fronted or wrapped by actively occupied

[7] The Project would obtain a Conditional Use Permit to comply with the zoning code with respect to the increased building height.

spaces, such as storefronts and lobbies, and access to parking should be designed so that it is not prominent but, rather, an element that ties into the adjacent architectural style. Design review would ensure that the Project would be consistent with the Specific Plan.

Given these facts, the Project meets the criteria of CEQA Guidelines Section 15332(a) and is consistent with the 2040 General Plan and applicable zoning regulations for the site.

Criterion Section 15332(b): Project Location, Size, and Context

	Yes	No
The proposed development occurs within city limits on the project site of no more than 5 acres substantially surrounded by urban uses.	☒	☐

The Project site is within the incorporated limits of the city of Burlingame. The site is composed of one parcel (601 California Drive), totaling approximately 0.24 acre. The parcel is entirely surrounded by developed properties with urban land uses, with commercial buildings to the north, residential buildings to the south and west, and California Drive to the east, adjacent to the Caltrain corridor (see Figure 1). CEQA defines a qualified urban use as "…any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses."[8] Given these facts, the Project adheres to the criteria of CEQA Guidelines Section 15332(b) as a site of no more than 5 acres that is substantially surrounded by urban uses.

Criterion Section 15332(c): Endangered, Rare, or Threatened Species

	Yes	No
The project site has no value as habitat for endangered, rare, or threatened species.	☒	☐

As shown in Figure 1, the Project site is currently occupied by a former gas station, surface parking, and limited vegetation, including small shrubs and street trees. The Project site is in the downtown area of Burlingame, which is fully developed and not known to support habitat for any special-status species.[9] Therefore, the vegetation onsite does not contribute to ecological communities that support habitat for endangered, rare, or threatened species. Given these facts, the Project adheres to the criteria of CEQA Guidelines Section 15332(c). Although the Project would require the removal of two trees, the applicant would plant nine trees on the Project site and along adjacent streets, resulting in a net increase in the number of trees. Because trees would be removed as part of Project construction, the following Standard Condition of Approval (SCA) from the Specific Plan would be applicable to the Project during the construction period, resulting in ***less-than-significant*** impacts on existing habitat as well as wildlife species that use the trees, including special-status bats and migratory birds.

> **Pre-construction Nesting Bird Survey (SCA-14).** Construction under the Downtown Specific Plan shall avoid the March 15 through August 31 avian nesting period to the extent feasible. If it is not feasible to avoid the nesting period, a survey for nesting birds shall be conducted by a qualified wildlife biologist no earlier than 7 days prior to construction. The area surveyed shall include all clearing/construction areas as well as areas within 250 feet of the boundaries of these areas, or as otherwise determined by the biologist. In the event that an active bird nest is discovered,

[8] Governor's Office of Planning and Research. 2020. *California Environmental Quality Act Statutes and Guidelines*. Section 21072, p. 8.

[9] City of Burlingame. 2010. *Burlingame Downtown Specific Plan Initial Study/Mitigated Negative Declaration.* Section G: Biological Resources, pp. 137–144.

clearing/construction shall be postponed within 250 feet of the nest until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.

Criterion Section 15332(d): Traffic

	Yes	No
Approval of the project would not result in any significant effects related to traffic.	☒	☐

Setting

The TIA prepared by Hexagon Transportation Consultants in June 2020 is included in this document as Appendix A. The TIA describes existing and future conditions for transportation with and without the Project. In addition, the TIA includes information on regional and local roadway networks, pedestrian and transit conditions, and transportation facilities associated with the Project. For a more detailed analysis, including tables and figures, please refer to Appendix A.

Senate Bill 743, which was codified in Public Resources Code Section 21099, resulted in changes to the CEQA Guidelines. Public Resources Code Section 21099 identifies vehicle miles traveled (VMT) as the appropriate metric for measuring transportation impacts. Public Resources Code Section 21099 also notes that level of service (LOS), or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment. Therefore, this analysis focuses on potential impacts associated with VMT. LOS information is included here for informational purposes only.

Trip Generation

For analysis of the Project, trip generation rates were assumed for the proposed new live/work units at 601 California Drive.[10] The Project would generate 136 gross daily vehicle trips, with nine gross trips (two inbound and seven outbound) occurring during the AM Peak Hour and 11 gross trips (seven inbound and four outbound) occurring during the PM Peak Hour.

Vehicle Miles Traveled

The Project is 0.3 mile from El Camino Real, which is considered a high-quality transit corridor.[11] In addition, the Project is approximately 0.3 mile from the Burlingame Caltrain station, which is considered a major transit stop. CEQA Guidelines Section 15064.3, subdivision (b)(1), notes that "generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less-than-significant transportation impact." Because the Project would be within 0.5 mile of a high-quality transit corridor and an existing major transit stop, the Project would not conflict with CEQA Guidelines Section 15064.3, subdivision (b). The Project would result in a ***less-than-significant*** impact on VMT.

[10] Standard trip generation rates typically come from an Institute of Transportation Engineers (ITE) publication titled *Trip Generation Manual* (10th edition [2017]). Project trip generation was estimated by applying the appropriate trip generation rates from the *Trip Generation Manual* to the size of the development and its uses. The average trip generation rate for "Multi-Family Housing Mid-Rise" (Land Use 221) was applied to the Project.

[11] Public Resource Code Section 21155 defines a high-quality transit corridor as a corridor with fixed-route bus service, with service intervals no longer than 15 minutes during peak commute hours.

Roadway Segments

As the Congestion Management Agency for San Mateo County, the City/County Association of Governments (C/CAG) is responsible for maintaining the performance and standards of the Congestion Management Program (CMP). Per CMP technical guidelines, all new developments that are estimated to add at least 100 net peak-hour trips to the CMP roadway network are required to implement Travel Demand Management (TDM) measures in accordance with the C/CAG CMP checklist. Given that the Project is expected to add fewer than 100 net peak-hour vehicle trips to the CMP roadway network, implementation of TDM measures is not required. Accordingly, the Project would result in ***less-than-significant*** impacts on roadway segments.

Access and Circulation

Vehicular access to the proposed live/work development would be provided from one full-access driveway on Floribunda Avenue. The Project driveway would be 12 feet wide, providing access to 25 stalls in the garage. The City's zoning code requires one 12-foot-wide driveway for parking areas with fewer than 30 vehicle spaces. Therefore, the new parking structure would be in compliance with the requirement. However, the driveway would not be wide enough for two vehicles to pass each other. A driver who wants to enter the garage would have to wait on Floribunda Avenue if another vehicle is exiting the garage. This would not be a problem because of the low volume of traffic on Floribunda Avenue and the low speeds.

There are no trees or visual obstructions along the Floribunda Avenue Project frontage that could obscure sight distance at the garage driveway. Garage access points are required to be free and clear of obstructions and provide adequate sight distance. Compliance with this requirement would ensure that drivers would be able to see pedestrians on the sidewalk when exiting as well as vehicles and bicycles traveling on Floribunda Avenue. Based on the site plan, the Project driveway would be approximately 50 feet from the intersection of California Drive and Floribunda Avenue, which is a T-intersection. The sight distance to the west would be at least 200 feet without the on-street parking adjacent to the driveway. The TIA recommends that on-street parking between California Drive and the neighboring driveway to the west be prohibited to create a no parking zone. The applicant would implement this no parking zone. By limiting on-street parking, impacts related to access and circulation at the Project site would be ***less than significant***.

Bicycle and Pedestrian Facilities

Bicycle facilities are available in the immediate vicinity of the Project site, with connections to Burlingame Station, which is served by Caltrain, and Millbrae Station, which is served by Caltrain and Bay Area Rapid Transit (BART). Bicycle racks and bicycle lockers are available at both transit stations. In addition, bicycles are allowed on Caltrain and BART. Class III bicycle routes are found along California Drive between Millbrae Avenue and Burlingame Avenue and along Primrose Road between Floribunda Avenue and El Camino Real. Class II bicycle lanes are found north of the Project site along Carolan Avenue, between Broadway and Oak Grove Avenue. Another Class II bicycle lane is found along Howard Avenue, between East Lane and Humboldt Street. Although few streets within the Project area are designated bicycle routes, because of the low speed limits and low traffic volumes, many streets are conducive to bicycle travel. The Project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities, resulting in ***less-than-significant*** impacts.

Pedestrian facilities in the Project area consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. The Project is expected to increase the number of pedestrians and therefore use

of the sidewalks and crosswalks. Project plans show that existing sidewalks along the California Drive and Floribunda Avenue frontages are approximately 12 feet wide. The overall network of sidewalks and crosswalks in the vicinity of the Project site has adequate connectivity, providing pedestrians with safe routes to transit services and points of interest. The Project would not remove any pedestrian facilities or conflict with any adopted plans or policies for new pedestrian facilities, resulting in ***less-than-significant*** impacts.

Transit

The Project area is well served by the San Mateo County Transit District (SamTrans), Caltrain, and the Burlingame Trolley. The Project would generate approximately nine persons-trips during the AM peak hour and 11 person-trips during the PM peak hour. Given the Project site's proximity to transit services, it could reasonably be expected that a portion (up to 10 percent) of residents' trips would be made by transit. Assuming that up to 10 percent of the total number of trips by residents would be made by transit, the Project would result in a maximum of one new transit rider during peak hours. It is assumed that the transit services in the Project area would have the capacity to accommodate this minor increase in ridership. The Project would not remove any transit facilities, nor would it conflict with any adopted plans or policies associated with new transit facilities, resulting in ***less-than-significant*** impacts.

Intersection Levels of Service

California Public Resource Code Section 21099 notes that LOS, and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. Therefore, the following LOS analysis is included below for information purposes only. The Project's potential impact on VMT is identified above.

Traffic Scenarios

The following traffic forecasting scenarios were considered in the analysis:

- **Existing Conditions (Scenario 1):** Because of the COVID-19 pandemic, most businesses and schools are closed, and people are working from home. Consequently, traffic volumes are a fraction of what they were prior to the pandemic, and current traffic counts do not accurately reflect what traffic counts would be at the completion of the Project. Therefore, it was necessary to estimate traffic volumes with the use of older traffic counts. Traffic volumes at study intersections were obtained from April 2016, May 2017, and April 2019 counts. A growth factor of 1 percent per year as applied to estimate 2020 counts.
- **Background Conditions (Scenario 2):** Background traffic volumes reflect traffic added by developments that are approved but not yet completed in the Project area. Approved Project trips and/or approved Project data were obtained from the City website. Background conditions are defined as conditions within the next 3 to 5 years (a horizon of 2023–2025), just prior to completion of the Project.
- **Existing-plus-Project Conditions (Scenario 3):** Traffic volumes with the Project were estimated by adding the additional traffic generated by the Project to existing traffic volumes.
- **Project Conditions (Scenario 4):** Background traffic volumes with the Project were estimated by adding the additional traffic generated by the Project to background traffic volumes.
- **Background Conditions plus Two Projects (Scenario 5):** A second live/work development, which is a separate from this 601 California Drive Project, is proposed at 619 California Drive, on

the same block as the 601 California Drive Project. Traffic volumes with both the 601 California Drive Project and the 619 California Drive Project were estimated by adding traffic volumes from both projects to the background conditions.

For all scenarios, the TIA included analysis of AM and PM Peak-Hour traffic conditions at two unsignalized, stop-controlled intersections in the vicinity of the Project site, as follows:

1. Oak Grove Avenue and Carolan Avenue
2. Floribunda Avenue and California Drive

The City does not have a formally adopted LOS standard for unsignalized intersections.

LOS Analysis

Existing Conditions (Scenario 1). The signalized intersections at Oak Grove Avenue/California Drive and Floribunda Avenue/El Camino Real operate at LOS B and LOS A, respectively, during both the AM and PM Peak Hours under existing conditions. Both stop-controlled study intersections currently operate at LOS C or better during the AM and PM Peak Hours. Oak Grove Avenue/Carolan Avenue is all-way stop controlled, and Floribunda Avenue/California Drive is two-way stop controlled.

Background Conditions (Scenario 2). Both signalized intersections would continue to operate at an acceptable LOS (LOS B or better) during both AM and PM Peak Hours under background conditions. This indicates that, under background conditions, vehicles at signalized approaches would continue to experience minor delays. The stop-controlled intersections would operate at an acceptable LOS (LOS C) during both the AM and PM Peak Hours. Therefore, even with the addition of Project traffic and general future traffic growth in the area under cumulative conditions, vehicles at stop-controlled approaches would be expected to experience only moderate delays.

