

Environmental Assessment
Eucalyptus Grove Affordable Housing Project
Environmental Review Record
For Combined FONSI/RROF Notice
April 3, 2023

TO REQUEST ADDITIONAL MATERIALS, INCLUDING ANY SOURCE MATERIALS REFERRED TO IN THE ENVIRONMENTAL ASSESSMENT, PLEASE CONTACT:

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EUCALYPTUS GROVE AFFORDABLE HOUSING PROJECT

Environmental Assessment Determinations and Compliance Findings for HUD-assisted Projects 24 CFR Part 58

Prepared for:

County of San Mateo Department of Housing
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Belmont, CA 94002

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Prepared by:



March 2023

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**U.S. Department of Housing and Urban
Development**

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Project Information

Project Name: Eucalyptus Grove Affordable Housing Project

Responsible Entity: County of San Mateo Department of Housing
264 Harbor Blvd, Building A
Belmont, CA 94002

Grant Recipient (if different than Responsible Entity): Housing Authority of the County of San Mateo, 264 Harbor Blvd, Building A, Belmont, CA 94002

State/Local Identifier: Pending

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Project Location: The project site is 0.4 acres in size located at 1875 California Drive, Burlingame, San Mateo County, California (APN 025-150-010). The project is on the northwest corner of California Drive and Murchison Drive. The project location is shown in Figure 1 – Regional Map and Figure 2 – Site Map. The target demographic is low-income families and veterans.

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]: CRP Affordable Housing and Development Corporation is proposing to develop the Eucalyptus Grove Affordable Housing project on a 0.4-acre site located at the northwest corner of California Drive and Murchison Drive in the City of Burlingame, California (APN 025-150-010). The subject property is developed with an abandoned car wash and related improvements that would be demolished to accommodate the proposed project. The subject property is bordered to the north by Murchison Drive and then a commercial/office center; to the east by California Drive and then a parking lot and Bay Area Rapid Transit (BART) tracks. The Millbrae Intermodal Transit Station (BART, CalTrain and SamTrans) is located one-quarter mile north of the site on the east side California Drive. The site is bordered to the west by a fueling station and commercial buildings followed by El Camino Real; and to the south by commercial buildings. The site is within walking distance of grocery stores, restaurants, and shopping in the North Burlingame Mixed Use area recently zoned for higher density residential uses, as well as commercial. The site plan is shown in Figure 3. Proposed elevations are shown in Figure 4. An APN tax map is provided as Figure 5.

The project would replace the existing abandoned car wash use with a 69-unit affordable housing project with ground level podium parking providing 22 automobile parking spaces and 40 bicycle parking spaces and seven residential floors above. The building would be a total of eight stories. Space on the ground level would be devoted to a lobby, leasing office, bike room, and additional common spaces. An outdoor courtyard area would be located on the second level. Of the 69 units, seven would be studios averaging 396 square feet, 21 units would be one-bedrooms averaging 574 square feet, 21 units would be two-bedroom average 828 square feet and 20 units would be three-bedroom averaging 1,045 square feet. Amenities would include laundry rooms, common areas and a play/recreational facility. A total of 22 parking spaces would be provided as allowed by Municipal Code reductions per State Density Bonus Law and related incentives. Access to the parking garage would be from the north side of the building via Murchison Drive.

The site is zoned North Burlingame Mixed-Use with a maximum density under Tier 3 of 140 dwelling units/acre. With the 80% State Density Bonus increase, maximum (and proposed) density would be 252 du/acre. The proposed project would create 69 units of affordable rental housing or a density of 190 du/acre. Because of the proposed project's proximity to high-quality public transit and its income-targeting, the project's height and density are within the bonuses and concessions allowed the project under AB 1763, California's Affordable Housing Density Bonus Law and the City of Burlingame's local Density Bonus ordinance. The proposed project also qualified for ministerial approval and exemption from California Environmental Quality



● - Project Site

Figure 1—Regional Map

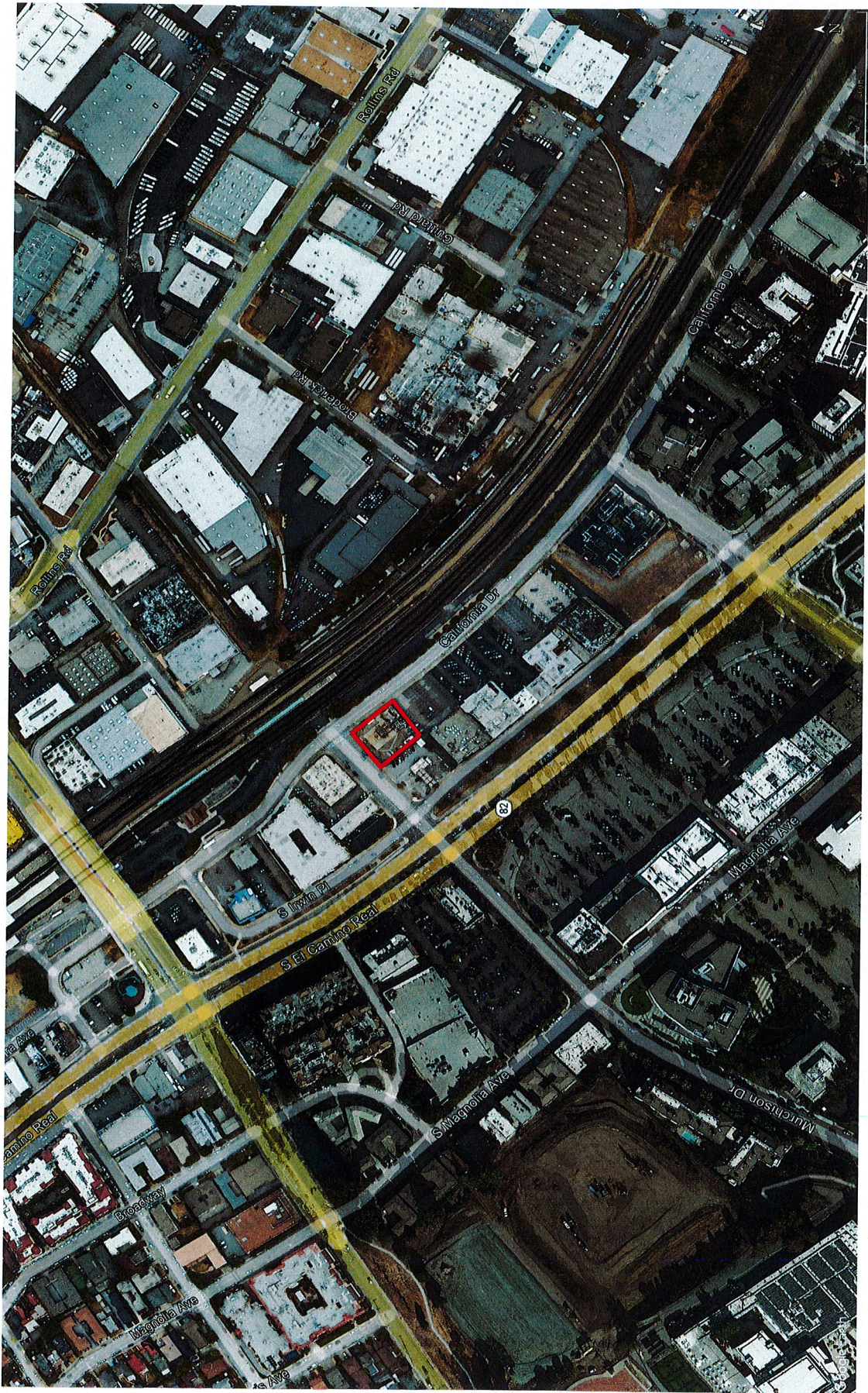
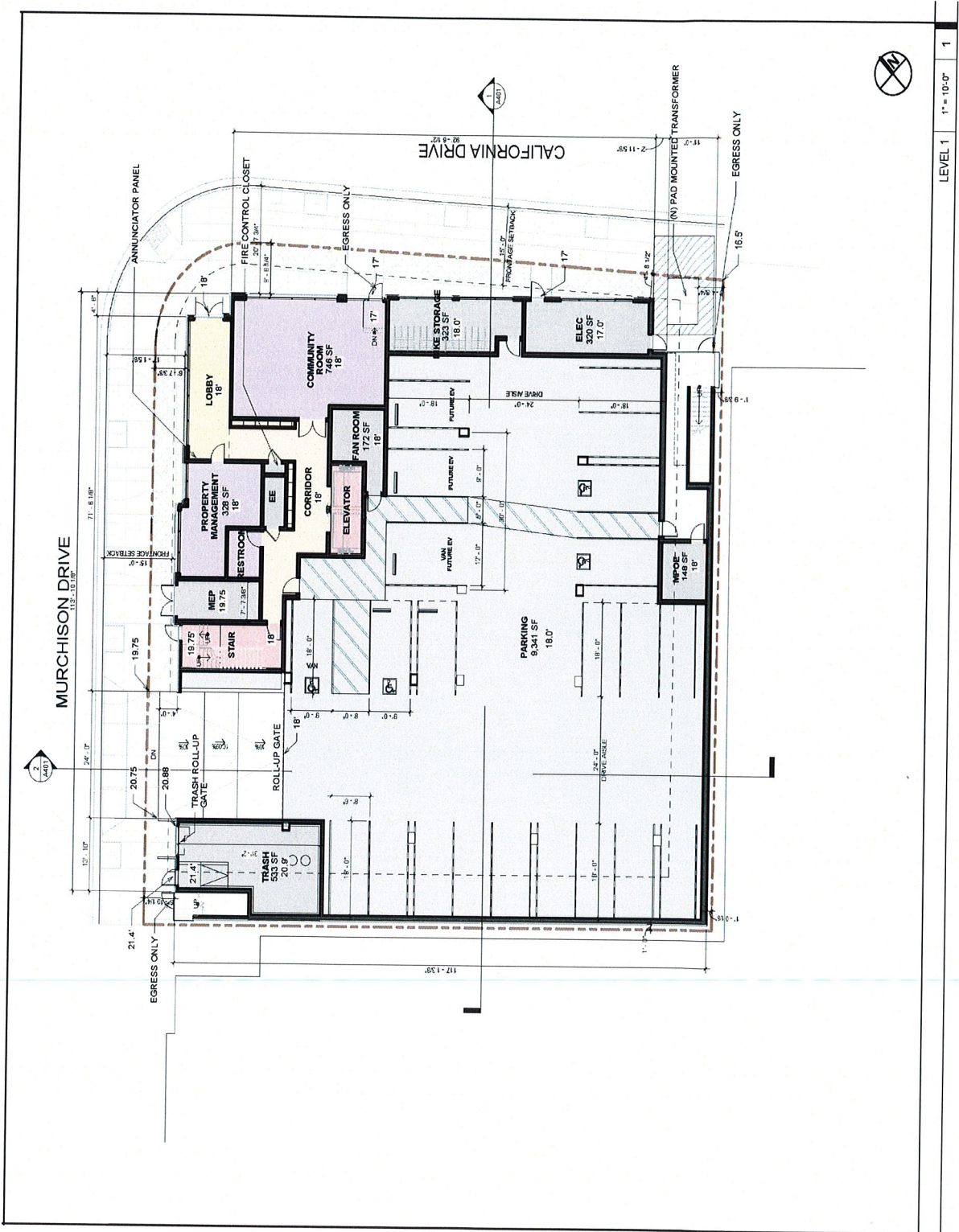
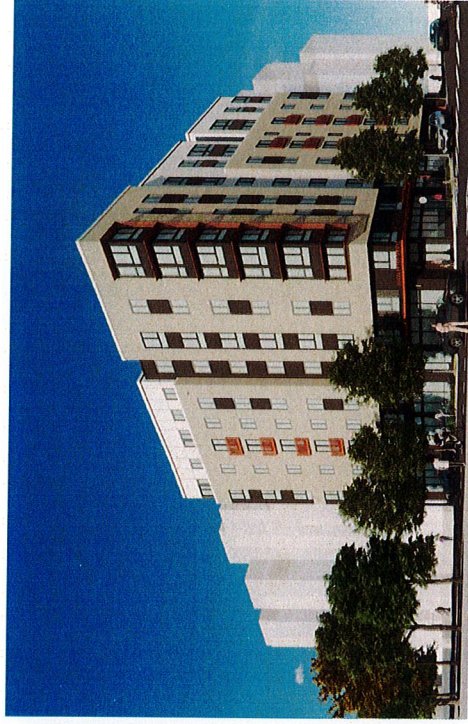