Existing-plus-Project Conditions (Scenario 3). Both signalized intersections would continue to operate at LOS B or better during both the AM and PM Peak Hours. This indicates that, with the addition of Project traffic under existing conditions, vehicles at stop-controlled approaches would be expected to continue to experience minor delays. The stop-controlled intersections would operate at an acceptable LOS (LOS C or better) during both the AM and PM Peak Hours. Therefore, even with the addition of Project traffic and general future traffic growth in the area under cumulative conditions, vehicles at stop-controlled approaches would be expected to experience only moderate delays.

Project Conditions (Scenario 4). With the Project, all study intersections would continue to operate at LOS B during both the AM and PM Peak Hours, the same as under existing-plus-Project conditions. Therefore, vehicles at the stop-controlled approaches and signalized intersections would continue to experience only minor delays, similar to existing conditions.

Background Conditions plus Two Projects (Scenario 5). Similar to the Existing-plus-Project Conditions and Project Conditions scenarios, all study intersections would operate at an acceptable LOS (LOS C or better) during both the AM and PM Peak Hours. Therefore, even with the addition of Project traffic and general future traffic growth in the area under cumulative conditions, vehicles at stop-controlled approaches and signalized intersections would be expected to experience only moderate delays.

Overall LOS with Project. As explained above, the Project, under all conditions, would not degrade existing LOS at signalized and unsignalized intersections to unacceptable levels. Therefore, with implementation of the Project, LOS impacts on intersections would be ***less than significant***.

Criterion Section 15332(d): Noise

	Yes	No
Approval of the project would not result in any significant effects related to noise.	☒	☐

Overview of Noise and Sound

Noise is commonly defined as unwanted sound that annoys or disturbs people and potentially causes an adverse psychological or physiological effect on human health. Because noise is an environmental pollutant that can interfere with human activities, an evaluation of noise is necessary when considering the environmental impacts of a project.

Sound is characterized by various parameters, including the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level is the most common descriptor used to characterize the loudness of an ambient (existing) sound level. Although the decibel scale, a logarithmic scale, is used to quantify sound intensity, it does not accurately describe how sound intensity is perceived by human hearing. The human ear is not equally sensitive to all frequencies in the entire spectrum; therefore, noise measurements are weighted more heavily toward frequencies to which humans are sensitive through a process referred to as A-weighting.

Human sound perception, in general, is such that a change in sound level of 1 decibel (dB) cannot typically be perceived by the human ear, a change in sound level of 3 dB is just noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving the sound level. A doubling of actual sound energy is required to result in a 3 dB (i.e., barely noticeable) increase in noise; in practice, for example, this means that the volume of traffic on a roadway would typically need to double to result in a noticeable increase in noise.[12]

The decibel level of a sound decreases (or attenuates) exponentially as the distance from the source of that sound increases. For a point source, such as a stationary compressor or construction equipment, sound attenuates at a rate of 6 dB per doubling of distance. For a line source, such as free-flowing traffic on a freeway, sound attenuates at a rate of 3 dB per doubling of distance. Atmospheric conditions, including wind, temperature gradients, and humidity, can change how sound propagates over distance and affect the level of sound received at a given location. The degree to which the ground surface absorbs acoustical energy also affects sound propagation. Sound that travels over an acoustically absorptive surface, such as grass, attenuates at a greater rate than sound that travels over a hard surface, such as pavement. The increased attenuation is typically in the range of 1 to 2 dB per doubling of distance. Barriers, such as buildings and topography that blocks the line of sight between a source and receiver, also increase the attenuation of sound over distance.

In urban environments, simultaneous noise from multiple sources may occur. Because sound pressure levels, in decibels, are based on a logarithmic scale, they cannot be added or subtracted in the usual arithmetical way. Adding a new noise source to an existing noise source, with both producing noise at the same level, will not double the noise level. If the difference between two noise sources is 10 A-weighted decibels (dBA) or more, the higher noise source will dominate, and the resultant noise level will be equal to the noise level of the higher noise source. In general, if the difference between two noise sources is 0 to 1 dBA, the resultant noise level will be 3 dBA higher than the higher noise source, or both sources if the sources are equal. If the difference between two noise sources is 2 to 3 dBA, the resultant noise level will

[12] California Department of Transportation. 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*. September. Available: http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013A.pdf.

be 2 dBA above the higher noise source. If the difference between two noise sources is 4 to 10 dBA, the resultant noise level will be 1 dBA higher than the higher noise source.

Community noise environments are generally perceived as quiet when the 24-hour average noise level is below 45 dBA, moderate in the 45 to 60 dBA range, and loud above 60 dBA. Very noisy urban residential areas are usually around 70 dBA, community noise equivalent level (CNEL). Along major thoroughfares, roadside noise levels are typically between 65 and 75 dBA CNEL. Incremental increases of 3 to 5 dB to the existing 1-hour equivalent sound level (L_{eq}), or to the CNEL, are common thresholds for an adverse community reaction to a noise increase. However, there is evidence that incremental thresholds in this range may not be adequately protective in areas where noise-sensitive uses are located and the CNEL is already high (i.e., above 60 dBA). In these areas, limiting noise increases to 3 dB or less is recommended.[13] Noise intrusions that cause short-term interior levels to rise above 45 dBA at night can disrupt sleep. Exposure to noise levels greater than 85 dBA for 8 hours or longer can cause permanent hearing damage.

Overview of Ground-borne Vibration

Ground-borne vibration is an oscillatory motion of the soil with respect to the equilibrium position. It can be quantified in terms of velocity or acceleration. Variations in geology and distance result in different vibration levels, including different frequencies and displacements. In all cases, vibration amplitudes decrease with increased distance.

Operation of heavy construction equipment creates seismic waves that radiate along the surface of and downward into the ground. These surface waves can be felt as ground vibration. Vibration from the operation of construction equipment can result in effects that range from annoyance for people to damage for structures. Perceptible ground-borne vibration is generally limited to areas within a few hundred feet of construction activities. As seismic waves travel outward from a vibration source, they cause rock and soil particles to oscillate. The actual distance that these particles move is usually only a few ten-thousandths to a few thousandths of an inch. The rate or velocity (in inches per second) at which these particles move is the commonly accepted descriptor of vibration amplitude, referred to as peak particle velocity, or PPV.

Vibration amplitude attenuates (or decreases) over distance. This attenuation is a complex function of how energy is imparted into the ground as well as the soil or rock conditions through which the vibration is traveling (variations in geology can result in different vibration levels). The following equation is used to estimate the vibration level at a given distance for typical soil conditions. PPV_{ref} is the reference PPV at 25 feet.

$$PPV = PPV_{ref} \times (25/\text{distance})^{1.5}$$

Table 1 summarizes typical vibration levels generated by construction equipment at a reference distance of 25 feet and other distances, as determined with use of the attenuation equation above.

[13] Federal Transit Administration. 2018. *Transit Noise and Vibration Impact Assessment*. FTA-VA-90-1003-06. Office of Planning and Environment. Available: http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf.

Table 1. Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 Feet	PPV (in/sec) at 50 Feet	PPV (in/sec) at 75 Feet	PPV (in/sec) at 100 Feet	PPV (in/sec) at 175 Feet
Caisson drill	0.089	0.0315	0.0171	0.0111	0.0048
Large bulldozer	0.089	0.0315	0.0171	0.0111	0.0048
Loaded trucks	0.076	0.0269	0.0146	0.0095	0.0041
Jackhammer	0.035	0.0124	0.0067	0.0044	0.0019
Small bulldozer	0.003	0.0011	0.0006	0.0004	0.0002

Source: Federal Transit Administration. 2006. *Transit Noise and Vibration Impact Assessment*. FTA-VA-90-1003-06. Office of Planning and Environment. Available: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf. Accessed: June 21, 2020.

Regulatory Setting

There are no federal noise standards that are directly applicable to the Project. With regard to state regulations, Title 24 of the California Code of Regulations, Part 2 (California Noise Insulation Standards), establishes minimum noise insulation standards to protect persons within new hotels, motels, dormitories, long-term care facilities, apartment houses, or dwellings other than single-family residences. Under this regulation, interior noise levels that are attributable to exterior noise sources cannot exceed 45 dBA, day-night level (L_{dn}), in any habitable room.

With respect to local noise standards, two regulation sources are applicable to the Project: the 2040 General Plan and the Municipal Code. The applicable regulations from these two sources are described below.

2040 General Plan

Chapter 8, Community Safety Element, of the 2040 General Plan establishes noise and land use compatibility standards to guide new development. It provides goals and policies to reduce the harmful and annoying effects of excessive noise in the city. The policies relevant to the Project include:

- Locating noise-sensitive uses away from major sources of noise (Policy CS-4.1)
- Requiring the design of new residential development and office development to comply with protective noise standards (Policies CS-4.2 and CS-4.3, respectively)
- Monitoring noise impacts from aircraft operations at San Francisco International Airport (SFO) and Mills-Peninsula Medical Center (Policy CS-4.7)
- Requiring development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and minimize impacts consistent with the Municipal Code (Policy CS-4.10)
- Requiring a vibration impact assessment for projects that would use heavy-duty equipment and be located within 200 feet of an existing structure or sensitive receptor (Policy CS-4.13)

The Community Safety Element of the 2040 General Plan also includes noise compatibility criteria for each category of land use in the city. Multi-family residential land uses, motels and hotels, schools, libraries, churches, hospitals, and nursing homes are compatible with outdoor noise levels of up to 60 dBA, L_{dn} or

CNEL, while single-family residential land uses are compatible with noise levels of up to 55 dBA, L_{dn} or CNEL. Less noise-sensitive land uses, such as commercial and industrial uses, are considered compatible with higher levels of outdoor noise (refer to Figure 7, below, from the Community Safety Element, which shows the outdoor noise levels that are suitable for the various land use categories).

City of Burlingame Municipal Code

The Building Construction section of the Municipal Code establishes daily hours for construction in the city. Chapter 18.07.110 states that no person shall erect, demolish, alter, or repair any building or structure outside the hours between 8:00 a.m. and 7:00 p.m. on weekdays or 9:00 a.m. and 6:00 p.m. on Saturdays; no construction shall take place on Sundays and holidays, except under circumstances of urgent necessity in the interest of public health and safety. An exception, which must be approved in writing by a building official, shall be granted for a period of no more than 3 days for structures with a gross floor area of less than 40,000 gsf when reasonable to accomplish erection, demolition, alteration, or repair work; the exception shall not exceed 20 days for structures with a gross floor area of 40,000 gsf or more. In addition to the restriction on hours for construction, Section 10.40.039 of the Municipal Code identifies time periods when loading and unloading activities are prohibited (i.e., between 10:00 p.m. Sunday, Monday, Tuesday, Wednesday, or Thursday and 7:00 a.m. the following day; between 10:00 p.m. Friday and 8 a.m. the following Saturday; between 10:00 p.m. Saturday and 8:00 a.m. the following Sunday; and between 10:00 p.m. the day before a holiday and 8:00 a.m. on the holiday).

The Municipal Code also contains standards that limit noise from mechanical equipment, such as air-conditioners and generators, to 60 dBA during the daytime hours of 7:00 a.m. to 10:00 p.m. and 50 dBA during the nighttime hours of 10:00 p.m. to 7:00 a.m. (Section 25.58.050).

Existing Noise Levels

The primary existing source of noise in the Project area is traffic on nearby roadways, mainly California Drive and, to a lesser extent, Floribunda Avenue. Noise from vehicle wheels rolling on pavement as well as vehicle engines is audible at the Project site throughout the day. Railroad activity is another major noise source at the site, given that both Caltrain and freight tracks are approximately 180 feet to the north. Railroad-related noise is associated primarily with horns on trains, which sound many times throughout the day near the right-of-way crossing at Oak Grove Avenue (approximately 200 feet to the north); locomotive operators are required to sound their horns at crossings. Locomotive engine noise is another contributor to the ambient noise environment. The Project would not affect the level of locomotive or other railroad noise. Other typical urban noise sources, such as voices, landscaping equipment, sirens, commercial vehicle loading/unloading, and parking lots,[14] are also present.

Existing noise levels in the Project area can be characterized by the noise measurements conducted for the 2040 General Plan EIR. Short-term measurement site 3 from the 2040 General Plan EIR is nearest to the Project site, at the intersection of Palm Drive and Acacia Drive, approximately one-third of a mile to

[14] These sources of noise include car engines starting, car doors slamming, car alarms activating, and vehicle backup alarms sounding.

Land Use Category	Community Noise Exposure Ldn/CNEL, dB					
	55	60	65	70	75	80
Residential – Low Density Single Family, Duplex, Mobile Homes						
Residential – Multi. Family						
Transient Lodging – Motels, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arenas, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Course, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Professional						
Industrial, Manufacturing Utilities, Agriculture						

NORMALLY ACCEPTABLE
Specified land use is satisfactory based upon the assumption that most buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Source: City of Burlingame 2019.

Figure 7
City of Burlingame Outdoor Noise Level Planning Criteria
601 California Drive Project

the west. Daytime noise levels at this location ranged from 53.8 to 56.6 dBA L_{eq}.[15] Measurement site 3 is in a residential area that is not near any major thoroughfares and, therefore, not the most representative measurement location from the General Plan EIR. To understand the ambient noise context, it is necessary to refer to other measurement site data from the General Plan EIR.

Short-term measurement site 1 is not in the immediate vicinity of the Project site (0.5 mile to the southeast), but this measurement site is next to California Drive (at Bayswater Avenue) and near the railroad tracks. Because these two major sources of noise are common to both the Project site and measurement site 1, the data for measurement site 1 are likely to be more representative of the Project site than the data for the residential area at measurement site 3. Daytime noise levels at this location ranged from 66.9 to 67.2 dBA L_{eq}.[16]

Similarly, short-term measurement site 6, although almost one mile northwest of the Project site, provides another representative dataset. According to the General Plan EIR, site 6, located on El Camino Real north of Broadway, is considered to be "representative of background daytime noise levels associated with single- and multi-family residential land uses in the city that are located along El Camino Real and other main arterials."[17] The Project site is located along an arterial road, California Drive; therefore, data from measurement site 6 have relevance to the Project's ambient noise levels as well. Daytime noise levels at this location ranged from 69.7 to 74.4 dBA L_{eq}.[18] A summary of the relevant measured noise levels from the 2040 General Plan EIR, as well as their relation to the Project, is included in Table 2.

Table 2. Relevant General Plan EIR Measured Noise Levels

General Plan EIR Measurement Site	Daytime Noise Level (L_{eq})	Location	Relevance to Project
Short-Term Measurement Site 1	66.9–67.2	California Drive and Bayswater Avenue	Same noise sources as Project (California Drive and railroad tracks)
Short-Term Measurement Site 3	53.8–56.6	Palm Drive and Acacia Drive	Nearest to Project but different noise environment
Short-Term Measurement Site 6	69.7–74.4	El Camino Real, between Broadway and Easton Drive	Representative of residential areas near main arterials

City of Burlingame. 2018. *Burlingame 2040 General Plan EIR.* Chapter 15, Noise and Vibration. Available: https://www.envisionburlingame.org/files/managed/Document/360/Chapter%2015_Noise_BurlingameGP-EIR_06-26-2018.pdf. Accessed: June 30, 2020.

[15] City of Burlingame. 2018. *Burlingame 2040 General Plan EIR.* Chapter 15, Noise and Vibration. Available: https://www.envisionburlingame.org/files/managed/Document/360/Chapter%2015_Noise_BurlingameGP-EIR_06-26-2018.pdf. Accessed: June 30, 2020.

[16] Ibid.

[17] Ibid.

[18] Ibid.

Noise-Sensitive Land Uses

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

The Project site is surrounded by predominately commercial and residential land uses. To the north, the parcel is bounded by commercial buildings, which are not considered sensitive receptors. To the south and west, there are a number of residential buildings. The nearest sensitive land use is a single-family residence immediately adjacent to the Project site on the south side at 1206 Floribunda Avenue. The other residential buildings in the vicinity on Floribunda Avenue are all multi-family apartment buildings. There are also residences on Oak Grove Avenue that could be affected by the Project, some of which may be as close as 50 feet from the Project site. The single-family residences on California Drive between Floribunda Avenue and Douglas Avenue are 175 to 250 feet from the Project site. Finally, residences on Douglas Avenue could also be affected by Project noise; some may be within 250 feet of the Project site. Other residences that are farther away from the Project site and not specifically mentioned in this discussion may be affected by Project noise, but the residences specified above would be the most affected.

With respect to non-residential noise-sensitive land uses, Burlingame Montessori Preschool is 100 feet from the Project site, directly across Floribunda Avenue.

Noise Effects

Rooftop Heating, Ventilation, and Air-Conditioning (HVAC) Equipment Noise and Other Operational Noise Sources. The Project would include roof-mounted HVAC units to provide heating and cooling for building occupants. Typical HVAC equipment can produce sound levels in the range of 70 to 75 dBA at 50 feet, depending on the size of the equipment.[19] Detailed HVAC equipment information is not currently known; however, it can be assumed that the typical HVAC sound level noted above would apply to the Project.

Other sources of noise during Project operations may include landscaping activities, building maintenance, garbage collection, and human voices. As discussed previously, the nearest noise-sensitive land use is adjacent to the Project site, in an area where individual residences may be as close as 15 feet horizontally from the site. However, HVAC equipment at the Project site would be located on top of the fifth floor, which would increase attenuation with the vertical distance between the equipment and the nearest residences. In addition, Chapter 15 of the 2040 General Plan EIR concludes that stationary-source noise impacts from HVAC equipment and other non-transportation noise sources would be less than significant because the equipment and sources would be required to comply with the provisions of the Municipal Code that pertain to such sources.[20] Noise impacts from rooftop HVAC equipment and other operational noise sources at the Project site would, therefore, be ***less than significant***.

Parking Structure Noise. According to the TIA (Appendix A), approximately nine vehicles in the AM Peak Hour and 11 vehicles in the PM Peak Hour would enter and exit the Project garage via the driveway. The

[19] Hoover and Keith. 2000. *Noise Control for Buildings, Manufacturing Plants, Equipment, and Products*. Houston, TX.

[20] City of Burlingame. 2018. *Envision Burlingame Draft Environmental Impact Report.* June 28. Available: https://www.envisionburlingame.org/files/managed/Document/378/BurlingameGP_DEIR_FullDocument_06-28-2018.pdf. Accessed: July 1, 2019.

small number of vehicles entering and exiting the driveway during peak hours would not cause a noticeable change in noise in this dense urban setting, which is next to a major roadway (i.e., California Drive). In addition, noise from vehicle engines and tires in the Project's parking structure would be attenuated by the walls of the garage.

Inside the garage, pit stackers would be used to facilitate vehicle parking in an area with limited space. The mechanical stacking units would move cars horizontally and vertically, which would generate noise from use of an electric motor and the movement of metal gates. However, noise from the machinery would be attenuated by the building shell; any noise beyond the entrance to the garage would most likely be minor. Existing sensitive land uses would not notice a substantial increase in noise. Therefore, noise impacts from the proposed parking structure would be ***less than significant.***

Traffic Noise. Traffic would increase in the area as a result of Project implementation. To analyze the effect, peak-hour intersection volumes provided by the traffic engineer were converted to average daily traffic (ADT) volumes by taking the average of the AM and PM peak-hour volumes and multiplying by 10.[21]

Traffic noise increases with increasing traffic volumes. However, a doubling in the volume of traffic (i.e., a 100 percent increase) equates to a 3 dB increase in noise. As discussed above, an increase of 3 dB is considered to be barely noticeable by the human ear and not a substantial increase. Roadway segments with less than a 100 percent increase in traffic are therefore considered to be segments that would not experience significant traffic noise impacts as a result of the Project (refer to Appendix B for the traffic noise data tables).

With respect to existing conditions, the Project would result in minor increases in ADT volumes (i.e., up to a maximum of 5.2 percent on Floribunda Avenue, west of California Drive). For future conditions in the 2023 to 2025 timeframe, background growth in the Project area would result in traffic volume increases, even in the absence of the Project. With respect to these future background conditions, the Project would result in a maximum increase of 4.8 percent on the same segment of Floribunda Avenue. A second background scenario that incorporates traffic volumes from the nearby 619 California Drive Project has also been evaluated. For this scenario, the maximum increase would be the same (4.8 percent) and occur on the same road segment. Therefore, the increase in traffic volumes relative to existing conditions and two of the "background condition" scenarios would correspond to an increase in noise levels that would not be noticeable to the human ear. Because the increase would not be noticeable, the impacts of traffic noise would be ***less than significant***.

Construction Noise. The Project would demolish onsite structures and construct a new building with a parking structure and other amenities. Demolition and construction activities would generate noise, resulting in a temporary increase in sound levels at adjacent land uses. Construction activities would generally comply with the time-of-day restrictions specified in the Municipal Code. However, the placement of concrete would require extended hours to construct the floors and columns of the building. This specific activity would need to occur outside allowable hours (i.e., from approximately 5 a.m. to 7 p.m.). Although this activity would not be consistent with Municipal Code hours, the City does grant special permission for a limited number of days for activities such as concrete placement. As such, concrete placement would proceed only after explicit permission from the City has been granted. All other construction activities would comply with the Municipal Code hours.

The significance of potential noise impacts resulting from demolition and construction would depend on the noise generated by the various pieces of construction equipment, the timing and duration of noise-

[21] Chang, Tim. Hexagon Transportation Consultants, Inc. May 28, 2020—electronic communication with Leo Mena of ICF regarding the conversion of peak-hour data into ADT.

generating activities, and the distance between construction noise sources and noise-sensitive receptors. To assess the potential for significant construction noise impacts, the Federal Highway Administration's source noise levels for construction equipment were used to approximate the level of noise that would occur during construction. Table 3 shows maximum and average noise levels at 50 feet, based on Federal Highway Administration data for the equipment that is expected to be used for Project construction. Development of the equipment list presented in Table 3 relied on the CalEEMod program, which was used to evaluate impacts in Criterion Section 15332(d): Air Quality. CalEEMod is the accepted modeling tool for air quality analyses throughout California because it generates reasonable and conservative assumptions, including those related to construction equipment for land use development projects.

To provide a reasonable worst-case analysis of potential noise impacts from concurrent use of construction equipment during Project construction, construction noise modeling was conducted that assumed that the three loudest pieces of equipment proposed for use during each construction phase would operate simultaneously in the same location on the Project site. Table 4 identifies the combined noise level, in terms of L_{eq}, from operation of the three loudest pieces of construction equipment for each phase at increasing distances from the Project site.

As shown in Table 4, below, combined construction noise levels would be generally consistent with the noise levels referenced in Chapter 15, Noise and Vibration, of the 2040 General Plan EIR (i.e., 85 to 88 dBA at 50 feet). The site preparation, paving, and architectural coating phases would result in noise levels that would be lower than 85 dBA L_{eq} at 50 feet. No construction phase would have noise levels that would exceed 86 dBA L_{eq} at 50 feet.

Without incorporation of noise reduction measures, some construction equipment would have the potential to increase noise levels above ambient levels, which could be considered a substantial increase. Chapter 15 of the 2040 General Plan EIR notes that sustained L_{eq} levels of 85 dBA would result in noise that would be 18 to 39 dBA above ambient conditions in low- to medium-density residential areas of the city and 11 to 28 dBA above ambient conditions in higher-density residential, commercial, and industrial areas of the city. Consequently, the 2040 General Plan EIR revised Policy CS.4-10 in the Community Safety Element to require all development projects that are subject to discretionary review and located near noise-sensitive land uses to minimize adverse noise impacts through noise control measures. Noise control measures include construction management techniques, construction equipment controls, sound barriers, and construction noise monitoring.

As noted above, there are multiple noise-sensitive land uses in the immediate vicinity of the Project site, the closest of which is approximately 15 feet away. At that distance, L_{eq} construction noise levels would be between 84 and 96 dBA. Noise in that range would very likely be a substantial increase over ambient noise levels for occupants at 1206 Floribunda Avenue and other nearby buildings. However, because existing noise-sensitive land uses are in proximity to the Project site, noise control measures would be required, per Policy CS.4-10 of the 2040 General Plan.