Figure 2—Vicinity Map  - Project Site



LEVEL 1 1" = 10'-0" 1

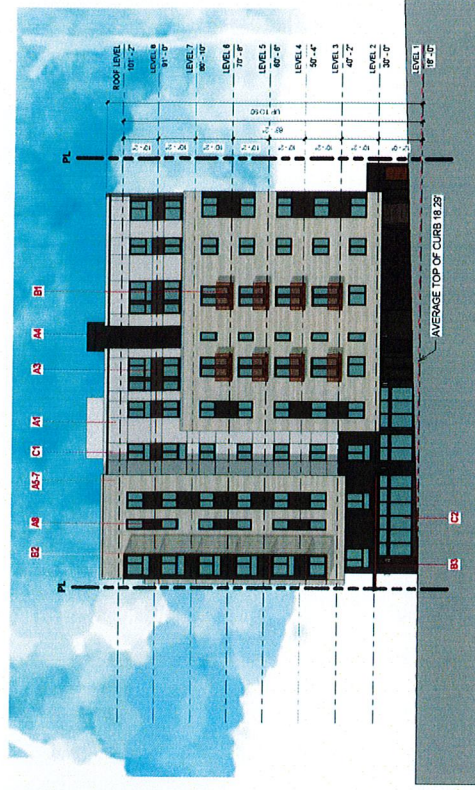
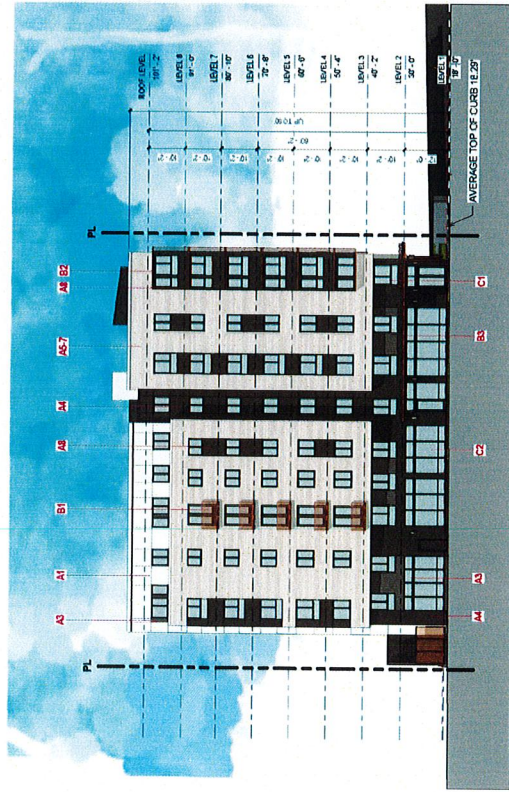
Figure 3—Site Plan



MATERIAL LEGEND

- A1 STUCCO COLOR 1
- A2 STUCCO COLOR 2
- A3 STUCCO COLOR 3
- A4 STUCCO COLOR 4
- A5 STUCCO COLOR 5 (ACCENT)
- A6 FIBER CEMENT SIDING - ARTIC WHITE
- A7 FIBER CEMENT SIDING - COBBLE STONE
- A8 FIBER CEMENT SIDING - NAVAJO BEIGE
- A9 FIBER CEMENT PANEL SMOOTH FINISH 1
- A9 FIBER CEMENT PANEL SMOOTH FINISH 2 (ACCENT)
- B1 JULIET BALCONY WITH PERFORATED METAL PANEL
- B2 METAL SUNSHADE
- B3 METAL-CLADDED CANOPY
- C1 VINYL WINDOWS
- C2 STOREFRONT SYSTEM

PERSPECTIVES



ELEVATION - CALIFORNIA 1/16" = 1'-0" 2'

ELEVATION - MURCHISON 1/16" = 1'-0" 1'

Figure 4—Elevations

Act (CEQA) under SB 35, California's law allowing for streamlined approval of qualifying affordable housing projects.

The project will be 100% affordable housing and will be subject to income and rent restrictions to ensure affordability by low-income families and veterans.

For planning purposes, construction is expected to begin in early 2024 and be completed by early 2025. The proposed project addressed herein will in part be constructed using federal funding; and thus, it is subject to National Environmental Policy Act (NEPA) review by the Department of Housing and Urban Development (HUD).

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]: The purpose of the proposed project is to increase the number of affordable housing rental units in the City of Burlingame by creating 69 new apartments for low income residents. This addresses the City of Burlingame's need for affordable housing and is consistent with the goals of its 2023-2031 Housing Element. Under California law, Burlingame must adopt and implement a Housing Element as an element of its General Plan. The Housing Element represents the City's plan for meeting its allocated share of the San Francisco Bay Area region's need for housing that is affordable at different income levels.

The site of the proposed project was originally identified as an opportunity site for affordable housing in the City of Burlingame's 2015-2023 Housing Element. In 2019, the City of Burlingame amended its General Plan and land use plans to increase density in the North Burlingame Mixed Use area where the proposed project is located, increasing the site's feasibility as an opportunity site for affordable housing. The city also updated its local Density Bonus Ordinance to allow increased height and density as part of the Zoning Ordinance to incentivize the development of more affordable housing with greater income targeting than required by the California Density Bonus Law. Because of the proximity to the Millbrae Intermodal Transit Station, the North Burlingame Mixed Use area now allows for the highest residential density in the city, and the proposed project addresses this goal by providing additional density and height allowed by the city's Density Bonus ordinance and the California Density Bonus Law. The proposed project's plan for residential re-use of an abandoned carwash facility implements the city's zoning plan for the North Burlingame Mixed Use area to further higher density residential re-use in key commercial sites that take advantage of the regional transit access opportunities offered at the northern end of the city.

The City of Burlingame has recently adopted its 2023-2031 Housing Element, available at https://www.burlingame.org/departments/planning/housing_element.php. The Housing Element addresses how the City of Burlingame will meet specific quantitative housing goals for different income categories assigned to it by the 2023-2031 Regional Housing Needs Allocation (RHNA), as set forth below:

| Income Category | Very Low 50% AMI | Low 80% AMI | Moderate 120% AMI | Market Rate and higher | Total |
|-----------------------------|---------------------|----------------|----------------------|---------------------------|-------|
| 2023-31 Allocation of Units | 863 | 497 | 529 | 1,368 | 3,257 |

In its 2023-2031 Housing Element, the City of Burlingame included the proposed project in its list of entitled “pipeline” projects to be credited towards achievement of its 2023-2031 RHNA goals. The city expects that the proposed project’s 69 units will contribute 43 Very Low Income (50% of Area Median Income) and 26 Low Income (80% of Area Median Income) to its RHNA goal of 863 Very Low Income units and 497 Low-Income units for the eight year cycle of its 2023-2031 Housing Element.

The North Burlingame Mixed Unit area has been designated a High Resource Area by the California Tax Credit Allocation Committee (CTCAC). Development of affordable housing in a designated High Resource Area indicates that the project furthers the city’s responsibility under federal and California law to affirmatively further fair housing by planning for and permitting affordable housing in areas of opportunity identified as High Resource and Highest Resource areas by the California Tax Credit Allocation Committee and near transit, community services and high-performing schools.

Existing Conditions and Trends [24 CFR 58.40(a)]: The project site is located at 1875 California Drive, Burlingame, San Mateo County, California. Burlingame is situated on the San Francisco Peninsula at the eastern edge of San Mateo County. Located approximately midway between San Francisco to the north and San Jose to the south, Burlingame is bordered by the San Francisco Bay to the east, the City of Millbrae to the north, the city of San Mateo to the south, and the City of Hillsborough and unincorporated San Mateo County to the west. Burlingame includes 4.4 square miles of land and 1.7 miles of water. The city is known for its groves of eucalyptus trees, its high quality of life, and high-performing public schools. The city includes two North/South highways, State Route 82 (El Camino Real) and U.S. 101 freeway (Bayshore Freeway), as well as State Route 35 (Skyline Boulevard), which runs East-West and connects Burlingame to the 280 Interstate Freeway, the Bay Area’s major north-south interstate freeway.

Burlingame’s 2023-2031 Housing Element describes Burlingame as a developed city with few vacant parcels of land in appropriately zoned areas with non-residential uses that can be redeveloped to create housing. According to the city’s Housing Element, this barrier exists in many cities in San Mateo County but is even more significant in Burlingame because El Camino Real in Burlingame is dominated by existing residential uses, not commercial as in most other San Mateo County cities, thereby limiting the opportunity for new housing development on El Camino Real.

The subject property is developed with an abandoned car wash facility that would be demolished to accommodate the proposed project. Vegetation on-site is limited to ruderal species located around the perimeter. The project site is currently served by BART, CalTrain and SamTrans at the Millbrae Intermodal Transit Station located approximately one-quarter

mile to the north. San Mateo Transit (SamTrans) also provides service in the area via Routes 292 and 397. The bus stop closest to the site is at the northeast corner of El Camino Real and Murchison Drive approximately 400 feet northwest of the project site.

The site is bordered by the following uses:

- North: Commercial/Office zoned Millbrae Station Area Specific Plan (City of Millbrae)
- South: Commercial/Office zoned North Burlingame Mixed-Use
- East: California Drive then the Millbrae Caltrain parking lot zoned Rollins Road Mixed-Use
- West: Commercial/Office then El Camino zoned North Burlingame Mixed-Use.

In 2020, 48% of homes in Burlingame were single family detached, 4% were single family attached, 7% were units in small multifamily buildings (2-4 units), and 41% were in medium or large multifamily buildings (5+ units). Burlingame's housing consists of fewer detached single family homes than the region as a whole (48% as compared to 52% in the Bay Area). In 2020, the average home price in Burlingame exceeded \$2,700,000. Home prices increased by 174% between 2010 and 2020. Rental prices also increased by 174% between 2009 to 2019. The median rent in 2019 was \$2,120. To rent a typical apartment in the City of Burlingame without cost burden, a household would need to make \$85,000 annually, according to the 2023-2031 Housing Element.

As of the 2020 census, the population of Burlingame was 31,386, an increase of 7% since 2000. Burlingame's median income in 2020 was \$138,000. According to the 2023-2031 Housing Element, the City has grown more diverse ethnically and has also seen an increase in the number of children in the family home.

Income disparities in Burlingame, as in the rest of San Mateo County, are among the greatest in the nation. Thirty-four percent (34%) of Burlingame's households are low income, with household incomes that do not exceed 80% of the Area Median Income. The CHAS (Consolidated Housing Affordability Strategy) 2014-2018 database reported 1,255 extremely low-income households with incomes up to 30% of Area Median Income (both renters and owners), representing 10.1 percent of the total occupied households (12,418) in Burlingame. In addition, 1,140 households were defined as very-low income with incomes up to 50% of Area Median Income, representing another 9.2 percent of total households.

Burlingame has a high number of extremely low income, very low income and low income renter households that are either "cost-burdened" (with housing costs exceeding 30% of the household income) or "severely cost-burdened" (with housing costs exceeding 50% of the household income). The CHAS shows that Burlingame has 950 extremely low-income renter households (with incomes up to 30% of the Area Median Income). Of these 950 extremely low income renter households, 880 are "cost-burdened" and 805 are "severely cost-burdened". Burlingame has an additional 810 very low-income renter households (with incomes between

31% and 50% of the Area Median Income), of whom 810 are “cost-burdened” and 315 are “severely cost-burdened”. Burlingame has an additional 1,165 low-income renter households (with incomes between 51% and 80% of Area Median Income) of whom 545 are “cost-burdened” and 50 are “severely cost-burdened”.

Based on housing permits issued, most of Burlingame’s housing growth in the seven years between 2015 and 2021 has been market rate housing that is not affordable to moderate income, low income, very low income or extremely low income households. During that time period, Burlingame issued housing permits for 995 market rate units, while permitting only 82 units for extremely low income and very low-income households, only 73 units for low-income households, and only 72 units for moderate income households. Burlingame failed to meet its 2015-2023 Housing Element goals for the production of low-income, very low-income and moderate-income housing.