Table 3. Construction Equipment Reference Noise Levels for Proposed Project Construction[a]

Construction Equipment	Number of Pieces of Equipment	L_{max} at 50 Feet (dBA)	L_{eq} at 50 Feet (dBA)	Percent Usage Factor
Phase 1 – Demolition				
Concrete saw	1	90	83	20%
Rubber-tired dozer	1	82	78	40%
Tractors	2	84	80	40%
Phase 2 – Site Preparation				
Grader	1	85	81	40%
Tractor	1	84	80	40%
Phase 3 – Grading				
Concrete saw	1	90	83	20%
Rubber-tired dozer	1	82	78	40%
Tractors	2	84	80	40%
Phase 4 – Building Construction				
Crane	1	81	73	16%
Forklifts[b]	2	84	80	40%
Tractors	2	84	80	40%
Phase 5 – Paving				
Cement and mortar mixers[c]	4	79	75	40%
Paver	1	77	74	50%
Roller	1	80	73	20%
Tractor	1	84	80	40%
Phase 6 –Architectural Coating				
Air compressor	1	78	74	40%

Source: Federal Highway Administration. 2006. *Roadway Construction Noise Model User's Guide*. Available: http://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf. Accessed: June 30, 2020.

[a.] The construction equipment list in this table is from CalEEMod.

[b.] Represented by "tractor" from user's guide.

[c.] Represented by "drum mixer" from user's guide.

L_{max} = maximum sound level

Table 4. L_{eq} Construction Noise Levels by Phase (dBA)

Distance from Source (feet)	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating
15	96	94	96	95	93	84
50	86	84	86	85	83	74
100	80	78	80	79	77	68
200	74	72	74	73	71	62
300	70	68	70	69	67	58
400	68	65	68	67	65	56
525	66	64	66	65	63	54
600	64	62	64	63	61	52
700	63	61	63	62	60	51
800	62	59	62	61	59	50
900	61	58	61	60	58	49
1,000	60	58	60	59	57	48

Notes:

- Geometric attenuation based on 6 dB per doubling of distance.
- This calculation does not include the effects, if any, of local shielding.
- L_{eq} noise is presented in dBA units, which approximate the frequency response of the human ear.
- The three loudest pieces of equipment for each phase are as follows:
  - Demolition: concrete saw and two tractors
  - Site Preparation: grader and a tractor
  - Grading: concrete saw and two tractors
  - Building Construction: two tractors and a forklift
  - Paving: tractor and two cement mixers
  - Architectural Coating: one air compressor

With implementation of a design feature (i.e., develop a Construction Noise Control Plan, as outlined in the *Project Description* section) as part of the Project, all equipment would comply with applicable thresholds. As described in the *Project Description* section, the Construction Noise Control Plan would be developed by the applicant and include measures such as:

- Using smaller equipment with lower horsepower or reducing the hourly utilization rate of equipment used on the site to reduce noise levels at 50 feet to the allowable level.
- Locating construction equipment as far as feasible from noise-sensitive uses.
- Requiring that all construction equipment powered by gasoline or diesel engines have sound control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation.
- Prohibiting gasoline or diesel engines from having unmuffled exhaust systems.
- Not idling inactive construction equipment for prolonged periods (i.e., more than 5 minutes).
- Constructing a solid plywood barrier around the construction site and adjacent to operational businesses, residences, or other noise-sensitive land uses.
- Using temporary noise control blanket barriers.

- Monitoring the effectiveness of noise attenuation measures by taking noise measurements.
- Using "quiet" gasoline-powered or electric compressors and electric rather than gasoline- or diesel-powered forklifts for small lifting.

With the Construction Noise Control Plan incorporated as part of the Project design, construction noise would be reduced to levels that would not be considered substantial. Consistent with Chapter 15 of the 2040 General Plan EIR, construction noise impacts would be ***less than significant***.

Aircraft Noise Impacts. As noted above, the Project site is 0.9 mile from the nearest runway at SFO. The Project would not result in any changes to noise levels at SFO; however, new occupants at the Project site would be exposed to aircraft noise. Although the impact of aircraft noise on new occupants at a Project site does not require evaluation under CEQA,[22] this type of impact is analyzed in the 2040 General Plan EIR. The Project site is not inside the 60 or 65 CNEL contour for SFO, as shown in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*.[23] As stated in the 2040 General Plan EIR, impacts related to the exposure of new sensitive land uses to airport noise are considered less than significant because Policies CS-4.7, CS-4.8, and CS-4.9 would ensure that new developments within the CNEL contours for SFO would be adequately protected from aircraft noise. Because the Project site would not be within the CNEL contours, implementation of 2040 General Plan Policies CS-4.7, CS-4.8, and CS-4.9 would not be required. Consistent with the 2040 General Plan EIR, the impact pertaining to aircraft noise would be ***less than significant***.

Vibration Effects. As shown in Table 3, above, the Project would require several different types of construction equipment. Although pile driving would not be required, construction would require the use of other equipment that may generate vibration. The equipment that would be used on the Project site and generate the most vibration during construction would be a loaded truck and a bulldozer (see Table 1). The loaded truck would be on Floribunda Avenue and occasionally pass residences in the Project vicinity. For a worst-case scenario, with a residence 25 feet from the roadway, a loaded truck would generate occasional vibration events with a PPV of approximately 0.076 inch per second (see Table 1).

With respect to the bulldozer, although the exact size is not currently known, the corresponding horsepower (i.e., 247) was estimated with use of CalEEMod. A bulldozer with 247 horsepower is best characterized as mid-sized; it is neither small nor large. The California Air Resources Board (CARB) database of off-road equipment in California has information for bulldozers ranging in horsepower from 25 to 750.[24] This information supports the determination that the bulldozer to be used for Project construction would be considered mid-sized. Based on the PPV values in Table 1 for a large bulldozer (0.089) and a small bulldozer (0.003) at 25 feet, it is reasonable to conclude that the corresponding vibration level from a mid-sized bulldozer at 25 feet would be the median for these two values (i.e., 0.046). As such, this median vibration level for the bulldozer is used to evaluate vibration impacts from Project construction.

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[22] Pursuant to the recent Supreme Court case decision in the *California Building Industry Association vs. Bay Area Air Quality Management District* case, CEQA does not require an analysis of how existing environmental conditions would affect a project's residents or users unless the project would exacerbate those conditions.

[23] City/County Association of Governments of San Mateo County. 2012. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*, p. D-15. November. Available: http://ccag.ca.gov/wp-content/uploads/2014/10/Consolidated_CCAG_ALUCP_November-20121.pdf. Accessed: July 29, 2019.

[24] CARB's online database, EMFAC, has an inventory of both on-road and off-road vehicles in the state as well as the corresponding pollutant emissions associated with these vehicles. The online database can be found at https://arb.ca.gov/emfac/emissions-inventory.

The bulldozer would very likely operate throughout the Project site and, at times, be as close as 15 feet from the nearest residence at 1206 Floribunda Avenue. Using the median bulldozer vibration level (i.e., 0.046), as well as the vibration attenuation equation shown in *Overview of Ground-borne Vibration* section, vibration from the bulldozer at a distance of 15 feet would have a PPV of 0.099 inch per second.

The effects of vibration from a loaded truck and bulldozer during construction with respect to the potential for building damage and human annoyance are discussed below.

During Project operation, no impact equipment or other equipment associated with substantial ground-borne vibration would be used. No significant vibration impacts would occur during Project operations.

Damage. As discussed in Criterion 15300.2(f): Historical Resources, two historic-aged buildings are in the vicinity of the Project site. Both of these buildings (1206 Floribunda Avenue and 609 California Drive) are adjacent to the Project site. Construction equipment (i.e., a bulldozer) could operate within 15 feet of these structures (assuming a worst-case scenario). As noted above, a loaded truck could operate within 25 feet of the buildings. Table 5 summarizes the guidelines developed by the California Department of Transportation (Caltrans) for damage potential at buildings from transient and continuous vibration associated with construction activity. Activities associated with continuous vibration include the use of excavation equipment, static compaction equipment, tracked vehicles, vehicles on a highway, vibratory pile drivers, pile extraction equipment, and vibratory compaction equipment.

As shown in Table 5, below, the potential for vibration-induced damage depends on the condition and type of structure. Although there are no definitive criteria for classifying buildings under the Caltrans guidelines in Table 5, it is reasonable to conclude that the two adjacent buildings would fall under the categories of "historic and some old buildings" or "older residential structures." The damage thresholds for these categories of buildings are 0.25 and 0.3 inch per second (for continuous/frequent intermittent sources of vibration), respectively.

The types of equipment with the greatest potential to cause ground-borne vibration are a loaded truck and a bulldozer. At a reference distance of 25 feet, the loaded truck would result in a PPV of 0.076 inch per second. At a distance of 15 feet, a mid-sized bulldozer would result in a PPV of 0.099 inch per second. These levels are below the level for damage potential at historic buildings and older residential structures, as shown in Table 5. Because this assessment is a reasonable worst-case scenario for the area between the location of construction equipment and the nearest adjacent buildings, no damage would occur at any building in the vicinity of the Project site. This impact would be ***less than significant***.

Annoyance

Table 6 summarizes the guidelines developed by Caltrans for annoyance potential from transient and continuous vibration associated with construction activity. As shown in Table 6, below, the limit of perceptibility for ground-borne vibration is a PPV of 0.04 and 0.01 inch per second for transient and continuous sources, respectively. Note that people are generally more sensitive to vibration during nighttime hours (when sleeping) than during daytime hours.

Table 5. Vibration Damage Potential Threshold Criteria Guidelines

	Maximum PPV (in/sec)	
Structure and Condition	**Transient Sources[a]**	**Continuous/Frequent Intermittent Sources[b]**

Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: California Department of Transportation. 2020. *Transportation and Construction Vibration Guidance Manual*. April. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf. Accessed: June 22, 2020.

Notes:

a. Transient sources create a single isolated vibration event (e.g., blasting or use of drop balls).

b. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Table 6. Vibration Annoyance Potential Criteria Guidelines

	Maximum PPV (in/sec)	
Human Response	**Transient Sources[a]**	**Continuous/Frequent Intermittent Sources[b]**
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

Source: California Department of Transportation. 2013b. *Transportation and Construction Vibration Guidance Manual*. September. Available: http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf. Accessed: June 21, 2020.

Notes:

a. Transient sources create a single isolated vibration event (e.g., blasting or use of drop balls).

b. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

As discussed above, the estimated vibration level generated by a loaded truck at 25 feet is a PPV of 0.076 inch per second; the estimated vibration level generated by a mid-sized bulldozer at 15 feet is a PPV of 0.099 inch per second. At the nearest residential structure, a loaded truck passing by would cause vibration that would be distinctly perceptible but much less than strongly perceptible, based on the thresholds for transient sources in Table 6. Consequently, the Project would generate ground-borne vibration from the use of loaded trucks. Such vibration may occasionally be perceptible by existing residents when trucks pass by, but the vibration would not be considered substantial, because it would be well below what is considered strongly perceptible and would occur infrequently.

Operation of the bulldozer would be considered a continuous source of vibration rather than a transient source. The bulldozer would generate vibration at 15 feet (0.099 inch per second) that would be above the "distinctly perceptible" PPV threshold of 0.04 inch per second but would not exceed the "strongly perceptible" threshold of 0.10 inch per second, based on the threshold values in Table 6. Therefore, at the worst-case distance of 15 feet, vibration from the bulldozer could be strongly perceptible at the nearest residences, but such effects would occur for short periods of time. For most of the Project site, the distance to the nearest residences would be far greater than 15 feet, and while the bulldozer is operating throughout the site, vibration levels would be substantially lower than 0.099 inch per second. For example, at a distance of approximately 28 feet between the nearest residences and the bulldozer, the vibration level would be below the distinctly perceptible threshold of 0.04 inch per second. At a distance of approximately 70 feet, the vibration level would be below the barely perceptible threshold. Because the vibration level would be reduced to a lesser perceptibility threshold with relatively minor increases in distance, the strongly perceptible level of vibration would occur in only very limited circumstances. As such, use of the bulldozer would not cause vibration that would be excessive at existing residences. Furthermore, vibration-generating activities would be limited to daytime hours and would not occur during nighttime hours. People are generally more sensitive to vibration during evening and nighttime hours when they may be sleeping. For the reasons discussed above, the impact of construction vibration related to annoyance at adjacent buildings is considered ***less than significant***.

Criterion Section 15332(d): Air Quality

	Yes	No
Approval of the project would not result in any significant effects related to air quality.	☒	☐

Regulatory Setting

The Project site is in the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). BAAQMD adopted thresholds of significance to assist lead agencies in the evaluation and mitigation of air quality impacts under CEQA. The BAAQMD thresholds, which are incorporated in the 2017 *CEQA Air Quality Guidelines* (CEQA Guidelines),[25] establish the levels at which emissions of ozone precursors (reactive organic gases [ROGs] and nitrogen oxides [NO_x]), particulate matter (PM), local carbon monoxide (CO), and toxic air contaminants (TACs) would cause significant air quality impacts. The regulation of two fractions of PM emissions is based on aerodynamic resistance diameters equal to or less than 10 microns (PM_{10}) and 2.5 microns ($PM_{2.5}$). The air quality analysis below uses the CEQA Guidelines to evaluate the potential impacts of the Project.

Operational Emissions

Operational criteria pollutant emissions would be generated primarily from mobile sources (i.e., vehicle trips). Other sources of emissions include energy use (e.g., natural gas), consumer products, architectural coatings, and landscaping equipment.

[25] Bay Area Air Quality Management District. 2017. *California Environmental Quality Act Air Quality Guidelines.* May. Available: http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. Accessed: June 23, 2020.

BAAQMD provides screening-level sizes for land use projects in Table 3-1 of its CEQA Guidelines. As stated in the guidelines, "if a project meets the screening criteria in Table 3-1, a project would not result in the generation of operational-related criteria air pollutants and/or precursors that exceed the thresholds of significance."[26] If a project meets the criteria, then a detailed analysis of operational criteria air pollutants (CAPs) is not required. The screening-level sizes for operational CAPs at mid-rise apartments[27] and general office buildings are 494 dwelling units and 346,000 gsf, respectively. Because the Project would develop 25 live/work units totaling 30,248 gsf, it would meet the screening criteria. A detailed analysis is not required. The Project would not result in the generation of operational CAPs and/or precursors that would exceed BAAQMD's thresholds of significance. The Project would have a ***less-than-significant*** impact on air quality during operation and would not contribute a significant level of air pollution that would degrade regional air quality within the SFBAAB.

Construction Emissions

Workers' vehicle trips, truck trips for material hauling, earthmoving activities, architectural coatings, and paving operations, in addition to the use of heavy-duty equipment, have the potential to create short-term air quality impacts during construction of the Project. In addition to providing guidance regarding operational CAPs, BAAQMD provides screening-level guidance for construction emissions. The screening-level sizes for construction CAPs pertaining to mid-rise apartments and general office buildings are 240 dwelling units and 277,000 gsf, respectively. Although the Project would result in 25 live/work units totalling 30,248 gsf, which is below the screening-level size, the Project would also require demolition activity and more than two construction phases to occur simultaneously; therefore, according to the *CEQA Guidelines*, the Project would not meet the screening criteria. A quantitative analysis of construction CAPs is required.[28]

Criteria pollutant emissions generated by construction of the Project were quantified using CalEEMod, version 2016.3.2.[29] CalEEMod is the accepted modeling tool for air quality analyses throughout California because it generates reasonable and conservative assumptions, including those related to construction equipment for land use development projects. Estimated construction emissions would be short term, occurring for approximately 2 years (June 2022 through June 2024). To minimize criteria pollutant emissions, the Project would include specific design features. These include the use of EPA Tier 4 Final engines, as described in the *Project Description* section. Furthermore, the applicant would implement best management practices (BMPs) to control fugitive dust during construction. The BMPs, which are listed below, are recommended by BAAQMD and required by the 2040 General Plan and Specific Plan. Table 7 summarizes the results of the emissions modeling. Model inputs (including the construction schedule) and outputs are provided in Appendix C.

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[26] Ibid.

[27] According to the CalEEMod User's Guide, "mid-rise apartments are units located in rental buildings that have between three and 10 levels." The Project would be five levels; therefore, it would be considered a mid-rise apartment.

[28] Bay Area Air Quality Management District. 2017. *California Environmental Quality Act Air Quality Guidelines.* May. Available: http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. Accessed: June 23, 2020.

[29] California Air Pollution Control Officers Association. 2016. *CalEEMod.* Version 2016.3.2. Available: http://www.caleemod.com/.

Table 7. Criteria Pollutant Emissions from Project Construction (pounds per day)

				PM_{10}		$PM_{2.5}$	
Construction Year	**ROG**	**NO_X**	**CO**	**Dust**	**Exhaust**	**Dust**	**Exhaust**
2022	1	4	23	1	< 1	< 1	< 1
2023	3	1	11	< 1	< 1	< 1	< 1
2024[a]	3	3	34	1	< 1	< 1	< 1
BAAQMD Threshold	*54*	*54*	—	*BMPs*	*82*	*BMPs*	*54*
Exceed Threshold?	*No*	*No*	—	—	*No*	—	*No*

Source: Appendix C

Notes:

The Project includes design features, such as the use of clean diesel-powered equipment and implementation of feasible control measures, as Project commitments. Emissions presented in this table include incorporation of the design features (e.g., Tier 4 Final engines, watering twice a day, onsite speed limits of 15 mph).

[a] The Demolition, Site Preparation, Grading phases overlap in 2022; Grading, Building Construction, Architectural Coating phases overlap in 2022 and 2024; and Building Construction, Architectural Coating, and Paving phases overlap in 2023 and 2024. This table presents emissions during periods of overlap.

BAAQMD = Bay Area Air Quality Management District
BMPs = best management practices
CO = carbon monoxide
NO_X = nitrogen oxide
$PM_{2.5}$ = particulate matter no more than 2.5 microns in diameter
PM_{10} = particulate matter no more than 10 microns in diameter
ROG = reactive organic gases.

As shown in Table 7, construction of the Project would not generate ROGs, NO_X, or PM exhaust in excess of BAAQMD's numeric thresholds. Therefore, the Project would not result in the generation of construction-related CAPs that would exceed the numeric thresholds of significance. BAAQMD does not have quantitative threshold values for fugitive dust ($PM_{2.5}$ and PM_{10}); however, BAAQMD considers implementation of BMPs for fugitive dust during construction adequate for reducing related air quality impacts to a less-than-significant level. Compliance with BAAQMD BMPs is required by Policy HP-3.12 in the 2040 General Plan and SCA-3 in the Specific Plan. Accordingly, the Project would have a ***less-than-significant*** impact on air quality during construction and would not contribute a significant level of air pollution that would degrade regional air quality within the SFBAAB.

Implement Feasible Control Measures for Construction Emissions of Criteria Pollutants (HP-3.12 and SCA-3). The applicant shall ensure implementation of the following measures during Project construction, in accordance with BAAQMD standard requirements:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material offsite shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping shall be prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.

- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading, unless seeding or soil binders are used.
- Idling times shall be minimized, either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure, Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- A publicly visible sign with the name and telephone number of the person to contact at the lead agency regarding dust complaints shall be posted. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

Generation of Toxic Air Contaminants

The Project could expose sensitive populations to substantial pollutant concentrations from the generation of TACs during construction and operation. Construction of the Project would emit TACs in the form of diesel particulate matter (DPM) from heavy-duty vehicles and construction equipment. Operation of the Project could emit TACs from vehicular traffic.[30] However, the Project's contribution to existing traffic volumes is expected to be minor, with 136 vehicle trips per day. Moreover, Project vehicle trips would be made by personal vehicles, the majority of which would be gasoline powered and would not generate DPM. Therefore, any release of TACs from Project traffic would be minimal. Impacts would be ***less than significant***. A quantitative assessment of operational health risks was not performed. The reminder of this discussion focuses on construction-related health risks.

BAAQMD recommends evaluating potential impacts of TAC emissions on sensitive receptors within 1,000 feet of a project.[31] Sensitive receptors are located within 1,000 feet of the Project site, including residences, a day care and school (Burlingame Montessori, Burlingame High School), and parks (Alpine Park). However, DPM concentrations and, therefore, health risks dissipate as a function of distance and would be lower as distance from the Project increases.

A health risk assessment (HRA) was performed to analyze the impact of DPM and $PM_{2.5}$ emissions from heavy-duty vehicles and construction equipment on sensitive receptors. Based on the BAAQMD's thresholds, a significant impact would occur if risks exceed 10 cancer cases per 1 million people, there is an acute or chronic non-cancer Hazard Index (HI) greater than 1.0, or there is an ambient $PM_{2.5}$ concentration greater than an annual average of 0.3 microgram per cubic meter ($\mu g/m^3$).

In accordance with guidance from BAAQMD and the Office of Environmental Health Hazard Assessment (OEHHA), the HRA evaluates the incremental increase in cancer risk, chronic HI, and $PM_{2.5}$ concentrations at specific receptor locations. Emissions of $PM_{2.5}$ from diesel-powered construction equipment and vehicles were used as the basis for calculating health risks associated with DPM, consistent with BAAQMD

[30] The Project would not include any stationary sources of operational TACs (e.g., generators).

[31] Bay Area Air Quality Management District. 2017. *California Environmental Quality Act Air Quality Guidelines.* May. Available: http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. Accessed: June 23, 2020.

guidance. $PM_{2.5}$ fugitive dust and exhaust emissions from construction activities (e.g., demolition, site preparation), equipment, and vehicles were used as the basis for calculating the increase in total $PM_{2.5}$ concentrations, consistent BAAQMD. As discussed above, construction emissions were calculated using CalEEMod, version 2016.3.2. The analysis assumes a 24-month construction schedule. The analysis also assumes the use of clean diesel-powered equipment during construction and compliance with BAAQMD BMPs, as required by Policy HP-3.12 in the 2040 General Plan, and SCA-3, in the Specific Plan. The details of this schedule and analysis, including control measures for construction emissions, are further outlined in Appendix C.

The EPA Air Quality Dispersion Modeling (AERMOD) system was used to model DPM and total $PM_{2.5}$ concentrations at nearby sensitive receptors. Onsite emissions were modeled as an area source, whereas offsite vehicle emissions were modeled as a line source. The onsite release height was assumed to be 4.1 feet, which represents the mid-range of the expected plume rise from frequently used construction equipment during daytime atmospheric conditions. The release height for line sources, representing on-road trucks, was 3.4 feet, based on guidance from EPA.[32] Daily emissions from construction equipment were conservatively assumed to occur over an 8-hour period between 9:00 a.m. and 5:00 p.m. Monday through Friday and Saturday. A default receptor height of 0 feet was assumed. The AERMOD input parameters included 5 years of meteorological data from the SFO station, located about 2.25 miles northwest of the Project site.

The cancer risk from onsite DPM emissions was conservatively assessed for children under the age of 2, beginning with exposure at birth. Children under the age of 2 are the most sensitive, according to OEHHA's age-sensitivity factors for cancer risk. It was assumed that child receptors would be continuously exposed to average concentrations of DPM over the entire duration of Project construction. Modeling assumptions and outputs are provided in Appendix C.

The results for the construction HRA are summarized and compared to BAAQMD's thresholds in Table 8. All risks are well below the thresholds; as such, this impact would be ***less than significant***.

Table 8. Summary of Health Risk Assessment for DPM and $PM_{2.5}$ Emissions during Construction

Receptor Designation	Excess Lifetime Cancer Risk (in a million)	Maximum Chronic HI	Maximum Annual Average $PM_{2.5}$ Concentration ($\mu g/m^3$)
MEIR	8.9	0.005	0.05
Second-highest MEIR	5.3	0.003	0.03
Third-highest MEIR	4.4	0.03	0.03
BAAQMD's Thresholds	10	1	0.3

Source: Appendix C.
Notes:
$\mu g/m^3$ = micrograms per cubic meter
MEIR = maximum exposed individual receptor

[32] U.S. Environmental Protection Agency. 2012. *Haul Road Workgroup Final Report Submission*. March 2. Available: https://www3.epa.gov/scram001/reports/Haul_Road_Workgroup-Final_Report_Package-20120302.pdf. Accessed: July 6, 2020.

Cumulative Health Risk Assessment

Health impacts from the Project have been combined with health impacts from offsite sources to create an estimate of the cumulative impact. This combination of risks is conservative in that it assumes that the impacts from all sources are occurring in the same time frame.