Funding Information

| Grant Number | HUD Program | Funding Amount |
|--------------|--|----------------|
| | Project Based Section 8 vouchers—CFDA No. 14.871 | 30 vouchers |

Estimated Total HUD Funded Amount: 30 Project-Based Section 8 Vouchers

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$74,000,000

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

| Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6 | Are formal compliance steps or mitigation required? | Compliance determinations |
|---|--|---|
| STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6 | | |
| Airport Hazards 24 CFR Part 51 Subpart D | Yes No <input type="checkbox"/> <input checked="" type="checkbox"/> | The proposed project site is located 0.5 miles southeast of San Francisco International Airport. Runway 1 Right is the closest runway. The majority |

| | | |
|--|--|---|
| | | <p>of airport operations occur on Runway 28 Left and Right which is located approximately 1.5 miles northeast of the site. Per the San Francisco International Airport, Airport Land Use Compatibility Plan (ALUCP), Exhibit IV-1, the project site is within Airport Influence Area B, the Outer Boundary of Safety Zones and 14 CFR Part 77 Conical Surface Boundary (Exhibit IV-2).</p> <p>The site is located within Safety Compatibility Zone 2 of the Inner Approach and Departure Zone (IADZ) (ALUCP Exhibit IV-7). Zone 2, the IADZ, is designated along the extended centerline of each runway beginning at the outer edge of the RPZ. It is an area of secondary accident risk that tends to be overflowed by most aircraft arrivals and departures off each runway end. Multifamily residential projects are not listed as incompatible uses or uses to avoid within Zone 2 (see Table IV-2 of the ALUCP). However, proposed land uses are evaluated for compatibility with respect to airspace protection in accordance with the policies set forth in the ALUCP. The policies are established with a two-fold purpose:</p> <ol style="list-style-type: none"> 1. To protect the public health, safety, and welfare by minimizing the public's exposure to potential safety hazards that could be created through the construction of tall structures. 2. To protect the public interest in providing for the orderly development of San Francisco International Airport by ensuring that new development in the airport environs avoids compromising the airspace in the airport vicinity. This avoids the degradation in the safety, utility, efficiency, and air service capability of the airport that could be caused by the attendant need to raise visibility minimums, increase minimum rates of climb, or cancel, restrict, or redesign flight procedures. <p>Review of project compatibility with the ALUCP is conducted consistent with the following regulations:</p> |
|--|--|---|

| | |
|--|--|
| | <p>Federal Regulations Regarding Tall Structures Section 14 Code of Federal Regulations (CFR) Part 77, <i>Safe, Efficient Use and Preservation of the Navigable Airspace</i>, governs the FAA’s review of proposed construction exceeding certain height limits, defines airspace obstruction criteria, and provides for FAA aeronautical studies of proposed construction.</p> <p>PART 77, SUBPART B, Notification Process Federal regulations require any person proposing to build a new structure or alter an existing structure with a height that would exceed the elevations described in CFR Part 77, Subpart B, Section 77.9, to prepare an FAA Form 7460-1, <i>Notice of Proposed Construction or Alteration</i>, and submit the notice to the FAA. The regulations apply to buildings and other structures or portions of structures such as mechanical equipment, flag poles, and other projections that may exceed specific elevations.</p> <p>The project site is located within the 50’ above mean sea level contour depicted in ALUCP Exhibit IV-10. Thus, proposed buildings that would exceed this height are subject to the Part 77, Subpart B, notification process. The project site is approximately 19 feet above sea mean level and the building is approximately 93 feet above ground level and 111 feet above mean sea level. Thus, the building would exceed the 50 foot above mean sea level limit and would therefore, be subject to the Part 77, Subpart B, notification process.</p> <p>The FAA released a Determination of No Hazard to Air Navigation on October 19, 2022. The aeronautical determined that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities provided the following condition(s) is(are) met:</p> <p>The structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M,</p> |
|--|--|

| | | |
|--|---|--|
| | | <p>Obstruction Marking and Lighting, red lights- Chapters 4,5 (Red) and 15. With implementation of this condition, the proposed project would not adversely affect operations at San Francisco International Airport.</p> <p><i>Source List: [b, c]</i></p> |
| <p>Coastal Barrier Resources</p> <p>Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]</p> | <p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p> | <p>No coastal barrier resources under the protection of the Coastal Barrier Resources Act occur in California. The Coastal Barrier Resources Act does not apply.</p> <p><i>Source List: [a]</i></p> |
| <p>Flood Insurance</p> <p>Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]</p> | <p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p> | <p>The site is designated an Area of Undetermined Flood Hazard Zone D in Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 06081C0132F (April 5, 2019).</p> <p>The Flood Disaster Protection Act of 1973 (42 U.S.C. 4012a) requires that projects receiving federal assistance and located in an area identified by FEMA as being within a Special Flood Hazard Area (SFHA) be covered by flood insurance under the National Flood Insurance Program (NFIP). The project is not within a SFHA; thus, no significant or adverse impacts associated with the Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 would occur.</p> <p><i>Source List: [t]</i></p> |
| <p>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5</p> | | |
| <p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p> | <p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p> | <p>The project site is located within the San Francisco Bay Area Air Basin, which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of air standards for which the region is designated as nonattainment. The San Francisco Bay Area Air Basin is a nonattainment area for ozone,</p> |

| | | |
|--|--|---|
| | | <p>Particulate Matter 10 (PM₁₀) and (PM_{2.5}). Thus, a project-related impact to air quality would occur if emissions generated by the project are equal to or exceed the established long-term quantitative thresholds for pollutants or exceed a state or federal ambient air quality standard for any criteria pollutant. Emissions thresholds have been recommended by the BAAQMD for both project construction and operation.</p> <p>Construction Emissions</p> <p>Construction vehicles and equipment traveling within the project site excavation areas and site preparation activities have the potential to generate fugitive dust through the exposure of soil to wind erosion and dust entrainment. Dust is defined as particulate matter less than 10 microns in size and less than 2.5 microns in size (PM₁₀ and PM_{2.5}, respectively). Project related construction activities would also emit ozone precursors (oxides of nitrogen (NO_x), reactive organic gases (ROG)) as well as carbon monoxide (CO). The majority of construction-related emissions would result from site preparation and the use of heavy-duty construction equipment.</p> <p>The California Emissions Estimator Model (CalEEMod) version 2020.4.0 calculates daily maximum construction emissions during the various phases of project construction, including demolition, site preparation, excavation/grading, building construction, architectural coating (i.e., painting) and paving. It was assumed construction would begin in early 2023 and be completed in late 2023. Emission thresholds and estimated construction emissions are shown in Table 1. Maximum daily emissions from construction activities would not exceed BAAQMD construction thresholds. Therefore, construction impacts would be less than significant.</p> |
|--|--|---|

**Table 1
BAAQMD Significance Thresholds and
Construction Emissions**

| Construction Emissions | | | |
|------------------------|----------------------------------|--------------------------|------------------|
| Pollutant | Standard ¹ (lbs/day) | Emissions (lbs/day) | Exceed Standard? |
| ROG | 54 | 23.9 | No |
| NOx | 54 | 13.9 | No |
| SOx | <i>No Standard</i> | 0.03 | <i>N/A</i> |
| CO | 100 (tons per year) ² | 15.6 (2.8 tons per year) | No |
| PM ₁₀ | 82 (exhaust) ³ | 3.8 | No |
| PM _{2.5} | 54 (exhaust) ³ | 1.0 | No |

Source: CalEEMod calculations (Appendix A)

Note: Summer emissions are reported as they are the highest emissions.

1. Concentrations reported in maximum daily emissions (pounds per day) which represent the worst-case scenario. Maximum daily emissions would not occur each day of the construction period.

2. Federal *De minimis* threshold reported for CO

3. PM emission standard applies only to exhaust emissions.

Operating Emissions

Operating emissions were calculated using CalEEMod version 2020.4.0. The basic modeling parameters assumed the project would operate like a mid-rise multifamily apartment building. In addition to resident trips, employees, and vendors would also generate trips. Overall trip generation is assumed to be captured within the Institute of Traffic Engineers (ITE) rates included as default values for land use type selected in CalEEMod 2020.4.0. Operating emissions and thresholds of significance are shown below in Table 2.

**Table 2
BAAQMD Air Quality Significance Thresholds and
Operational Emissions**

| Pollutant | Standard (lbs/day) | Operating Emissions (lbs/day) | Exceed Standard? |
|-------------------|--------------------------------|-------------------------------|------------------|
| ROG | 54 | 2.6 | No |
| NOx | 54 | 0.7 | No |
| SOx | <i>No Standardz</i> | 0.01 | <i>N/A</i> |
| CO | 100 tons per year ¹ | 11.1 (2.0 tons per year) | No |
| PM ₁₀ | 54 | 1.5 | No |
| PM _{2.5} | 54 | 0.4 | No |

Source: CalEEMod calculations

¹ Tons per year federal De minimis standard

As shown in Table 2, project emissions would not exceed significance thresholds. While project operation would generate CO emissions, they would not exceed local BAAQMD standards.

Toxic Air Contaminants. Toxic Air Contaminants (TAC) are a defined set of airborne pollutants that may pose a present or potential hazard to human health. A wide range of sources, from industrial plants to motor vehicles, emit TACs. TACs can be emitted directly and can also be formed in the atmosphere through reactions among different pollutants. This evaluation addresses potential community health effects associated with direct TAC emissions, not those formed in the atmosphere. Common stationary source types of TAC include gasoline stations, dry cleaners, and diesel backup generators. An existing gas station is located adjacent to and west of the site and is an existing source of TACs. Potential health risks associated with locating a new residential project proximal to an existing source of TACs (i.e., a gasoline station) are evaluated based on thresholds of significance referenced in the BAAQMD California Environmental Quality Act (CEQA) Guidelines (May 2017). These thresholds are consistent with those presented in the California Office of Environmental Health Hazard Assessment (OEHHA) methodologies (OEHHA, 2015). For the purpose of this evaluation, a cancer risk level of more than 10 in one million, or a non-cancer (i.e., chronic or acute) risk greater than 1.0 hazard index (HI) from a single source would be a significant cumulatively considerable contribution and create a potentially adverse health risk to future residents.

To assess the potential health risk associated with siting the proposed project proximal to the existing gas station, the BAAQMD 2022 CARB and CAPCOA Gasoline Service Station Industrywide Look-up Tool, Version 1.0 (February 18, 2022), was used. The

analysis assumed a annual gas throughput of 1,500,000 million gallons and a distance of 22.54 meters from the edge of the fueling canopy and the building western facade. The cancer risk level is estimated to be 6.83 per million. This is less than 10; and thus is less than significant. The Chronic HI is estimated to be 0.03 per million. The Acute HI is estimated to be 0.41 per million. Both the Chronic and Acute HI is less than 1.0; and thus, less than significant.

Carbon Monoxide Hotspots. Carbon monoxide is a colorless, odorless, poisonous gas that may be found in high concentrations near areas of high traffic volumes. CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. All air basins within California meet both state and federal CO standards. Numerous factors are related to the formation of CO hotspots and under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels. The BAAQMD CEQA Guidelines include a screening procedure for carbon monoxide which provides a conservative indication of whether the proposed project would result in the generation of CO concentrations that would substantially contribute to an exceedance of the significant threshold. If the screening criteria are met, the proposed project would result in a less-than-significant impact to air quality with respect to concentrations of local CO. The proposed project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria is met:

Project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan and local congestion management agency plans.