BAAQMD recommends using its online screening tools to evaluate TAC emissions from stationary and mobile sources within 1,000 feet of a project site. The screening tools provide conservative estimates of how much existing TAC sources contribute to cancer risk, HI, and/or $PM_{2.5}$ concentrations in a community. As summarized in Table 9, one source of TAC emissions, a diesel generator, is located near the Project site.[33] Screening values for the diesel generator were determined with use of BAAQMD's Stationary-Source Screening Analysis Tool.[34] Health risk values for the diesel generator were calculated with use of BAAQMD's Health Risk Calculator, based on risk data and screening values provided by BAAQMD and refined to represent the distance from the facility to the three highest maximum exposed individual receptors (MEIRs) (see Appendix C for further information). Screening values for cancer risk and $PM_{2.5}$ concentrations at railways, highways, and major roadways were determined using data provided by BAAQMD, which are based on the cancer risk and $PM_{2.5}$ concentrations in a 20- by 20-meter grid in the San Francisco Bay Area. These discrete values were then interpolated to estimate cancer risk and $PM_{2.5}$ concentrations at the three highest MEIRs. The cumulative increase in cancer risk, chronic HI, and $PM_{2.5}$ concentrations from existing TAC sources and the Project are compared to the BAAQMD's cumulative thresholds in Table 9.

As shown in Table 9, below, background sources (i.e., stationary sources, railways, highways, and roadways) are below BAAQMD's thresholds. As such, there is no existing significant cumulative impact. In addition, the combined total cumulative cancer risks and hazard impacts at the three highest MEIRs would not exceed BAAQMD's thresholds. Therefore, the Project would not result in a significant cumulative impact. This impact would be ***less than significant***

Odors

Typical odor sources are generally associated with municipal, industrial, or agricultural land uses, such as wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants. The occurrence and the severity of odor impacts depend on the nature, frequency, and intensity of the source; the wind speed and direction; and the sensitivity of receptors. As a residential development with work spaces, the Project would not be expected to generate significant odors. Land uses immediately surrounding the Project site include residential, mixed commercial, and light industrial land uses, which would also not be expected to generate significant odors.

[33] A gasoline dispensing facility is located on the Project site. However, because the facility is no longer active, it was not included in the cumulative health risk analysis.

[34] Bay Area Air Quality Management District. 2018. *Permitted Stationary Sources Risks and Hazards*. Available: https://baaqmd.maps.arcgis.com/apps/webappviewer/index.html?id=2387ae674013413f987b1071715daa65. Accessed: July 6, 2020.

Table 9. Summary of Risks and Hazards from nearby TAC Sources

Source	Cancer Risk (in 1 million)	Chronic HI	PM2.5 Concentration (µg/m³)
MEIR			
Project construction	8.91	0.01	0.05
Stationary sources[a]	0.01	0.04	< 0.01
Railways	12.41	0	0.02
Highways	8.98	0	0.19
Roadways	0.08	0	< 0.01
Total:	**30**	**0.05**	**0.27**
Second-highest MEIR			
Project construction	5.33	< 0.01	0.03
Stationary sources[a]	0.01	0.04	<0.01
Railways	14.18	0	0.03
Highways	8.90	0	0.19
Roadways	0.08	0	<0.01
Total:	**29**	**0.04**	**0.25**
Third-highest MEIR			
Project construction	4.38	0.00	0.03
Stationary sources[a]	0.01	0.04	0.00
Railways	11.40	0	0.02
Highways	9.06	0	0.19
Roadways	0.08	0	0.00
Total:	**25**	**0.04**	**0.24**
BAAQMD Cumulative Threshold	100	10	0.80
Exceeds?	No	No	No

Source: Appendix C.

Notes:

[a] The cancer risk, chronic HI, and $PM_{2.5}$ for the generator is scaled, based on the Diesel Backup Generator Distance Multiplier Tool, per BAAQMD guidance.

µg/m³ = micrograms per cubic meter

MEIR = maximum exposed individual receptor

The Recology Peninsula Garbage Collection Service is a potential source of odors. That facility is approximately 1.0 mile northwest of the Project site. However, it has not received any complaints related to odors from its operation.[35] Therefore, the potential for odor-related impacts on the residential receptors associated with the Project would be low. The Project would have a ***less-than-significant*** impact related to odors.

[35] Reed, Rochelle. Public records section coordinator. Bay Area Air Quality Management District. June 15, 2020—email to Sandy Lin, ICF, Sacramento, CA, regarding odor complaints received by the air district for Recology Peninsula Services.

Criterion Section 15332(d): Water Quality

	Yes	No
Approval of the project would not result in any significant effects related to water quality.	☒	☐

Existing Conditions

The Project site is within the San Mateo Creek-Frontal San Francisco Bay Estuaries watershed, which drains much of the eastern portion of San Mateo County into San Francisco Bay.[36] The Project site is on the Burlingame Creek sub-watershed.[37] San Francisco Bay is approximately 0.75 mile north of the Project site. Local drainage is managed by urban storm sewers and a catchment basin east of the Project site and within California Drive.

The Project site consists of a former gas station, paved areas, and limited landscape vegetation. Two borings were drilled at the Project site as a part of a geotechnical study conducted in 2019 (see Appendix D). Groundwater was encountered at approximately 12 feet within the two borings, which were drilled to depths of 25 and 50 feet. However, the geotechnical report noted that groundwater was encountered at a depth of 9 feet during the removal of underground storage tanks in July and August of 2019. The report notes that fluctuations in the level of groundwater at the Project site may be due to variations in rainfall, tidal fluctuations, local surface and subsurface drainage patterns, and landscaping, among other factors.[38] As described in greater detail in Criterion 15300.2(e): Hazardous Waste Sites, the potential remains for residual contamination (e.g., gasoline from when the underground storage tanks were removed).

Project Conditions

Stormwater runoff from the Project site would ultimately drain into San Francisco Bay. Currently, the Project site includes a former gas station, components of the gas station, and paved areas. Approximately 96 percent[39] of the current Project site is composed of impervious surfaces. The Project would decrease the amount of impervious surfaces onsite from 96 percent to 79 percent.[40] Therefore, the Project would not be expected to substantially increase the rate or amount of surface runoff. In addition, the Project would treat 100 percent of stormwater runoff onsite using low-impact development (LID) treatment measures, such as diverting roof runoff to vegetated areas.

Surface water runoff from the Project site would be regulated under the National Pollutant Discharge Elimination System (NPDES) Program, which is enforced locally by the San Francisco Bay Regional Water Quality Control Board (Regional Water Board) and the City's SCAs. Because of the potential for residual contamination (e.g., gasoline from when the underground storage tanks were removed), any work on the site will need to be conducted in coordination with the San Mateo County Department of Environmental Health and the Regional Water Board. Compliance with existing stormwater control regulations would ensure that the Project would result in ***less-than-significant*** impacts related to water quality.

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[36] California Water Indicators Portal. 2019. *HU Name: San Mateo Creek—Frontal San Francisco Bay Estuaries*. Available: https://indicators.ucdavis.edu/cwip/huc/1805000409. Accessed: May 13, 2020.

[37] County of San Mateo. n.d. *Burlingame Watersheds ArcGIS Map Viewer*. Available: http://arcg.is/1DKqC10. Accessed: May 13, 2020.

[38] Ibid.

[39] There is currently 9,812 square feet of impervious surfaces on the 10,250-square-foot Project site.

[40] Upon Project implementation, there would be approximately 8,115 square feet of impervious surfaces at the existing 10,250-square-foot site.

Stormwater Runoff

Because construction activities would affect an impervious area greater than 10,000 square feet, the Project would be required to comply with the Municipal Regional Stormwater NPDES Permit (MRP), which is enforced locally by the San Francisco Bay Regional Water Board. Per the MRP, the Project would be required to implement BMPs during construction. The BMPs would include measures pertaining to erosion control, runon and runoff control, sediment control, active treatment systems, good site management, and non-stormwater management (see Section C.6.c of the MRP). Implementation of the BMPs would reduce or eliminate pollutants associated with construction activities in stormwater runoff.

Operation of the Project would reduce overall runoff rates because the impervious area would be reduced. In addition, the Project would implement biotreatment measures, such as flow-through planters. The Project would treat 100 percent of stormwater runoff onsite using LID treatment measures, such as diverting roof runoff to vegetated areas. After onsite treatment, water would drain through new storm drain lines, which would connect to an existing catch basin on California Drive. Therefore, the Project would be in compliance with Provision C.3 of the MRP. Compliance with existing stormwater regulations would ensure that both construction and operation of the Project would result in ***less-than-significant*** impacts on water quality related to stormwater runoff.

Groundwater

Groundwater levels onsite occur at approximately 9 to 12 feet below the surface. Excavation for the car stacker and elevator is expected to reach a maximum depth of 8 feet. Nonetheless, if construction occurs during a period with high groundwater levels, temporary dewatering may be required for isolated excavation activities. Contaminated groundwater could be encountered if residual gasoline is present. Special handling, as well as proper disposal, would be required for the contaminated groundwater. Furthermore, the Regional Water Board would need to be notified if dewatering is required. The contractor may be subject to dewatering requirements, including discharge sampling and reporting.

All residential units would be constructed above the seasonal high-water table, in accordance with SCA-1 from the Specific Plan. Although the pits for the car stacker and elevator would extend to a maximum depth of 8 feet below the ground surface, all other Project facilities, including the parking garage, would be at or above grade. All subgrade structures would be flood-proofed and anchored, in accordance with floodplain development requirements. Prior to receiving a building permit or other construction-related permit, the final design would be approved by the Burlingame Department of Public Works. Furthermore, permanent dewatering would not be allowed, in accordance with SCA-1.

Because of potential groundwater concerns onsite, the Project would be required to coordinate with the San Mateo County Department of Public Health. Compliance with existing regulations and adherence to SCA-1 would ensure that the Project's potential impact related to groundwater would be reduced to a ***less-than-significant*** level.

> **Prohibit Permanent Groundwater Dewatering (SCA-1).** For development under the Specific Plan, if subgrade structures are proposed, the project sponsor shall prepare a geotechnical study to identify the depth to the seasonal high-water table at the project site. No permanent groundwater dewatering shall be allowed. Instead, all residential uses must be elevated to above the seasonal high-water table, and all areas for non-residential uses shall be flood-proofed and anchored, in accordance with floodplain development requirements, to the design depth, as recommended by the geotechnical engineer. The final design shall be prepared by a qualified

professional engineer and approved by the Burlingame Department of Public Works prior to issuance of a building permit.

Criterion Section 15332(e): Utilities and Public Services

	Yes	No
The site can be adequately served by all required utilities and public services.	☒	☐

The Project would be in an urban area that is already served by all necessary municipal utilities (i.e., water, wastewater, stormwater, solid waste) and public services (i.e., fire, police, schools). The city currently has a population of approximately 30,118, which is served by existing utilities and public service providers.[41] The Project would include the construction of 25 live/work units and a ground-floor parking garage. Although the parking garage would not induce new residents, the Project's residential component could induce 62 new residents, as calculated using the citywide persons-per-household ratio of 2.49.[42, 43] However, the anticipated population at the Project site would be consistent with growth anticipated in the 2040 General Plan Housing Element and the Specific Plan. As discussed below, the Project would be adequately served by all required utilities and public services.

Water. The City purchases all of its potable water from the regional water system of the San Francisco Public Utilities Commission (SFPUC). Approximately 85 percent of the water supply originates in the Hetch Hetchy watershed in Yosemite National Park, then flows down the Tuolumne River to Hetch Hetchy Reservoir. The remaining 15 percent of the water supply originates locally in the Alameda and Peninsula watershed and is stored in six different reservoirs in Alameda and San Mateo Counties.[44] According to the City's 2015 Urban Water Management Plan (UWMP), Burlingame's average water demand between 2011 and 2015 was a total of 1,458 million gallons, which is equivalent to 3.99 million gallons per day (mgd), or 76 percent of Burlingame's allotted 5.23 mgd.[45]

According to the 2015 UWMP, daily residential per capita water use in the city totaled 113 gallons per day (gpd).[46] The confirmed daily per capita water use target for 2020 is 135 gpd.[47] Using 135 gpd as a conservative figure, and assuming a conservative onsite population of 62 persons, daily water demand would total approximately 8,370 gpd. As explained above, the city uses an average of 3.99 mgd of its 5.23 mgd water supply; therefore, adequate water supplies are available to serve the Project, and no expanded or new potable water facilities would be required, resulting in a ***less-than-significant*** impact.

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41 Department of Finance. 2020. *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2010–2020, with 2010 Census Benchmark.* Available: http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/. Accessed: May 12, 2020.

42 U.S. Census Bureau. 2020. *Persons Per Household, 2014–2018*. Available: https://www.census.gov/quickfacts/fact/table/burlingamecitycalifornia/HSD310217#HSD310217. Accessed: May 12, 2020.

43 The addition of 62 residents as a result of the Project is conservative. The citywide average is 2.49 persons per household, which includes single-family residences, multi-family residences, and mobile homes. Because the Project is a live/work use, with only one-bedroom units, it is expected that the household size would be significantly smaller.

44 Erler & Kalinowski, Inc. 2016. *2015 Urban Water Management Plan for the City of Burlingame*. Available: https://www.burlingame.org/document_center/Water/2015%20Urban%20Water%20Management%20Plan.pdf. Accessed: May 12, 2020.

45 Ibid. (see Table 3-2 of the UWMP on page 20 of 120).

46 Ibid. (see Table 5-2 of Appendix A of the UWMP).

47 Ibid. (see Table 5-1 of Appendix A of the UWMP).

Wastewater. The City's Public Works Department services Burlingame's wastewater system. Wastewater flows are carried to the wastewater treatment plant (WWTP) at 1103 Airport Boulevard, which serves the entire city of Burlingame as well as approximately one-third of Hillsborough. The average dry-weather flow of wastewater treated at the WWTP has remained fairly constant, at approximately 3.0 to 3.5 mgd, which is approximately 55 to 64 percent of the facility's 5.5 mgd capacity.[48] As discussed above, the Project would demand approximately 8,370 gpd of water; therefore, assuming a one-to-one ratio, the Project would generate approximately 8,370 gpd of wastewater. Because the WWTP treats only a fraction of its permitted wastewater capacity, adequate wastewater treatment capacity is available, and the Project would not exceed wastewater treatment requirements. Impacts would be ***less than significant***.

Stormwater. Stormwater collection within the Project vicinity relies on a system of storm drains that eventually feeds into San Francisco Bay. Currently, the Project site is composed of approximately 96 percent impervious surfaces. Upon Project implementation, the site would be composed of approximately 79 percent impervious surfaces and, therefore, would not increase the rate or amount of surface runoff.

Because the Project would reduce the amount of stormwater runoff compared with existing conditions, existing stormwater infrastructure has adequate capacity to serve the Project, and no expanded or new offsite drainage facilities would be required. In addition, the Project would treat stormwater runoff onsite using new drain inlets in the landscaped areas on the ground level of the Project site. A new stormwater drain line would connect to an existing catch basin on California Drive. Impacts related to stormwater drainage would be ***less than significant***.

Solid Waste. The city is within the service area of RethinkWaste, also known as the South Bayside Waste Management Authority. Recology San Mateo County provides recycling, composting, and garbage collection services for residents and businesses in the RethinkWaste service area. Recyclables and organic solid waste are taken by Recology trucks to the Shoreway Environmental Center in San Carlos for sorting. The Shoreway Environmental Center is owned by Rethink Waste and operated by South Bay Recycling on behalf of Rethink Waste. Solid waste and recyclables received at the Shoreway Environmental Center are processed and sent to the appropriate facility, including the Corinda Los Trancos Landfill (formerly Ox Mountain Landfill), which is in Half Moon Bay. The Corinda Los Trancos Landfill had a maximum permitted capacity of 60,500,000 cubic yards and, as of December 31, 2015, a remaining capacity of 22,180,000 cubic yards. The Corinda Los Trancos Landfill has an estimated closure date of 2034.[49]

Construction of the Project would result in demolition waste from parking lot pavement and components of the former gas station. The Project would be required to comply with the City of Burlingame Construction and Demolition Recycling Ordinance (Chapter 8.17 of the Municipal Code), which requires salvaging or recycling of at least 60 percent of construction-related solid waste. Therefore, construction of the Project is not expected to have an impact on existing landfills.

The Project would also generate waste during operation. In 2018, residential uses in the city generated approximately 6.9 pounds per person per day (ppd) of solid waste.[50] Therefore, with a conservative anticipated population of up to 62 residents, the Project could generate approximately 428 ppd (0.21 ton per day) of solid waste in the form of garbage as well as recycling and composting material. Although trash

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48 Ibid. (see page 56 of 120 of the UWMP).

49 California Department of Resources Recycling and Recovery. 2019. *Facility/Site Summary Details: Corinda Los Trancos Landfill (Ox Mtn) (41-AA-0002).* Available: https://www2.calrecycle.ca.gov/swfacilities/Directory/41-AA-0002/. Accessed: May 12, 2020.

50 California Department of Resources Recycling and Recovery. 2019. *Jurisdiction Diversion/Disposal Rate Summary (2007–Current)*. Jurisdiction: Burlingame. Available: https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionDiversionPost2006. Accessed: May 12, 2020.

receptacles would be provided in the parking garage, this use is not expected to generate a significant amount of waste. The Shoreway Environmental Center is permitted to receive 3,000 tons of refuse per day.[51] Once collected and sorted at Shoreway, solid waste is transported to the Corinda Los Trancos Landfill, which is permitted to receive 3,598 tons per day.[52] Solid waste generated by operation of the Project would represent less than 0.1 percent of the permitted capacity of Shoreway and the Corinda Los Trancos Landfill, respectively. As such, Shoreway and the Corinda Los Trancos Landfill would have adequate capacity to serve the Project, resulting in a ***less-than-significant*** impact.

Fire Protection Services. The Central County Fire Department (CCFD) provides fire protection services within Burlingame, Millbrae, and Hillsborough. In total, the CCFD service area covers almost 15 square miles, with a residential population of approximately 61,344 individuals. CCFD has 87 full-time employees, including 78 uniformed personnel.[53] There are six fire stations in the CCFD's jurisdiction, two of which are in Burlingame. The closest CCFD station to the Project site is Fire Station No. 34, at 799 California Drive in Burlingame, approximately 0.2 mile north of the Project site.[54]

In accordance with standard City practices, the CCFD would review Project plans prior to the issuance of permits to ensure compliance with all applicable fire and building codes. The Project would be required to comply with all applicable CCFD codes and regulations and meet CCFD standards related to fire hydrants (e.g., fire-flow requirements, hydrant spacing) and the design of driveways and access points.

As designed, portions of the building constructed under the Project would be more than 150 feet from the nearest access points. To address this, the Project has proposed enhancements to the building, which the CCFD has agreed to in an Alternate Means of Protection Document.[55]

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

Police Protection Services. The Burlingame Police Department (BPD) provides emergency police services within a 5-square-mile area with approximately 30,000 residents. BPD has one police station at 1111 Trousdale Drive. BPD employs 69 men and women, including 40 sworn officers, resulting in a ratio of 1.33 officers per 1,000 residents.[56] The 2040 General Plan Community Safety Element does not designate a standard ratio for police officers to residents or a standard emergency response time. However, it does require continued maintenance of optimal police staffing levels, which are necessary to meet community safety needs.[57]

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51 RethinkWaste. 2020. *About Shoreway*. Available: http://www.rethinkwaste.org/shoreway-facility. Accessed: May 12, 2020.

52 California Department of Resources Recycling and Recovery. 2019. *Facility/Site Summary Details: Corinda Los Trancos Landfill (Ox Mtn) (41-AA-0002).* Available: https://www2.calrecycle.ca.gov/swfacilities/Directory/41-AA-0002/. Accessed: May 12, 2020.

53 Central County Fire Department. 2019. *Fiscal Year 2019–2020 Adopted Budget*. Available: http://www.ccfdonline.org/wp-content/uploads/2019/05/ADOPTED-BUDGET-FY19-20-WEB.pdf. Accessed: May 12, 2020.

54 Ibid.

55 Central County Fire Department. 2019. *Alternative Means of Protection*. July 29.

56 City of Burlingame Police Department. 2018. *About Us.* Available: https://www.burlingame.org/departments/police_department/about_us.php. Accessed: May 12, 2020.

57 Ibid.

The Project site is currently served by the BPD. The addition of up to a maximum of 62 residents upon Project implementation would not significantly degrade the existing police service ratio. Under CEQA, the need for additional equipment and/or personnel to support police services is not considered a significant impact, unless new facilities would need to be constructed, resulting in physical impacts. The increase in the number of residents would be minor compared with the BPD service ratio. Therefore, the Project would not increase the need for police services or staffing to the extent that new police facilities would need to be constructed, resulting in a ***less-than-significant*** impact.

Schools. The Burlingame School District (BSD) includes six elementary schools and one intermediate school,[58] with a total enrollment of approximately 3,350.[59] California Drive is served by McKinley Elementary School.[60] In addition, Burlingame High School, part of the San Mateo Union High School District (SMUHSD), is located in Burlingame. In total, the SMUHSD serves approximately 9,000 students, and enrollment grows every year.[61]

The Project would include 25 live/work units. BSD uses a student generation rate of 0.2067 student per housing unit for elementary schools and a generation rate of 0.0525 for middle schools.[62] For high schools, the state of California high school student generation rate is 0.2 student per housing unit.[63] Using these student generation rates, the 25 new live/work units could result in up to five elementary school students, one middle school student, and five high school students, which is not anticipated to result in a significant impact on either school district. In addition, the Project is subject to Senate Bill 50 school impact fees (established by the Leroy F. Greene School Facilities Act of 1998). Section 65996 of the State Government Code states that the payment of the school impact fees established by Senate Bill 50, which may be required by any state or local agency, is deemed to constitute full and complete mitigation for school impacts from development. Therefore, impacts related to schools would be ***less than significant***.

58 Burlingame School District. 2018. *Burlingame School District*. Available: https://www.bsd.k12.ca.us/. Accessed: May 12, 2020.

59 SchoolWorks, Inc. 2016. *Level 1 – Developer Fee Justification Study for Burlingame School District*. Available: http://bsd-ca.schoolloop.com/file/1236520987086/1403330967436/5172072493375788958.pdf. Accessed: May 12, 2020.

60 Burlingame School District. 2018. *District Boundaries*. Available: https://www.bsd.k12.ca.us/districtboundaries1617. Accessed: May 12, 2020.

61 San Mateo Union High School District. 2020. *Welcome to the San Mateo Union High School District!* Available: https://www.smuhsd.org/domain/46. Accessed: May 12, 2020.

62 SchoolWorks Inc. 2016. *Level 1 – Developer Fee Justification Study for Burlingame School District.* Available: http://bsd-ca.schoolloop.com/file/1236520987086/1403330967436/5172072493375788958.pdf. Accessed: May 12, 2020. Single-family and multi-family residential units combined.

63 State Allocation Board Office of Public School Instruction. 2008. *Enrollment Certification/Projection*. Available: https://www.dgsapps.dgs.ca.gov/OPSC/ab1014/sab50-01instructions.pdf. Accessed: May 12, 2020.

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Section 4

Exceptions to Categorical Exemptions Checklist

In addition to investigating the applicability of CEQA Guidelines Section 15332 (Class 32), this CEQA document also assesses whether any of the exemptions to qualifying for the Class 32 categorical exemption for an infill project are present. The analysis that follows compares the criteria of CEQA Guidelines Section 15300.2 (Exceptions) to the Project.

Criterion 15300.2(a): Location

	Yes	No
Is there an exception to the Class 32 exemption for the project due to its location in a particularly sensitive environment such that the project may affect an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies?	☐	☒

This possible exception applies only to CEQA exemptions under Classes 3, 4, 5, 6 or 11. Because the Project qualifies as a Class 32 urban infill exemption, this criterion is not applicable. The Project is within a developed urban area and not within a sensitive environment. However, designated environmental resources of hazardous or critical concern in the vicinity of the Project site are evaluated under Criterion 2(e), below.

Criterion 15300.2(b): Cumulative Impact

	Yes	No
Is there an exception to the Class 32 exemption for the project due to significant cumulative impacts of successive projects of the same type and in the same place over time?	☐	☒

Generally, the effects of the Project would be beneficial because the Project would help the City increase its housing supply. The Project would place new residents in an area that is well served by existing transit, thereby reducing residents' VMT. The Project would repurpose an underutilized parcel in an already-developed neighborhood with utilities and public services as well as transportation access. Any construction effects would be temporary, confined to the Project vicinity, and reduced to a less-than-significant level by implementation of Municipal Code ordinances, SCAs, and other applicable regulatory requirements.