The project is not large enough to trigger a traffic study; and thus, local traffic impacts are assumed to

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| | <p>be less than significant. The project will not adversely affect regional and local transportation planning or result in an inconsistency with regional or local transportation plans.</p> <p><i>The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.</i></p> <p>Baseline traffic volumes were obtained from the City of Burlingame General Plan Update Draft EIR (June 2018). The Average Daily Traffic (ADT) on California Drive proximal to the site was estimated to be 16,787 vehicles. The ADT on Murchison Drive north of the site was estimated to be 13,205 vehicles. Peak hour volumes are approximately 10 percent of daily volumes; thus, the total hourly traffic traveling through the California Drive/Murchison Avenue intersection is approximately 3,000 vehicles per hour. The project would generate approximately 307 daily trips. The addition of project would result in a total hourly volume of 3,307 which is less than the 44,000 vehicle per hour threshold.</p> <p><i>The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).</i></p> <p>California Avenue travels under Millbrae Avenue just north of the site. Assuming all vehicles using the California Drive/Murchison Avenue intersection during the peak hour traveled north under Millbrae Avenue, the total would be less than 24,000.</p> <p>The proposed project would meet the screening criteria. No further analysis would be required. Impacts would be less than significant.</p> <p><i>Source List: [a, d, f, h, gg]</i></p> |
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| Coastal Zone Management | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | <p>The project site is not located in a coastal zone, as defined by the California Coastal Act (Public Resources Code, Division 20, Section 3000 Et. Seq.). The site was evaluated for potential impacts to lands within the San Francisco Bay Conservation and Development Commission (BCDC) and San Mateo County Local Coastal Program jurisdiction. The BCDC, in addition to its permit authority under California state law, exercises authority under Section 307 of the federal Coastal Zone Management Act (CZMA)(16 U.S.C. section 1456) over federal activities and development projects and non-federal projects that require a federal permit or license or are supported by federal funding. The consistency provisions of Section 307 of the California Coastal Zone Management Act (CZMA) states that any federal activity, including a federal development project, that affects any land or water use or natural resource of the BCDC's coastal zone, must be conducted in a manner that is "consistent to the maximum extent practicable" with the enforceable policies of the BCDC's federally- approved coastal management program. Per the San Francisco Bay Plan (May 2020) Plan Map 6, the project site is not located within BCDC jurisdiction nor is it proximal to identified resources within the Burlingame waterfront. The closest resource identified with the BCDC jurisdiction is Bayside Park which is located approximately 0.7 miles northeast of the site.</p> |
| Coastal Zone Management Act, sections 307(c) & (d) | | <p>Per the California Coastal Commission Local Program Area Maps for San Mateo County, all areas within the County subject to the Local Coastal Program (LCP) are located on west side the County along the Pacific Ocean. There are no LCP areas on the San Francisco Bay side of San Mateo County. Therefore, no adverse coastal zone impacts are anticipated.</p> |
| Contamination and Toxic Substances | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | <p><i>Source List: [cc, dd]</i></p> <p>The proposed project's Phase I Environmental Site Assessment (ESA conducted by Partner Engineering and Science, Inc., December 2021) identified the</p> |

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| <p>24 CFR Part 50.3(i) & 58.5(i)(2)</p> | <p>adjacent property to the southwest as a Recognized Environmental Condition (REC). Specifically, the property at 1876 El Camino Real has been undergoing remediation for a Leaking Underground Storage Tank(s) (LUST).</p> <p>As summarized in the Phase I, the facility operated as a gasoline station since at least 1957 and historical releases were reported for this facility to have occurred prior to June 1989. A total of six USTs were removed from this facility, and currently, the site maintains two 12,000-gallon USTs containing unleaded gasoline. Soil removal activities were conducted in 1989 following the removal of a 550-gallon waste oil UST. Contamination was found and groundwater flow was determined toward the northeast. In 2005, a Remedial Screening Analysis (RSA) was conducted to determine the target cleanup zone. The RSA indicated that specific zones for remediation include areas beneath the car wash facility (subject property) to the northeast. This facility is currently undergoing remediation activities as of January 2016, with the observation of 38 monitoring wells at annual and semi-annual frequency.</p> <p>On September 21, 2021 the Local Oversight Program filed a letter indicating support for the Dual-Phase Extraction (DPE) system to be shut down at the end of the third quarter of 2021 if operational conditions remain the same. As of August 30, 2022, The State Water Resources Control Board rejected the request to shut down the DPE until additional soil vapor and groundwater monitoring is completed in August 2023.</p> <p>Concentrations of Total Purgeable Petroleum Hydrocarbons (TPPH), Benzene, and Methyl Tertiary Butyl Ether (MTBE) are located within the groundwater that extends onto the subject property from the adjacent gasoline station. Given the above, this open release site represents a REC to the subject property. However, because this facility is</p> |
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| | <p>undergoing remediation activities with regulatory oversight, no additional investigation is warranted at this time.</p> <p>Based on the age of the remaining car wash building components, there is a potential that asbestos containing material (ACM) are present. The suspect ACMs were observed in good condition and do not pose a health and safety concern to the occupants of the subject property at this time. Should these materials be removed or replaced, the identified suspect ACMs would need to be sampled to confirm the presence or absence of asbestos prior to any renovation or demolition activities to prevent potential exposure to workers and/or building occupants.</p> <p>In summary, the Phase I revealed evidence of a Recognized Environmental Condition (REC) associated with concentrations of Total Purgeable Petroleum Hydrocarbons (TPPH), Benzene, and Methyl Tertiary Butyl Ether (MTBE) located within the groundwater that extends onto the subject property from the adjacent gasoline station. Further investigation was recommended.</p> <p>A Phase II Subsurface Investigation Report was prepared for the project site (Partner Engineering and Sciences, Inc., February 2022). The Phase II Subsurface Investigation scope included the advancement of six borings to collect representative soil gas samples for analysis. The San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) has established Environmental Screening Levels (ESLs) as an initial screening level evaluation. ESLs aid in assessing the potential threats to human health, terrestrial/aquatic habitats, and/or drinking water resources due to contaminants in soil, soil gas, and/or groundwater. In summary, benzene, ethylbenzene and PCE concentrations exceed ESL screening levels. Based on these results, there is evidence of Volatile Organic Compounds (VOC) impacts to soil gas beneath the subject property.</p> |
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| | | <p>Related impacts appear related to the current and/or historical southwest-adjacent property operations and associated groundwater impacts. Thus, Mitigation Measure HAZ-1 is recommended to reduce potential impacts to less than significant.</p> <p><i>Source List: [y, z]</i></p> |
| <p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p> | <p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p> | <p>The project site is 100 percent developed and/or disturbed and located within a developed area of the City. As stated in the General Plan Update Draft Environmental Impact Report (June 2018), special status species that have the potential to occur in the City of Burlingame are either associated with the hillside/canyon areas in the western portion of the City or the bay frontage at the City's eastern edge. Most of these areas are protected from future development by existing land use designations: parks and open space areas, creek corridors, lagoons, bay and estuaries, and areas of undevelopable topography or where geologic or other hazards exist.</p> <p>The only federally designated critical habitat in San Mateo County is for the California Red-legged frog and that is located around San Andreas Lake and Lower Crystal Reservoir. The closest point is approximately two miles west of the site in unincorporated San Mateo County. There is no critical habitat for any species proximal to the site.</p> <p>Based on the developed condition of the project site and surrounding properties and lack of critical habitat for federally-listed species, there is no potential for project-related impacts to federally-listed wildlife, plant, and migratory bird and raptor species to be impacted by the project.</p> <p><i>Source List: [a, l, o, p, ee]</i></p> |
| <p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p> | <p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p> | <p>The proposed project is a residential project designed to provide affordable housing for income qualifying tenants. It would not require the ongoing use, storage or routine transport of hazardous, explosive or flammable materials. Aside from</p> |

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| | | <p>common household chemicals, no hazardous materials would be used on-site. The project would not emit or release hazardous waste or emissions. As stated above, the project site is not on a list of hazardous material sites nor would the project introduce hazardous materials to the site or otherwise have any adverse impacts related to toxic substances, explosive or flammable operations.</p> <p>With respect to proximity to above ground storage tanks, the project area is comprised of commercial and office uses. The closest above ground fuel tanks are located at the San Francisco International Airport fueling facility located on the northside of the airport approximately 3.5 miles north of the site. There are no visible above ground fuel tanks or other tanks within one mile of the project site that could contain flammable material or hazardous facilities which store, handle, or process hazardous substances of a flammable or explosive nature.</p> <p><i>Source List: [a, y, z]</i></p> |
| <p>Farmlands Protection</p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p> | <p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p> | <p>The project site is developed and located within an urbanized area in the City of Burlingame. The site is categorized as Urban and Built-Up Land, as indicated on the State Farmland Mapping and Monitoring Program maps for San Mateo County. The site does not include prime or unique farmland, or other farmland of statewide or local importance. No impact to farmland resources defined under the Farmland Protection Policy Act per 7 CFR 658 would occur.</p> <p><i>Source List: [f]</i></p> |
| <p>Floodplain Management</p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p> | <p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p> | <p>All federally funded development projects are evaluated per Executive Order 11988 as discussed below. Those occurring in mapped flood zones require evaluation consistent with Part II of EO 11988.</p> <p>The site is designated an Area of Undetermined Flood Hazard Zone D in Federal Emergency Management Agency (FEMA) Flood Insurance Rate</p> |

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| | | <p>Map No. Flood Insurance Rate Map No. 06081C0132F (April 5, 2019). It is outside the 100-year flood zone. No analysis per Part II of Executive Order 11988 is required.</p> <p><i>Source List: [t]</i></p> |
| <p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly Sections 106 and 110; 36 CFR Part 800</p> | <p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p> | <p>A Phase I Cultural Resource Assessment was completed by PaleoWest (February 2023). The report presents the results of a records search of the California Historical Resources Information System (CHRIS) by the Northwest Information Center (NWIC), Native American Heritage Commission (NAHC) outreach, archival review, fieldwork, analysis, and management recommendations.</p> <p>The site is developed with structural shell of a former car wash facility. PaleoWest staff completed the built environment survey of the APE on January 9, 2023. At that time PaleoWest documented the existing structure and current conditions of the APE. No archaeological or historical resources were identified as a result of the survey.</p> <p>Results of the NWIC records search indicate that no cultural resources have been previously documented within the APE and 17 have been recorded within a 0.5-mile buffer around the APE. PaleoWest contacted the NAHC on December 14, 2022, for a review of the Sacred Lands File (SLF). The NAHC responded on December 15, 2022, indicating that SLF results were positive. On December 19, 2022, PaleoWest sent letters to seven tribal contacts identified by the NAHC to notify them of Project plans. As of March 23, 2023, no responses had been received.</p> <p>The records search and field survey did not identify any historic period or pre-contact archaeological sites in the APE and the site has been completely disturbed with construction of the existing car wash. However, pre-contact shell mounds and middens have been documented within 200 meters of the site and the NAHC reported that tribal cultural</p> |

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| | | <p>resources exist in the Project vicinity. Thus, the Phase I Cultural Resources Report states that the APE has a moderate to high sensitivity for buried cultural materials that may be encountered during Project construction.</p> <p>To address the potential for the discovery of previously unknown resources during site disturbing activities, the Phase I Cultural Resources Report recommends implementation of Mitigation Measures CUL-1, CUL-2 and CUL-3, at the local agency's discretion, if grading and/or excavation extends into native soil. Further, it is recommended that, pre-construction training be provided and that standard protocols for inadvertent discoveries be followed should any cultural materials be identified during Project ground disturbance.</p> <p>Unanticipated Discovery of Human Remains</p> <p>There is always the possibility that ground-disturbing activities during construction may uncover previously unknown buried human remains. If human remains are discovered during any phase of construction, including disarticulated or cremated remains, all ground-disturbing activities must cease within 100 feet of the remains and the County Coroner and the Lead Agency must be immediately notified.</p> <p>California State Health and Safety Code §7050.5 dictates that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to CEQA regulations and Public Resources Code (PRC) §5097.98. If the County Coroner determines that the remains are Native American, the NAHC shall be notified within 24 hours and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. With adherence to the existing regulations, impacts related to the unanticipated discovery of human remains would be less than significant.</p> |
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| | | <p>On February 28, 2023 and again on March 30, 2023, the Agency Official initiated consultation with the State Historic Preservation Officer (SHPO), including the Cultural Resource Assessment Report prepared by Paleowest. In a letter dated March 30, 2023, SHPO stated no objection to the Agency Official's finding of no significant impact if the mitigation measures recommended by the Cultural Resource Assessment Report to address any possible pre-contact materials or human remains that might result if the subsurface excavation disturbs native soil. Among other steps, the mitigation measures include requiring an archeologist to monitor the subsurface excavation and take appropriate steps if native soil is disturbed and any possible pre-contact artifacts, resources, or remains are identified. Tribal representatives will also be invited to monitor the work may also make recommendations. Upon discovery of a possible archeological resource, the Agency Official would contact SHPO pursuant to 36 CFR Part 800.13.</p> <p><i>Source List: [o, p, x]</i></p> | | | | | | | | | | | | |
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| <p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p> | <p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p> | <p><i>Construction</i></p> <p>The proposed project would generate short-term noise during project construction. As shown in the table below, maximum noise levels related to construction would be approximately 85 A-weighted decibels (dBA) at a distance of 25 feet (EPA, 2010).</p> <p>Typical Noise Levels at Construction Sites</p> <table border="1" data-bbox="841 1465 1344 1808"> <thead> <tr> <th>Construction Phase</th> <th>Average Noise Level at 25 Feet</th> </tr> </thead> <tbody> <tr> <td>Clearing</td> <td>84 dBA</td> </tr> <tr> <td>Excavation</td> <td>85 dBA</td> </tr> <tr> <td>Foundation/Conditioning</td> <td>85 dBA</td> </tr> <tr> <td>Laying Sub-base/Paving</td> <td>81 dBA</td> </tr> <tr> <td>Finishing</td> <td>84 dBA</td> </tr> </tbody> </table> | Construction Phase | Average Noise Level at 25 Feet | Clearing | 84 dBA | Excavation | 85 dBA | Foundation/Conditioning | 85 dBA | Laying Sub-base/Paving | 81 dBA | Finishing | 84 dBA |
| Construction Phase | Average Noise Level at 25 Feet | | | | | | | | | | | | | |
| Clearing | 84 dBA | | | | | | | | | | | | | |
| Excavation | 85 dBA | | | | | | | | | | | | | |
| Foundation/Conditioning | 85 dBA | | | | | | | | | | | | | |
| Laying Sub-base/Paving | 81 dBA | | | | | | | | | | | | | |
| Finishing | 84 dBA | | | | | | | | | | | | | |

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| | | <div data-bbox="857 218 1360 256" style="border: 1px solid black; width: 310px; height: 18px; margin-bottom: 10px;"></div> <p>These numbers correlate with the noise analysis prepared for the City of Burlingame General Plan Update and Draft Environmental Impact Report which states that construction noise levels can be expected to range from 82 dBA to 85 dBA at 50 feet from the noise source.</p> <p>Construction Noise. The Burlingame Municipal Code also generally limits construction activities (including excavation and grading) to the hours of 8:00 a.m. to 7:00 p.m., Monday to Friday, and 9:00 a.m. to 6:00 p.m. on Saturdays. Construction is prohibited on Sundays and holidays. The nearest sensitive property to the site is the Dylan Hotel located approximately 250 feet north on west side of California Drive. According to the Burlingame General Plan Update Draft EIR (Figure 15-3), noise analysis, the 24-hour average noise level (Ldn) along the California Drive corridor is approximately 65 to 70 dBA. At 250 feet, assuming there are no intervening buildings to screen construction noise, a construction noise level of 85 dBA would attenuate to 65 dBA at the hotel site. This would be masked by traffic noise. Construction related noise impacts would be less than significant.</p> <p>Operation Noise. Daytime and nighttime noise standards are provided in Section 10 of the Burlingame Municipal Code which states;</p> <ul style="list-style-type: none"> • Section 10.40.035, General Noise Regulations, sets forth it is unlawful for any person to willfully to make or cause any loud, unnecessary, or unusual noise which disturbs the peace of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitivity residing in the area. • Section 25.58.050, Mechanical Equipment, sets forth newly installed mechanical equipment |
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| | | <p>such as HVAC units and generators on new or existing residential units shall not exceed a maximum outdoor noise level of 60 dBA during the daytime (7 AM to 7 PM) and 50 dBA during the nighttime (10 PM to 7 AM), as measured from the property line.</p> <p>The City of Burlingame General Plan Community Safety Element, Figure CS-2, considers exterior noise levels between 60 dBA and 70 dBA Ldn/CNEL as conditionally acceptable. Consistent with HUD standards, interior noise levels are limited to 45 dBA Ldn/CNEL. As stated above, the project site is located on the boundary between the 65 and 70 dBA Ldn/CNEL which includes noise from roadway sources as well as the Bay Area Rapid Transit (BART) rail line located east of the site on the east side of California Drive. According to HUD site acceptability standards, a maximum of 65 dB is considered an acceptable exterior noise level. Exterior 24-hour average (Ldn) traffic-related noise was estimated along California Drive using the HUD DNL Calculator. Traffic volumes were obtained from the General Plan Update Draft EIR (June 2018). The Average Daily Traffic (ADT) on California Drive proximal to the site was estimated to be 16,787 vehicles. The ADT on Murchison Drive north of the site was estimated to be 13,205 vehicles.</p> <p>The Ldn at approximately 60 feet (the distance from the nearest units to the centerline of California Drive and Murchison Drive) is estimated to be 70 dBA Ldn. While consistent with the Burlingame General Plan Draft EIR baseline, existing noise levels are greater than the 65 dBA HUD exterior standard.</p> |
| | | <p>The project is conservatively estimated to generate 307 vehicle trips per day. Using the HUD Ldn calculator, project-related trips were added to existing volumes on California Drive and Murchison Drive. Project traffic would have no effect on the DNL; thus, the project would have no adverse exterior noise impact.</p> |

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| | | <p>The interior noise standard is 45 dBA CNEL. Interior noise levels are estimated using exterior noise levels as the baseline and subtracting the typical insertion loss or attenuation achieved by adhering to Title 24 of the California Building Code. The insertion loss associated with the sound reduction properties of proposed exterior walls, window, and door construction design can range from 25 to 30 dBA with doors and windows closed. Using the estimated noise level of 70 dBA DNL as the baseline exterior noise level, an insertion loss of 25 to 30 dBA would result in an interior noise level of 40 to 45 dBA DNL, which would meet the interior noise standard. No adverse interior noise impacts are identified.</p> <p>The project site is located proximal to San Francisco International Airport. According to the Consolidated Airport Land Use Compatibility Plan (November 2012), the project site is outside the 65 Ldn/CNEL noise (see Exhibit IV-4). This would be consistent with HUD standards; thus, no adverse aircraft noise impacts would occur.</p> <p><i>Source List: [a, i, q, u]</i></p> |
| <p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p> | <p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p> | <p>There are no sole source aquifers in San Mateo County as designated by the US Environmental Protection Agency Pacific Southwest Region 9. The closest sole source aquifer is approximately 127 miles southeast of the site in the Fresno, California area. The project would not use groundwater or otherwise impact groundwater recharge. No impacts to sole source aquifers as defined per 40 CFR 149 would occur.</p> <p><i>Source List: [m]</i></p> |
| <p>Wetlands Protection</p> <p>Executive Order 11990, particularly sections 2 and 5</p> | <p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p> | <p>The site is in an urbanized area. According to the U.S. Fish and Wildlife Service's Wetlands Online Mapper, no wetlands are located on or immediately adjacent to the project site. No adverse impacts related to wetlands protection are anticipated.</p> <p><i>Source List: [l, o, p]</i></p> |

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| <p>Wild and Scenic Rivers</p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p> | <p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p> | <p>The project site is located within the City of Burlingame. There are no river segments located proximal to the site. The closest river segment designated wild and scenic the is the Tuolumne River located in the western Sierra Mountains located approximately 110 miles east of Burlingame. The project would have no adverse impacts on wild or scenic rivers.</p> <p><i>Source List: [k, p]</i></p> |
| <p>ENVIRONMENTAL JUSTICE</p> | | |
| <p>Environmental Justice</p> <p>Executive Order 12898</p> | <p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p> | <p>The project would provide 69 affordable apartment units for income qualifying families and individuals. The project site is vacant. The project would not remove housing or otherwise displace minority or low-income communities to accommodate construction.</p> <p>An environmental justice population is considered to be a local community with a higher representation of people below the poverty line or with a higher representation of ethnic minorities, compared to a reference population, which is often the population of the local jurisdiction performing the review. For purposes of this analysis, the local population is considered to be the future residents of the proposed project, while the reference population is represented by the population of the City of Burlingame as a whole.</p> <p>According to the U.S. Census, Burlingame's population as of July 2021 was 30, 106. The racial make-up of Burlingame was 56.9% White alone; 1.6% Black/African American; 0.2% American Indian/Alaska Native alone; 27.5% Asian alone; 6.9% 2 or more races; 14.2% Hispanic or Latino ethnicity; and 52.2% White alone not Hispanic or Latino ethnicity.</p> <p>According to CalEnviroScreen, a tool administered by the California Office of Health Hazard Assessment, the proposed project is not located in an area where a disadvantaged community is burdened by adverse effects of health pollution.</p> |

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| | <p>Because of the income-targeting proposed by the project, the development of the project may introduce an environmental justice population to the area. However, the site is in an area comprised of commercial and office uses. No hazardous materials are known to occur on the site. The site is not of any biological or cultural significance. Mitigation Measure HAZ-1 is required to address on-site soil vapor concentrations as stated above. No mitigation measures are required to avoid any potentially significant or adverse environmental impacts affecting surrounding properties. The project is not known to be located in an area subject to climate change nor would any effects from climate change disproportionately impact low income or minority populations introduced to the area as a result of the project.</p> <p>According to the City of Burlingame Housing Element, the projected housing need obligation for the 2023 to 2031 planning period is 3,257 units. Of the total, the city will need to accommodate 1,360 low to extremely low-income housing units. The 69 units provided by the proposed project would provide approximately 5% of the city's low income housing goal. There is no evidence based on project scope and location of the proposed project, that any populations with limited housing choices or that otherwise are considered to have special life challenges would be adversely affected by the project. Further, to date, no public comment known to the applicant, either in favor of or opposing the project because of potential environmental justice concerns, has been received.</p> <p>The project site is proximal to commercial uses that may benefit future project residents. As addressed below, the project site is also proximal to significant regional transit services that will promote access to regional employment and economic opportunities.</p> <p>The proposed project is served by Lincoln Elementary School (.7 miles), which is rated 9 out of 10 on the Great Schools evaluation, by Burlingame Intermediate School (.6 miles), which is rated 7 out</p> |
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| | | <p>of 10 on the Great Schools evaluation, and by Burlingame High School (2.3 miles), which is rated 9 out of 10 on the Great Schools evaluation.</p> <p>The proposed project is located in a High Resource Area identified by the California Tax Credit Allocation Committee to foster the siting of low income housing in communities with greater economic, educational and employment opportunities.</p> <p>Based on evidence presented herein, the project would be consistent with Executive Order 12898.</p> <p><i>Source List: [a, v]</i></p> |
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Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 & 1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits or approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
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| LAND DEVELOPMENT | | |
| Conformance with Plans / Compatible Land Use and | 1 | The site is zoned North Burlingame Mixed-Use with a maximum density under Tier 3 of 140 dwelling units/acre. With the 80% State Density Bonus increase, maximum (and proposed) density would be 252 du/acre. The |

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| <p>Zoning / Scale and Urban Design</p> | <p>proposed project would create 69 units of affordable rental housing or a density of 190 du/acre. Both the density and the eight-story height are consistent with the California Density Bonus Law and the City of Burlingame’s Density Bonus Ordinance. The site currently does not provide a public thoroughfare, nor would it impede on any existing or planned roadway though the area. Because the project area is largely developed currently with a commercial and office uses, the project would not result in the construction of improvements that would physically divide an existing community. Improvements would facilitate circulation to/from the site and on public roads surrounding the site consistent with that anticipated in the General Plan.</p> <p>The proposed project would remove the existing remnants of an abandoned car wash building and construct a new 8-story building designed to reflect contemporary architecture. Several existing buildings similar in bulk and mass are located proximal to and both north and south of the project. Other structures in the area are comprised of single and multistory commercial, office and warehouse buildings.</p> <p>The proposed project would be taller than those immediately adjacent to the site. Any shadows would be cast on an existing gas station, commercial buildings and El Camino Real to the west in the morning and on California Avenue to the east in the afternoon/evening. There are no sensitive uses occurring proximal to the proposed project that would be adversely affected by the building height or resulting shadow effect. The scale and design of the project would not conflict with existing aesthetic and built environmental characteristics of the area. The proposed project would improve the visual environment by removing a blighted condition on the site and construct a new modern building.</p> <p>The proposed project fulfills the land use goals for the North Burlingame Mixed Use area, as supplemented by the City’s Density Bonus Ordinance. The proposed project also fulfills the city’s goals to increase the availability of low income and very low-income housing as stated in its</p> |
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| | | <p>2023-2031 Housing Element. The proposed project would create a minor beneficial impact under this threshold.</p> <p><i>Source List: [a, o, p, v]</i></p> |
| <p>Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff</p> | <p>2</p> | <p>Soils. The following is summarized from the <i>Geotechnical Engineering Investigation Report</i> prepared by CTE Cal, Inc. (March 9, 2023). The site is located on the southern end of San Francisco Peninsula, which is part of the Coast Ranges Province. The Coast Ranges Province are a series of parallel ranges running northwest to southeast. They are dominated by northwest trending, sedimentary foundations. These foundations are a result of collisions between the North American plate and the Pacific Ocean plate, which formed mountains and valleys. Plate boundary fault movements in this area are mostly concentrated along the San Andreas, Hayward, and Calaveras faults, with the San Andreas fault lying due west of the site.</p> <p>Based on geologic reconnaissance and field observations, alluvial materials encountered during the investigation are considered consistent with Quaternary deposits as shown on the California Geological Survey, Geologic Data Map. The mapped area shows one surficial geological unit, alluvium, lake, playa, and terrace deposits. The subject site is not located within a seismic hazard zone for susceptibility to liquefaction or landslides. The subject site is not in an Alquist-Priolo special studies zone. The site is not in a tsunami inundation hazard zone. Oscillatory waves (seiches) are considered unlikely to affect the site because there are no large confined bodies of water in the area. With implementation of recommendations in the geotechnical report regarding soil preparation and foundation construction, the potential impacts associated with on-site geology and soils issues would be less than significant.</p> <p>Slope Erosion. The site is not located within and adjacent to a mapped earthquake landslide zone. With implementation of recommendations in the Geotechnical Report, construction and post-construction impacts related to landslides or other impacts associated with slope stability will be less than significant.</p> |

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| | | <p>Stormwater Runoff. The site is nearly 100 percent pervious under existing conditions. Precipitation is presumed to runoff the site north/northeast and into California Avenue to the east. The project would disturb less than one acre of soil during construction; thus, the applicant would not be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity. However, the project would be subject to requirements in the City of Burlingame C.3 Regulated Projects Guide (January 2020) regarding stormwater management post-construction. Prior to construction, the applicant would be required to submit a Best Management Practices (BMP) plan sheet and related documents required for approval of a stormwater construction pollution prevention permit.</p> <p>With implementation of BMPs specified in the construction permit documentation and post-construction water quality management plan, no adverse impacts would occur.</p> <p><i>Source List: [a, o, p, y]</i></p> |
| <p>Hazards and Nuisances including Site Safety and Noise</p> | <p>2</p> | <p>Hazards and Nuisances. The proposed project is a residential project designed to provide housing for income qualifying tenants. It would not require the ongoing use, storage or routine transport of hazardous materials. Aside from common household chemicals, no hazardous materials would be used on-site. The project would not emit or release hazardous waste or emissions.</p> <p>As referenced, Partner Engineering and Sciences, Inc., prepared a Phase I ESA (December 2021) for the project site. As summarized above, Phase I ESA identified the adjacent property to the southwest as a Recognized Environmental Condition (REC). Specifically, the property at 1876 El Camino Real has been undergoing remediation for a Leaking Underground Storage Tank(s) (LUST).</p> <p>The project site is not on a list of hazardous material sites nor would the project introduce hazardous materials to the site or otherwise have any adverse impacts related to toxic substances, explosive or flammable operations.</p> |

On-site soils do contain contaminants in concentrations that exceed ESL standards established by the San Francisco Bay Area Regional Water Quality Control Board.