Several projects have been approved, are currently under construction, or have been proposed to the City of Burlingame that are within 1 mile of the Project site. The following projects have been approved (but not built) or are currently under construction and within 1 mile of the Project site (the number of units associated with each project is identified in parentheses):

- 619–625 California Drive Project – live/work development (26 live/work units)
- Carolan Avenue/Rollins Road Multi-Family Residential Development – residential development (268 apartments and 22 townhouses)
- 920 Bayswater Avenue Project – residential development (128 apartment units)
- Burlingame Community Center Project – new community center

- 556 El Camino Real Project – residential development (21 condominium units)
- 1491–1493 Oak Grove Avenue – residential development (10 condominium units)
- Village at Burlingame Project – parking and residential development (132 units)
- 128 Lorton Avenue Project – residential development (19 condominium units)

The following projects have been proposed (but not yet approved) and are within 1 mile of the Project site (the number of units associated with each project is identified in parentheses):

- 509–511 California Drive Project – live/work development (24 live/work units)
- 123–125 Primrose Road – mixed-use development (14 units)
- 1128–1132 Douglas Avenue Multi-Family Residential Development – residential development (27 apartment units)
- 1214 Donnelly Avenue Project – mixed-use development (14 residential units)
- 555 Airport Boulevard – eight stories of office and research development
- 220 Park Road Project – retail and office development
- 1418 Bellevue Avenue—residential development (15 condominium units)

This document evaluates cumulative impacts using the General Plan EIR because the Project is consistent with applicable land use plans and policies.[64] The General Plan EIR is incorporated by reference and available for public review online.[65] Because of current COVID-19 social distancing requirements, including the order from San Mateo County to adhere to the social distancing requirements, the General Plan EIR is available for public review at the City of Burlingame Planning Department at 501 Primrose Road, Burlingame, CA 94010 by appointment only.[66]

The General Plan EIR evaluated future development, as identified in the 2040 General Plan. As noted in the list above, future development is planned within 1 mile of the Project site. Chapter 22 of the General Plan EIR concluded that implementation of the 2040 General Plan would result in a less-than-significant impact with respect to cumulative impacts on the following resources: aesthetics; agricultural resources; air quality; biological resources; geology, soils, and minerals; hazards and hazardous materials; historic and cultural resources; hydrology and water quality; land use and planning; noise; population and housing; public services; and utilities. Given the conclusions in the General Plan EIR, given that the Project would have a less-than-significant impact on the aforementioned resources, and given that future projects would be required to adhere to federal and state regulations, as well as local regulations identified in the 2040 General Plan, the Project's contribution to impacts on the aforementioned resources would not be singularly or cumulatively considerable.

Chapter 18 of the General Plan EIR includes the cumulative transportation impact analysis. The General Plan EIR concluded that implementation of local regulations and 2040 General Plan policies would ensure that cumulative transportation impacts would be less than significant.[67] As discussed in Criterion Section 15332(d): Traffic, the Project would result in a less-than-significant impact with respect to VMT, design

[64] City of Burlingame. 2019. *Envision Burlingame Draft Environmental Impact Report*. June 28, 2018.

[65] The General Plan EIR is available at https://www.burlingame.org/generalplan.

[66] To schedule an appointment, email Erika Lewit at elewit@burlingame.org.

[67] The General Plan EIR included a conclusion for LOS impacts. The LOS conclusion is not considered here because CEQA does not consider impacts on LOS to be an environmental effect.

hazards, and pedestrian, bicyclist, and transit facilities. Given the Project's less-than-significant impacts and given that future projects would be required to adhere to local regulations and 2040 General Plan policies, the Project's contribution to cumulative transportation impacts would not be singularly or cumulatively considerable. Therefore, the exception under CEQA Guidelines Section 15300.2(b) does not apply to the Project.

Criterion 15300.2(c): Significant Effect

	Yes	No
Is there an exception to the Class 32 exemption for the project because there is a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances?	☐	☒

There are no known unusual circumstances that would be applicable to the Project or its site that would result in a significant effect on the environment (see also the further discussion under Criterion 2[e] regarding Hazardous Materials, below). Therefore, the exception under CEQA Guidelines Section 15300.2(c) does not apply to the Project.

Criterion 15300.2(d): Scenic Highway

	Yes	No
Is there an exception to the Class 32 exemption for the project because it may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway?	☐	☒

The Project site has no trees, historic buildings, rock outcroppings, or similar visual resources within a highway that has been officially designated as a state scenic highway. The nearest scenic highway, Interstate 280, is approximately 2.3 miles southwest of the Project site; the Project site is not visible from that freeway. Therefore, the exception under CEQA Guidelines Section 15300.2(d) does not apply to the Project.

Criterion 15300.2(e): Hazardous Waste Sites

	Yes	No
Is there an exception to the Class 32 exemption for the project because the project is located on a site that is included on any list compiled pursuant to Section 65962.5 of the Government Code?	☐	☒

The provisions of Government Code Section 65962.5 are commonly referred to as the "Cortese List." The provisions require the Department of Toxic Substance Control, the State Water Resources Control Board, the California Department of Public Health,[68] and the California Department of Resources Recycling and Recovery to submit information pertaining to sites associated with solid waste disposal, hazardous waste disposal, leaking underground tank sites, and/or hazardous material releases to the Secretary of the California Environmental Protection Agency.

[68] Formerly the California Department of Health Services.

The 601 California Drive Project site is not on a currently maintained Cortese List site.[69] However, the Project site was identified on the Cortese List in 1986. After cleanup, the site was considered a closed case in October 1991. The Project site is not identified on any other lists compiled pursuant to Section 65962.5 of the Government Code; therefore, an exception to the Class 32 exemption under CEQA Guidelines Section 15300.2(e) does not apply to the Project.

Although the site is not currently on any list compiled pursuant to Government Code Section 65962.5, it was previously on a list compiled pursuant to Government Code Section 65962.5. Environmental assessments and investigations have identified residual soil and groundwater contamination on the Project site.

In August 2015, a baseline environmental assessment report was prepared for the Project site (see Appendix E). The Phase II Environmental Site Assessment was conducted to evaluate site conditions near the underground storage tanks,[70] dispensers, and waste oil tank. The report noted that petroleum hydrocarbons (specifically total petroleum hydrocarbons in gasoline [TPHg]) were detected in the soil. However, the concentrations were below the environmental screening levels (ESLs)[71] for a commercial site established by the San Francisco Bay Regional Water Board. In addition, all other petroleum hydrocarbons, fuel oxygenates, and other volatile organic compounds (VOCs) were below detection limits in the soil samples analyzed.

The Phase II groundwater analysis found that concentrations of hydrocarbons, naphthalene, and dissolved metals (specifically, barium) detected in the water were below ESLs. One TPHg concentration was detected that slightly exceeded the conservative ESL, and some chemicals were detected as part of the VOC analysis. However, the chemicals detected in the VOC analysis were used primarily as plasticizers, to soften plastic. Pangea, the report preparer, suspected that these reported results were due to field or laboratory factors and therefore not representative of groundwater conditions.

The Project would be required to adhere to the Specific Plan's SCAs, including SCA-16, which requires the applicant to implement remediation and abatement work in accordance with the requirements of jurisdictional agencies. In addition, correspondence with San Mateo County indicates that coordination with the Groundwater Protection Program of San Mateo County is required to evaluate the risk of residual contaminants (i.e., remnant gasoline from the removal of the underground storage tanks). Adherence to SCA-16, as well as continued coordination with San Mateo County, would ensure that hazardous contaminants would be remediated.

> **Phase I and/or Phase II Site Assessment (SCA-16).** A Phase I Environmental Site Assessment (and Phase II sampling, where appropriate) would be required for project sites that have the potential to contain underground storage tanks or contamination from previous use(s), as determined by a Phase I Environmental Site Assessment. If the Phase I Environmental Site Assessment determines that remediation is required, the project sponsor would be required to implement all remediation and abatement work in accordance with the requirements of the Department of Toxic Substances Control, Regional Water Board, or other jurisdictional agency.

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69 California Department of Toxic Substances Control. 2020. *Hazardous Waste and Substances Site List* (Cortese). EnviroStor. Available: https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,FUDS&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29. Accessed: June 17, 2020.

70 The underground storage tank was removed from the Project site in July 2019.

71 ESLs help to identify and evaluate potential environmental concerns at contaminated sites. ESLs are intended to provide conservative screening levels for more than 100 chemicals found at sites with contaminated soil and groundwater (California Water Boards, San Francisco Bay—R2).

Because the Project site is not currently on any list compiled pursuant to Section 65962.5 of the Government Code, the exception under CEQA Guidelines Section 15300.2(e) does not apply to the Project. Impacts would be ***less than significant***.

Criterion 15300.2(f): Historical Resources

	Yes	No
Is there an exception to the Class 32 exemption for the project because the project may cause a substantial adverse change in the significance of a historical resource?	☐	☒

The Project site consists of one parcel (Assessor's Parcel Number 029-131-380), which is within Burlingame's downtown area. The setting comprises one- and two-story commercial and residential buildings that represent a range of construction eras. The Project site contains a former gas station with surface parking, limited landscaping, and a one-story building that currently functions as a commercial auto repair center and U-Haul rental location. The building was constructed in 1957 and is therefore an age-eligible built-environment resource with respect to listing on the California Register of Historical Resources (CRHR). The building was evaluated on California Department of Parks and Recreation 523A (Primary Record) and 523B (Building, Structure, Object Record) forms and determined not eligible for listing in the CRHR because of a lack of significance under the CRHR evaluative criteria (see Appendix F). As such, the property does not qualify as a historical resource for the purposes of CEQA. The proposed demolition of the existing building on the Project site would not cause a substantial adverse change in the significance of historical resources within the Project site.

Projects may also have the potential to cause a substantial adverse change in the significance of adjacent historical resources. Substantial adverse change would occur if new construction within the Project site were to alter aspects of a resource's setting that relate to its historical significance or if construction were to create ground-borne vibrations that would damage a resource's physical characteristics that convey its historical significance. There are no properties adjacent to the Project site that have been listed in, or determined eligible for listing in, the National Register of Historic Places or the CRHR. Furthermore, none of the adjacent properties are included in a local register of historical resources. The two properties adjacent to the Project site—1206 Floribunda Avenue and 609 California Drive—both contain historic-aged buildings. The building at 1206 Floribunda Avenue is a two-story, single-family residential building that was constructed in 1907. The building at 609 California Drive is a one-story commercial building with a parapet that was constructed in 1956. Carey & Company surveyed both properties in 2007 in support of the Specific Plan and determined that neither meets the eligibility requirements of the CRHR.[72] Therefore, the Project would not cause a significant impact because the adjacent properties do not qualify as historical resources for the purposes of CEQA review. The nearest CRHR-eligible building to the Project site, as identified in the 2007 survey, is the residence at 625 California Drive, which is more than 150 feet to the west. Furthermore, two buildings lie between 625 California Drive and the Project site, thereby limiting the potential change in the setting for 625 California Drive. At that distance, the Project's potential to cause substantial adverse change to the characteristics that qualify the residence for inclusion in the CRHR would be very low.

[72] Carey & Co., Inc. 2008. *Inventory of Historic Resources, Burlingame Downtown Specific Plan, Parcel Database.*

Significant archaeological resources could also qualify as historical resources under CEQA. The Project would be required to adhere to the Specific Plan's SCAs, including SCA-25, which requires following standard procedures in the event of a discovery of an archeological resource. During construction-related activities, if any archaeological resources, as defined under CEQA, are uncovered at the Project site, adherence to this SCA would reduce impacts to a less-than significant level.

> **Undiscovered Cultural Resources (SCA-25).** If evidence of an archeological site or other suspected cultural resource, as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction-related earthmoving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Burlingame shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The City of Burlingame shall consult with the archeologist to assess the significance of the find. Impacts on any significant resources shall be mitigated to a less-than significant level through data recovery or other methods determined adequate by a qualified archaeologist that are consistent with the Secretary of the Interior's Standards for Archeological Documentation. Any identified cultural resources shall be recorded on the appropriate Department of Parks and Recreation 523 (A–J) form and filed with the Northwest Information Center.

In consideration of the analysis outlined above, the exception under CEQA Guidelines Section 15300.2(d) does not apply to the Project. Impacts would ***be less than significant***.

Section 5
Conclusions

On the basis of the evidence provided above, the Project is eligible for a Class 32 categorical exemption, in accordance with Section 15332, Infill Development Projects, of the CEQA Guidelines. Based on City of Burlingame threshold criteria, no additional substantial adverse impacts, beyond those discussed above, are anticipated. Because the Project meets the criteria for categorically exempt infill development projects, and because it would not have a significant effect on the environment, this analysis finds that a Notice of Exemption may be prepared for the Project. No further review is needed.

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