Ongoing remediation and implementation of recommended conditions of approval, including Mitigation Measure HAZ-1, would reduce potential adverse effects associated with soil constituents and potential on-site ACM to less than significant. The project site would be constructed consistent with current City of Burlingame requirements for fencing, lighting and other features related to site safety. No impacts related to hazards, nuisance or site safety would occur.

Regarding noise, the City of Burlingame General Plan Community Safety Element, Figure CS-2, considers exterior noise levels between 60 dBA and 70 dBA Ldn/CNEL as conditionally acceptable. Consistent with HUD standards, interior noise levels are limited to 45 dBA Ldn/CNEL. As stated above, the project site is located on the boundary between the 65 and 70 dBA Ldn/CNEL which includes noise from roadway sources as well as the Bay Area Rapid Transit (BART) rail line located east of the site on the east side of California Drive. The Ldn at units facing California Drive and Murchison Avenue is estimated to be 70 dBA Ldn. While consistent with the Burlingame General Plan Draft EIR baseline, existing noise levels are greater than the 65 dBA HUD exterior standard. Project traffic would have no effect on the DNL; thus, the project would have no adverse exterior noise impact.

The interior noise standard is 45 dBA CNEL. Interior noise levels are estimated using exterior noise levels as the baseline and subtracting the typical insertion loss or attenuation achieved by adhering to Title 24 of the California Building Code. The insertion loss associated with the sound reduction properties of proposed exterior walls, window, and door construction design can range from 25 to 30 dBA with doors and windows closed. Using the estimated noise level of 70 dBA DNL as the baseline exterior noise level, an insertion loss of 25 to 30 dBA would result in an interior noise level of 40 to 45 dBA

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| | | DNL, which would meet the interior noise standard. No adverse interior noise impacts are identified. <i>Source List: [a, h, i, o, p, s, u, y, z, hh]</i> |
| Energy Consumption | 2 | <p>Neither construction nor operation of the project would require significant amounts of energy. During construction, the proposed project would require the use of electricity, gasoline and diesel fuel to power the construction equipment. However, this energy consumption would be short-term and temporary and would not have adverse impacts on long-term energy consumption for the overall housing complex.</p> <p>Further, the proposed project will utilize building materials that meet or exceed California Energy Code Title 24, Part 6 standards set forth by the California Energy Commission. The proposed project will implement water conservation strategies focused on achieving the goals set forth by Senate Bill X7-7 (2010) which mandates a statewide 20% per capita reduction in water consumption by 2020. This would be accomplished in part by using low flow plumbing fixtures (i.e., faucets, shower heads and toilets) and well as installation of drought tolerant native landscaping and on-site recycling as required by AB 939. The proposed project will also meet Title 24 energy requirements and comply with California Building Code's (CBC) Zero Net Energy requirements if in effect at time the building permits are issued for the building.</p> <p>The proposed project is intended to achieve a Greenpoint Rating for sustainability. Therefore, no adverse energy consumption impacts would occur and the proposed project may provide a minor beneficial impact.</p> <p><i>Source List: [a, w]</i></p> |

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
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| SOCIOECONOMIC | | |
| Employment and Income Patterns | 2 | During construction, the project would generate temporary employment opportunities. These jobs would not substantially affect overall employment patterns in the city. |

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| | | <p>Operation of the project would require two full-time building managers and 1-2 case managers. Staff required to manage the project would be 3-4 FTE and provided by a third-party vendor. The number of jobs would not substantively increase employment opportunities in the City. Anticipated new jobs would be a minor benefit associated with the proposed project.</p> <p>Based on CalEEMod 2020.4.0 population estimates, the project would house approximately 197 residents. It is unknown whether new residents would retain existing jobs or seek new employment opportunities proximal to the project site. The addition of 69 new housing units would increase the number of residents in the City of Burlingame; however, it is not anticipated to change existing employment patterns or otherwise induce growth to the extent income patterns were adversely affected.</p> <p><i>Source List: [a]</i></p> |
| Demographic Character Changes, Displacement | 1 | <p>The proposed project site is developed with an abandoned car wash building and adjacent parking. The proposed project would develop 69 new housing units for income qualifying tenants. According to the California Department of Finance, the 2022 population of Burlingame was 30,283. Based on CalEEMod 2020.4.0 population estimates, the project would house approximately 197 residents. This would be 0.06 percent increase in the city's 2022 population. The addition of 197 new residents would not change the demographic characteristics of the City of Burlingame.</p> <p>The project area is currently comprised primarily of commercial uses. The North Burlingame Mixed Use zoning plan was designed to facilitate the replacement of low-value commercial uses, such as the abandoned car wash, with multi-family housing in site locations that would facilitate transit use. The City's Density Bonus ordinance was designed to facilitate projects of the height and density proposed by the project such that it would be feasible for the housing to be affordable to low income and very low income households and further the goals of the city's 2023-2031 Housing Element.</p> |

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| | | <p>Further, redevelopment of the site would not adversely affect the character or displace any existing residents.</p> <p>Because the proposed project facilitates the land use plan envisioned for the North Burlingame Mixed Use area and contributes to the housing production and affordability goals of the city's 2023-2031 Housing Element, the proposed project has a minor beneficial effect on the Demographic Character of the area.</p> <p><i>Source List: [a, ff]</i></p> |
| Environmental Justice | 2 | <p>The socioeconomic evaluation of potential environmental justice impacts considers whether low-income and/or minority communities would be disproportionately and/or adversely affected by the construction and operation of a proposed project.</p> <p>As stated, the proposed project would provide 69 residential units for low income households. The proposed project site is developed with an abandoned car wash and is surrounded by existing commercial, office and warehouse buildings. There is no evidence of undetected hazardous materials or previous use, manufacturing or storage of on-site of hazardous materials on the site. There are no existing manufacturing or other uses proximal to the project that emit air emissions or that would otherwise cause or contribute to adverse environmental conditions in the project area. There is no evidence of cultural resources on or proximal to the site. The project site is not located proximal to coastal resources that could be adversely affected as a result of sea level rise. The project site is not located proximal to wildfire hazard areas or steep slopes that could become unstable or otherwise cause landslide or mudflow hazards in the event a wildfire were to occur.</p> <p>The project would not require the construction of new roads or utility infrastructure into areas that are currently undeveloped. All stormwater would be managed on-site to ensure compliance with state water quality standards. Project-relate air emissions would be well below the daily standards established for the San Francisco Bay Area Air Basin. Both interior and exterior noise levels would meet HUD standards.</p> |

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| | <p>The project is not located in an area that is significantly pollution-burdened according to CalEnviroScreen. It is not a Disadvantaged Community that is already adversely pollution burdened.</p> <p>The proposed project is in a High Resource Area identified by the California Tax Credit Allocation Committee for purposes of identifying affordable housing locations that will affirmatively further fair housing for populations that have historically experienced discrimination.</p> <p>The project would have no adverse direct or indirect environmental effects; thus, no low-income or minority populations residing on or proximal to the site would be adversely affected by construction and operation of the project. No adverse environmental justice impacts would occur for the population that the project will introduce to the area.</p> <p><i>Source List: [a, v]</i></p> |
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| COMMUNITY FACILITIES AND SERVICES | | |
| Educational and Cultural Facilities | 2 | <p>The school nearest the site is Mills High School located at 400 Murchison Drive in the adjacent city of Millbrae approximately 0.3 miles southwest of the site. However, the site is located in Burlingame and would be served by elementary and intermediate schools within the Burlingame Unified School District and high schools within the Burlingame High School District. The schools that would serve the site include Lincoln Elementary School (.7 miles from the site) Burlingame Intermediate School (.6 miles from the site), and by Burlingame High School (2.3 miles from the site.)</p> <p>Library services are provided by the Burlingame Main Library located at 480 Primrose Road approximately 2.4 miles southeast of the site.</p> <p>Other cultural facilities in the area include the performing arts facilities at the Burlingame Lions Club and Burlingame Woman’s Club. The Millbrae Train Museum is located</p> |

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| | | <p>adjacent to the Millbrae Caltrain parking lot approximately 500 feet north of the site.</p> <p>The development of new school facilities occurs as part of an ongoing District-wide planning effort to ensure adequate facilities are available to serve the student population. Developer impact fees contribute to the District's ability to meet any impact on the need for new school facilities. Although the proposed project will include some two-bedroom and three-bedroom rental units for families, any impact on the need for school facilities would be offset by the required payment of developer impact fees.</p> <p>With respect to library services, it is possible that residents may visit the library; however, the addition of approximately 197 residents (CalEEMod 2020.4.0) would not exceed the service population to the extent that new library facilities are required. Furthermore, a portion of the impact fees paid by the applicant will be allocated to the expansion of library facilities. Regarding other cultural facilities, the performing arts venues referenced above may host events that would be of interest to project residents. The addition of 197 new residents is not anticipated to adversely affect educational and cultural facilities.</p> <p><i>Source List: [a]</i></p> |
| Commercial Facilities | 2 | <p>The proposed project would not provide commercial space. Existing businesses proximal to the site include restaurants, medical services, a gas station wine store, cake shop, coffee shop and others that provide miscellaneous goods and services. A shopping center is located west of the site approximately one block. Groceries, pharmaceuticals, clothing and household goods are available at this location. The need for goods and services required by approximately 197 new residents would be met by existing businesses within the area. No adverse impact to commercial facilities would occur as a result of the project.</p> <p><i>Source List: [a]</i></p> |
| Health Care and Social Services | 2 | <p>The proposed project would provide new residential units to serve families. The project is expected to accommodate up to 197 new residents. This would not increase the</p> |

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| | <p>general population to the degree that expanded health care services or social services would be required.</p> <p>The Mills-Peninsula Medical Center is located approximately 0.3 miles southwest of the site at 1501 Trousdale Drive. These facilities would be accessible to project residents. No adverse impacts related to health care are anticipated.</p> <p>The San Mateo County Health System provides a full range of health and social services for low income residents, as well as pregnancy, children and family services, services for teens, adults and aging, and mental health and substance abuse services. The project does not represent a significant change in the demographics of the area such that there would likely be increased demand for social services.</p> <p>The proposed project would provide limited social services on-site designed to help residents benefit from the existing health care and social services for which they are eligible. The limited social services planned at the proposed project may foster the use of preventative health and social services that may lower the long-term health and social service needs of the residents.</p> <p>No significant impact to existing health or social services is expected.</p> <p><i>Source List: [a]</i></p> |
| Solid Waste Disposal / Recycling | <p>2</p> <p>Construction activities would temporarily generate solid waste in the form of construction debris (e.g., drywall, asphalt, lumber, and concrete) and household waste associated with a residential living facility. To address statewide recycling goals, Burlingame adopted Ordinance No. 1704, Municipal Code Section 8.17, which requires that 60% of all waste generated from demolition, and construction activities be salvaged, reused or recycled. The City of Burlingame Recycling Ordinance requires submission and approval of a Waste Reduction Plan prior to the issuance of a Building Permit. This applies to projects with a valuation of \$50,000 or more, to new construction, and to demolition of entire structures. The Waste Reduction Plan includes details regarding methods</p> |

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| | | <p>that would be implemented to recycle waste including separating materials into that would be reused, recycled and disposed of in a landfill.</p> <p>Recology of San Mateo County, a private company, provides solid waste collection service to City of Burlingame under contract with the City. The City is part of a regional joint powers authority that manages solid waste collection and recycling services for several cities. Solid waste collected in the City of Burlingame is disposed of at the Corinda Los Trancos (Ox Mountain) Class III Municipal Solid Waste Landfill, Half Moon Bay, California, approximately 10 miles southwest of Burlingame. The facility is permitted to accept 3,598 tons per day. As of 2015, the facility has a remaining capacity of 22,180,000 tons based on a capacity of 60,500,000 tons.</p> <p>The project is projected to generate approximately 8 tons of solid waste annually (44 pounds daily) that would be landfilled assuming 75 percent is recycled as required per AB 939. The landfill is permitted to accept 3,598 tons of solid waste daily as stated. The addition of 44 pounds daily would be a negligible increase in daily volumes landfilled.</p> <p>The project would be required to provide domestic waste recycling containers to reduce the volume of waste entering area landfills and support statewide recycling mandates required by the California Integrated Waste Management Act of 1989 (Assembly Bill 939) and Assembly Bill 341 (2011). Assembly Bill (AB) 341 amended AB 939 to include a provision stating that at least 75% of solid waste be source-reduced, recycled, or composted by the year 2020 and annually thereafter. No adverse impact to landfills associated with project-related waste disposal would occur.</p> <p><i>Source List: [a, d, j]</i></p> |
| Waste Water / Sanitary Sewers | 2 | Sewer requirements for incoming development projects are administered by the City of Burlingame. The City of Burlingame owns, operates, and maintains the local sanitary sewage collection and treatment facilities. The network of pipes that collect sewage, which covers approximately six square miles and serves 9,000 customers, |

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| | | <p>consists of approximately 100 miles of gravity sewers, seven pump stations, and 15,800 linear feet of force mains. The wastewater collected is treated at the Burlingame Wastewater Treatment Plant (WWTP) on Airport Boulevard, which has a secondary treatment capacity of 15 million gallons per day. Sewer trunk lines are continually monitored in the field to determine remaining capacity. The Engineering Division plans its capital improvement projects several years prior to pipelines actually reaching capacity.</p> <p>The project site is located in an urbanized area that is connected to existing infrastructure. The project would connect to the existing wastewater infrastructure serving the site pursuant to the City's Municipal Code requirements. Prior to the issuance of building permits, wastewater impact fees would be paid to the City to cover fair share costs associated with adequate wastewater conveyance, treatment and disposal.</p> <p><i>Source List: [a, o, p]</i></p> |
| Water Supply | 2 | <p>The City of Burlingame operates an extensive water distribution system using water supplied primarily by the San Francisco Public Utilities Commission (SFPUC) via the Hetch Hetchy Regional Water System. The project would be served by the City of Burlingame water system. The project is subject to water fees that would be paid by the applicant prior to receipt of a building permit. No new or expanded water connections would be required for the project.</p> <p>The project is estimated to generate a water demand of approximately 16,438 gallons per day based on implementation of SB X7-7 requirements. As stated, the project is consistent with the current mixed-use zoning and would be developed at a lower density than allowed on the site. Thus, the City of Burlingame would have adequate capacity to provide both water and sewer services.</p> <p><i>Source List: [a, d, o, p]</i></p> |
| Public Safety - Police, Fire and Emergency Medical | 2 | <p>The Central County Fire Department provides fire and emergency medical services to the City of Burlingame. The closest station is Station 36 located at 1399 Rollins Road, approximately one mile southeast of the site. Given the</p> |

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| | | <p>nature of the project, demand for fire and emergency service may increase over existing conditions. The project would be designed and constructed consistent with applicable codes and standards for access, fire suppression infrastructure and fuel management. The payment of impact fees would fund any additional staffing required to maintain or improve the efficiency of department operations. Thus, the project would not require the construction of a new fire station to maintain service ratios.</p> <p>Law enforcement services are provided by the City of Burlingame Police Department. The Police Department operates from the local headquarters building located at 1111 Trousdale Drive which is located less than one-quarter miles south of the project site. The project may generate demand for police services beyond existing conditions. However, the project is consistent with the land use designation for the site. The payment of impact fees would fund any additional staffing required to maintain or improve the efficiency of department operations. Thus, the project would not require the construction of new or expanded law enforcement facilities.</p> <p>While the project may increase the residential population within the City of Burlingame, demand for fire and police services are evaluated cumulatively as part of the project review process. Any increased demand for fire services or police protection services caused by the proposed project would not be to the extent that new facilities would be required. Staffing needs are evaluated based on changing demographics within each service area and adjustments made within each department. No adverse impacts related to police services would occur.</p> <p><i>Source List: [r, bb]</i></p> |
| Parks, Open Space and Recreation | 2 | <p>The project would construct 69 new apartment units. On-site amenities would be provided by the project for use by the residents.</p> <p>No additional off-site park land would be provided to accommodate the project. Existing parks near the site include the Millbrae Skate Park and Millbrae Spur Trail which are located approximately ¼ mile west of the site.</p> |

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| | | <p>Other parks including the Josephine Waugh Soroptimist Park are within one mile of the site.</p> <p>The payment of impact fees by the project applicant will contribute to funding available for improvements to existing park resources within the City of Burlingame. Thus no adverse impacts related to parks, open space and recreation would result from the planned project.</p> <p><i>Source List: [a]</i></p> |
| <p>Transportation and Accessibility</p> | <p>2</p> | <p>Project construction and material staging would occur on the project site. During construction, some temporary traffic control measures may be required to allow vehicles to safely enter and exit the site.</p> <p>San Mateo Transit (SamTrans) provides service in the area via Routes 292 and 397. The bus stop closest to the site is at the northeast corner of El Camino Real and Murchison Drive approximately 400 feet northwest of the project site. Bus transit is directly accessible via existing ADA compliant sidewalks and curbs along Murchison Avenue.</p> <p>Residents can also access the BART and Caltrain rail transit system at the nearby Millbrae Intermodal Transit Station, which is designed to increase access to regional employment while reducing the need for individually owned vehicles to commute from home to work.</p> <p>Pedestrian and bicycle access is also provided throughout the area. Class III bike lanes are provided in both directions of California Drive. Sidewalks are provided along both Murchison and California Drive. According to the rating methodology available at Walkscore.com, the site is in an area with a Walk Score of 71, which qualifies as Very Walkable and a Bike Score of 75, which qualifies as very accessible for bicycles. The proposed project will include 40 parking spaces for bicycles.</p> <p><i>The San Mateo County VMT Analysis Interim Guidelines (September 2020)</i> identifies the screening criteria for a Vehicle Miles Traveled (VMT) impact analysis. The requirements to prepare a detailed VMT analysis apply to all land development projects, except for those that meet at</p> |

least one of eight screening criteria. The project would provide 100 percent affordable housing; and thus, would meet one of the criteria. Therefore, no VMT analysis was required or performed. The project is presumed to have a less than significant VMT or traffic impact.

The project would provide 22 vehicle parking spaces and 40 bicycle parking spaces. More bicycle parking spaces than vehicle parking spaces are provided because of the site's proximity to public transit and the low-income targeting of the intended resident population. A total of three vehicle parking spaces would be accessible and one space would be dedicated for accessible van parking, two would be Electric Vehicle (EV) spaces and one would be an EV van space. A portion of the vehicle parking spaces would be reserved for the property management staff. Residents would be assigned remaining vehicle parking spaces.

While not all residents are expected to have personal vehicles, some will and those not assigned parking on the site would be required to park their vehicles off-site along street corridors. Street parking is available along Murchison Drive and the east side of California Drive north of the site. Because the site is located within a commercial area, residential parking would occur during evening/weekends; and thus, is not anticipated to adversely affect overall parking supply. The property management of the proposed project will work with residents to obtain free or discounted transit passes as needed to encourage the use of transit rather than personal vehicles.

Of the 69 total units in the proposed project, 11 would be ADA mobility units. Additional units will be adapted for those with visual or auditory disabilities. Two elevators would be provided to allow ADA access to/from the ground floor. The building and project site would be developed with ADA compliant sidewalks connecting to the existing sidewalk system. The proximity to the Millbrae Intermodal Transit Station increases accessibility of people with disabilities to regional employment opportunities. The proposed project is walkable to nearby grocery shopping, health care and other services. The project will have a minor beneficial effect on accessibility.

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| | | <p>Because the project will facilitate resident access to adjacent streets and transit services and project operational impacts would be less than significant, the project would not adversely affect transportation or accessibility.</p> <p><i>Source List: [a, o, aa]</i></p> |
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| Environmental Assessment Factor | Impact Code | Impact Evaluation |
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| NATURAL FEATURES | | |
| Unique Natural Features, Water Resources | 2 | <p>The proposed project site is located within an urbanized area and on a developed site within the City of Burlingame. No federally listed plant or animal species occur on or proximal to the site. No jurisdictional features occur on the site.</p> <p><i>Source List: [a, l, o, p]</i></p> |
| Vegetation, Wildlife | 2 | <p>There are no federally listed sensitive plants or animal species, habitats, or wildlife migration corridors in the area or on-site. No local or federally listed species would be adversely affected by the proposed project.</p> <p>The proposed project does not contain any trees or vegetation under existing conditions. Native tree species will be added along California Drive and Murchison Avenue as well as within the exterior courtyard. The courtyard and landscaped planters around the building will be planted with native shrubs and accent vegetation.</p> <p><i>Source List: [a, l, o, p]</i></p> |
| Other Factors: Climate Change; and Energy | 2 | <p>Climate Change. The Bay Area Air Quality Management District (BAAQMD) has not formally adopted thresholds of significance for GHG emissions. Rather the agency leaves the determination to each local agency for determination. These thresholds indicate that project emissions that exceed 1,100 tons of CO₂e per year could be considered significant.</p> <p>Air impact modeling was conducted using CalEEMod version 2020.4.0 which estimates the project will generate approximately 297 metric tons of CO₂e annually which</p> |

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| | <p>includes all construction emissions amortized over a 30-year period. This would be less than the 1,100 annual metric ton standard referenced above. Thus, impacts related to GHG emissions would be less than significant.</p> <p>The project site is approximately 22 feet above sea level and upland from and not located proximal to coastal areas that may be subject to sea level rise. The site is not located near wildland areas that may be subject to wildfire or other natural conditions that could be affected by climate change.</p> <p>As stated, the project site is located proximal to bus and rail transit and will have a limited parking supply which in part, is intended to increase the unit count on the site, disincentivize vehicle ownership, and increase the use of the nearby high-quality regional transit resource, the Millbrae Intermodal Transit Station. Proximity to transit services will contribute to an overall reduction in GHG emissions associated with commuting to/from work and other destinations. Impacts associated with mobile source air emissions would be less than significant.</p> <p>Energy. Project construction would utilize common methods for site preparation, grading and installation of all infrastructure. Construction vehicles and equipment would utilize fossil fuels such as gasoline, diesel fuel, and motor oil. However, construction would be short-term and temporary. The project is not anticipated to include any unique features or construction techniques that would generate high energy demand or be wasteful or otherwise result in inefficient use of fuels or other sources of energy. The project would conform with all state and local requirements regarding construction-related energy use, including anti-idling regulations.</p> <p>The project would be required to comply with California Energy Code Title 24 requirements. Further, the project would implement water conservation strategies focused on achieving the goals set forth by Senate Bill X7 7 (2010) which mandates a statewide 20% per capita reduction in water consumption by 2020. The proposed project will have to meet Title 24 energy requirements and comply</p> |
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| | <p>with California Building Code's (CBC) Zero Net Energy requirements if in affect at time of building permit issuance.</p> <p>The project would comply with applicable elements of state and local plans through the implementation of measures addressing energy efficient design, water conservation and related features that reduce energy demand. While the project would increase demand for public utilities in the region; for reasons stated above, this would not represent a significant impact with respect to energy consumption.</p> <p><i>Source List: [a, d, w]</i></p> |
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Additional Studies Performed: The following additional studies were performed:

- Air Emission Calculations, December 2022
- Phase I Cultural Resource Assessment, February 2023
- Exterior Noise HUD Ldn Calculations, December 2023
- Phase I Environmental Site Assessment, December 2021
- Phase II Subsurface Investigation Report, February 2022

Field Inspection (Date and completed by): CRP Affordable Housing and Community Development, Inc. (last inspected by Partner Engineering and Sciences, Inc., February 2022).

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:

- a. Project Plans and Site Inspection, January 2022
- b. Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport, Ricondo & Associates, Inc., November 2012. [https://ccag.ca.gov/wp-content/uploads/2014/10/Consolidated CCAG ALUCP November-20121.pdf](https://ccag.ca.gov/wp-content/uploads/2014/10/Consolidated_CCAG_ALUCP_November-20121.pdf)
- c. Federal Aviation Administration, No Hazard to Air Navigation letter, October 22, 2022
- d. Birdseye Planning Group, LLC, Air Emission Calculations, December 2022

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List of Permits Obtained: The following permits and/or discretionary actions will be obtained by the project applicant:

- To be determined. No permits have been obtained yet. At the moment the use of Federal funds was contemplated, all project actions were halted to conduct this Environmental Assessment.

Public Outreach [24 CFR 50.23 & 58.43]: No public outreach has been completed at this time. Tribal outreach was performed per the SB35 application process and also in preparation of the Cultural Resource Assessment by Paleowest. The project results in a Finding of No Significant Impact (FONSI) which will be published in the newspaper and circulated to public agencies, tribes already contacted, interested parties, and landowners/occupants of parcels located within the proposed project's Area of Potential Effects. The FONSI Notice will include information about where the public may find the Environmental Review Record pertinent to the proposed Project.

Cumulative Impact Analysis [24 CFR 58.32]: The proposed project is the construction of an affordable housing building that would provide 69 affordable units to income qualifying tenants. The proposed project is consistent with zoning regulations, the North Burlingame Mixed-Use designation in the Burlingame General Plan, the city's Density Bonus ordinance, and the city's 2023-2031 Housing Element. The use, the height, and the density of the proposed project reflect the plans already determined to create no significant cumulative impacts. No cumulative impacts different from or greater than what was evaluated as part of the environmental review process for approval of the North Burlingame Mixed-Use designation would occur as a result of the project.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

A reduced density of the project was considered but determined not to be feasible. Because the site is located within 1/2 mile of a major transit stop, there is no maximum density per Public

Resource Code Section 21155. The required density per current zoning standards is 140 units per acre. The project is proposing 190 units per acre because of the impact of the city and state Density Bonus laws which are expressly designed to increase the financial feasibility of creating low-income housing. The unit count, in part, was limited by construction methods and related costs associated with taller buildings. The proposed building height allows the project to exceed the minimum density and maximize the unit count while balancing related construction and operational costs. This enables the project to house the target population of low income residents. A lower density project would not have been financially feasible for the applicant. According to the City of Burlingame's 2023-2031 Housing Element, the projected housing need obligation for the 2023 to 2031 planning period is 3,257 units. Of the total, the city will need to accommodate 1,360 low to extremely low-income housing units. The 69 units provided by the project would provide approximately 5% of the low-income housing goal. The use, density and height of the proposed project will contribute to the City addressing the land use goals for the North Burlingame Mixed Use area and achieving its allocated share of the Regional Housing Need, as determined by the Association of Bay Area Governments.

Offsite Alternative: Consideration of an offsite alternative is not warranted because no significant impacts that cannot be avoided or mitigated to less than significant were identified.

Reduced Project: Reducing the size of the proposed project would incrementally reduce impacts across a range of issue areas such as air quality, water supply and wastewater. As stated, the project would construct 69 units. No significant or adverse environmental impacts would occur and reducing the project size would adversely affect the ability to house low income and very low income households. Reducing the building footprint or number of units below the minimum proposed is not a feasible or economically viable alternative.

No Action Alternative [24 CFR 58.40(e)]: If the proposed project is not implemented, the deterioration of the existing site would worsen. The site would likely remain vacant until another applicant proposed to develop on the site consistent with the zoning designation. It is not known if or when another development would be proposed on the site or whether the alternative would achieve the income targeting provided by the proposed project. Without construction of the proposed project, the benefits associated with the affordable housing project would not occur and blighted conditions on the site would remain.

Summary of Findings and Conclusions: CRP Affordable Housing and Development Corporation is proposing to develop the Eucalyptus Grove Affordable Housing project on a 0.4-acre site located at the northwest corner of California Drive and Murchison Drive in the City of Burlingame, California (APN 025-150-010). The proposed project is suitable from an environmental standpoint. As long as the mitigation measures are adhered to, there is no significant impact from the proposed project. The project will provide safe and affordable housing for low income residents in a High Resource Area and is a benefit to the community.

The subject property is developed with an abandoned car wash and related improvements that would be demolished to accommodate the proposed project. The subject property is bordered to the north by Murchison Drive and then a commercial/office center; to the east by California Drive and then a parking lot and Bay Area Rapid Transit (BART) tracks. The Millbrae Intermodal Transit Station (BART, CalTrain, and SamTrans) is located one-quarter mile north of the site on east side California Drive. The site is bordered to the west by fueling station and commercial buildings followed by El Camino Real; and to the south by commercial buildings.

The project would replace the existing use with a 69-unit affordable housing project with ground level podium parking and seven residential floors above. The building would be a total of eight stories. Space on the ground level would be devoted to a lobby, leasing office, bike room, and additional common spaces. An outdoor courtyard area would be located on the second level. Of the 69 units, seven would be studios averaging 396 square feet, 21 units would be one-bedrooms averaging 574 square feet, 21 units would be two-bedroom average 828 square feet and 20 units would be three-bedroom averaging 1,045 square feet. Amenities would include laundry rooms, common areas and a play/recreational facility. In addition to 40 bicycle parking spaces, a total of 22 vehicle parking spaces would be provided, an allowed Municipal Code reduction per State Density Bonus Law and related incentives. Access to the parking garage would be from the north side of the building via Murchison Drive.

The subject property is developed with an abandoned car wash that would be demolished to accommodate the project. Vegetation on-site is limited to ruderal species located around the perimeter. bordered to the east by residential properties and vacant land. The project site is located within Flood Zone D. No flood elevation has been determined; thus, is not within a special flood hazard area. No adverse impacts associated with a 100-year flood event would occur. No significant air quality impacts would occur.

No historic or archaeological resources are known to be present onsite. However, Mitigation Measures CUL-1, CUL-2 and CUL-3 are recommended for implementation at the City's discretion because of the possibility that excavation or ground disturbing activities would occur in native soil and SHPO has been consulted and found no objection to the Finding of No Significant Impact if these measures are imposed. The proposed project exterior noise levels along California Drive and Murchison Drive would be under the HUD and City of Burlingame standards for residential areas. The project would not noticeably change exterior noise levels. Interior noise standards would be met. The project would not change the existing noise environment.

The project would not adversely affect public services. The proposed project would not result in adverse effects on water or energy or generate the need for new or expanded water, wastewater, or solid waste facilities. The project would be located adjacent to an existing site with an open Leaking Underground Storage Tank (LUST) case. The site is being remediated; and thus, is not anticipated to adversely affect the project site. Implementation of conditions of approval that require continued cooperation with the adjacent gasoline station owner that

would allow access for sampling and remediation and preparation of an Operations and Maintenance (O&M) Program to address ACMs and Lead Based Paint (if any) located at the subject property prior to and during demolition and disposal, impacts associated with hazardous materials would be less than significant. The proposed project would increase the intensity of the use on-site; however, because the project would be 100% affordable, it would not have an adverse effect on VMT or cause operational traffic impacts. The project would conform to applicable Federal, State, and regional regulations affecting air emission, water quality, cultural resources, geologic hazards and related environmental resources addressed herein.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

| Law, Authority, or Factor | Mitigation Measures and Conditions |
|---|--|
| <p>Contamination and Toxic Substances</p> <p>24 CFR Part 50.3(i) & 58.5(i)(2)</p> | <p>HAZ-1: Install Vapor Barrier. Prior to final engineering and design approval, applicant shall provide detailed specifications for installation of a vapor intrusion barrier or like system beneath the building foundation and slab to avoid migration of VOC within the on-site soils into the building.</p> |
| <p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly Sections 106 and 110; 36 CFR Part 800</p> | <p>CUL-1: Archaeological Monitoring. PaleoWest recommends, and the Agency Official has agreed, that adverse effects or significant impacts on historic properties or historical resources not identified during this assessment be mitigated through the implementation of a monitoring program to address the risk that grading and/or excavation may extend to native soil. Native American consultation will also be undertaken as part of this mitigation measure. The monitoring program should include the following:</p> <ul style="list-style-type: none"> • Retention of a Qualified Archaeologist. A qualified archaeologist should be retained to implement a monitoring and recovery program during all ground-disturbing activity associated with the project, including grubbing, grading, and excavation. The qualified archaeologist should meet the Secretary of Interior’s Professional Standards for prehistoric and historic archaeology. The identified Tribal |

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| | <p>representatives will also be invited to participate in the monitoring and recovery program.</p> <ul style="list-style-type: none"> • Agreement for Disposition of Recovered Artifacts. A written agreement should be secured with a recognized museum repository regarding the final disposition and permanent storage and maintenance of any unique archaeological resources or historical resources recovered as a result of the archaeological monitoring, as well as corresponding geographic site data that might be recovered as a result of the specified monitoring program. • Preconstruction Briefing. Construction personnel should be briefed by the qualified archaeologist on procedures to be followed in the event that a significant cultural resource or human remains are encountered during construction. The qualified archaeologist should be required to provide a telephone number where they can be reached by the construction contractor, as necessary. • Construction Monitoring. An archaeological monitor working under the supervision of the qualified archaeologist should observe all initial ground-disturbing activities associated with the project, including grubbing, grading, and excavations. The monitor should be authorized to halt construction, if necessary, in the immediate area where buried cultural remains are encountered. Prior to the resumption of grading activities in the immediate vicinity of the cultural remains, the qualified archaeologist should be provided with the necessary resources to identify and implement a program for the appropriate disposition of those remains. |
| | <ul style="list-style-type: none"> • Monitoring Report. A complete set of the daily monitoring logs should be kept on site throughout the earth-moving activities and be available for inspection. The daily monitoring log should be keyed to a location map to indicate the area monitored, date, assigned personnel, and results of monitoring, including the |

recovery of archaeological material, sketches of recovered materials, and associated geographic site data. Within 90 days of the completion of the archaeological monitoring, a monitoring report should be submitted to the NWIC.

CUL-2: Preconstruction Training. In addition to monitoring, pre-construction training for the unanticipated discovery of archaeological resources shall be provided. A qualified archaeologist should be retained to conduct a Worker's Environmental Awareness Program (WEAP) training on archaeological sensitivity for all construction personnel prior to the commencement of any ground disturbing activities. The training will inform construction personnel of the procedures to be followed upon the discovery of archaeological materials, including Native American burials. Construction personnel will be instructed that cultural resources must be avoided and that all travel and construction activity must be confined to designated roads and areas. The training will include a review of the local, state, and federal laws and regulations related to cultural resources, as well as instructions on the procedures to be implemented should unanticipated resources be encountered during construction, including stopping work in the vicinity of the find and contacting the appropriate environmental compliance specialist.

CUL-3: Inadvertent Discoveries. Should any previously unknown prehistoric resources in the Project area (including charcoal, obsidian or chert flakes, grinding bowls, shell fragments, bone, or pockets of dark, friable soils) be discovered during grading, trenching, or other on-site excavation(s), earthwork within 25 ft of these materials shall be stopped until a qualified archaeologist has an opportunity to evaluate the potential significance of the find and suggest the appropriate steps to protect the resource and the Agency Official has notified SHPO pursuant to 36 CFR Part 800.13. If avoidance of any previously undiscovered archaeological site is not feasible, data recovery of significant archaeological deposits shall be conducted in accordance with an approved Archaeological Data Recovery Plan (ADRP) to mitigate adverse effects to the significance of the site, the area of data recovery being limited to the area of adverse effect. A qualified archaeologist shall conduct data recovery consistent

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| | with 36 CFR 800 and §15064.5 of the CEQA Guidelines. Once the site has been properly tested, subject to data recovery, or preserved to the satisfaction of the Responsible Entity, HUD, and the qualified archaeologist, the site can be further developed. |
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Determination:

Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]
The project will not result in a significant impact on the quality of the human environment.

Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]
The project may significantly affect the quality of the human environment.

Preparer Signature:  Date: 3/31/2023

Name/Title/Organization: Ryan Birdseye, Principal Birdseye Planning Group

Certifying Officer Signature:  Date: 3/31/23

Name/Title: Raymond J. Hodges, Director, San Mateo County Department of Housing

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).