Initial Study

101 Tiptoe Lane Project

Prepared for:

Town of Hillsborough

Prepared by:

AECOM

November 2019

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Acronyms and Abbreviations

AB	Assembly Bill
ADRB	Hillsborough Architecture and Design Review Board
ADU	Accessory Dwelling Unit
ADWF	average dry weather flow
ARB	California Air Resources Board
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BMP	best management practices
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
CBC	California Building Code
CCFD	Central County Fire Department
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH_4	methane
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide-equivalents
dB	decibels
dBA	A-weighted sound levels
DOF	California Department of Finance
DTSC	California Department of Toxic Substances Control
EOP	Emergency Operation Plan
GHG	greenhouse gas
GWP	global warming potential
HCSD	Hillsborough City School District
HVAC	heating, ventilation, and air conditioning
I-280	Interstate 280
in/sec	inches per second
L_{eq}	equivalent continuous sound level
LID	low impact development
MGD	million gallons per day
MLD	Most Likely Descendant
MT	metric tons

N_2O	nitrous oxide
NAHC	Native American Heritage Commission
NO_2	nitrogen dioxide
NOA	naturally occurring asbestos
NOx	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NWIC	Northwest Information Center
PG&E	Pacific Gas and Electric Company
PM	particulate matter
PM_{10}	particulate matter equal to or less than 10 micrometers in diameter
$PM_{2.5}$	particulate matter equal to or less than 2.5 micrometers in diameter
PPV	peak particle velocity
PRC	Public Resources Code
RD	Residence District
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
RWS	Regional Water System
SamTrans	San Mateo County Transit District
SB	Senate Bill
SFBAAB	San Francisco Bay Area Air Basin
SFO	San Francisco International Airport
SFPUC	San Francisco Public Utilities Commission
SMUHSD	San Mateo Union High School District
SO_2	sulfur dioxide
SR-35	State Route 35
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
US 101	U.S. Highway 101
USEPA	U.S. Environmental Protection Agency
UWMP	Urban Water Management Plan
VdB	vibration decibels
VMT	vehicle miles traveled

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1. Introduction

1. Project Title:	101 Tiptoe Lane Project
2. Lead Agency Name and Address:	Town of Hillsborough, Department of Building and Planning, 1600 Floribunda Avenue, Hillsborough, California 94010
3. Lead Agency Contact:	Liz Ruess, Associate Planner Phone: (650) 375-7419 Email: lruess@hillsborough.net
4. Project Location:	101 Tiptoe Lane Hillsborough, California
5. Assessor Parcel Number(s):	027-202-220
6. Project Sponsor's Name and Address:	CHS Development Group 45 North B Street San Mateo, Ca, 94401
7. General Plan Designation(s):	Residential
8. Zoning Designation(s):	Residence District

2. Project Description

2.1 Project Site and Vicinity

The project site is in the northwestern portion of the town of Hillsborough (Hillsborough) in San Mateo County, at 101 Tiptoe Lane (Figure 2.1). Hillsborough is approximately 11 miles south of San Francisco. Neighboring communities include the cities of Burlingame, Millbrae, and San Bruno to the north; unincorporated areas of San Mateo County to the south and west; Foster City to the east; and San Mateo and Belmont to the southeast.

Regional access to the project site is available via Interstate 280 (I-280) and Skyline Boulevard, approximately 1 mile and 0.3 mile west of the project site, respectively. Local access to the project site is from Canyon Road or Summit Drive via Tiptoe Lane. Tiptoe Lane borders the site to the east and terminates at the project site from both Canyon Road and Summit Drive.

2.2 Existing Setting

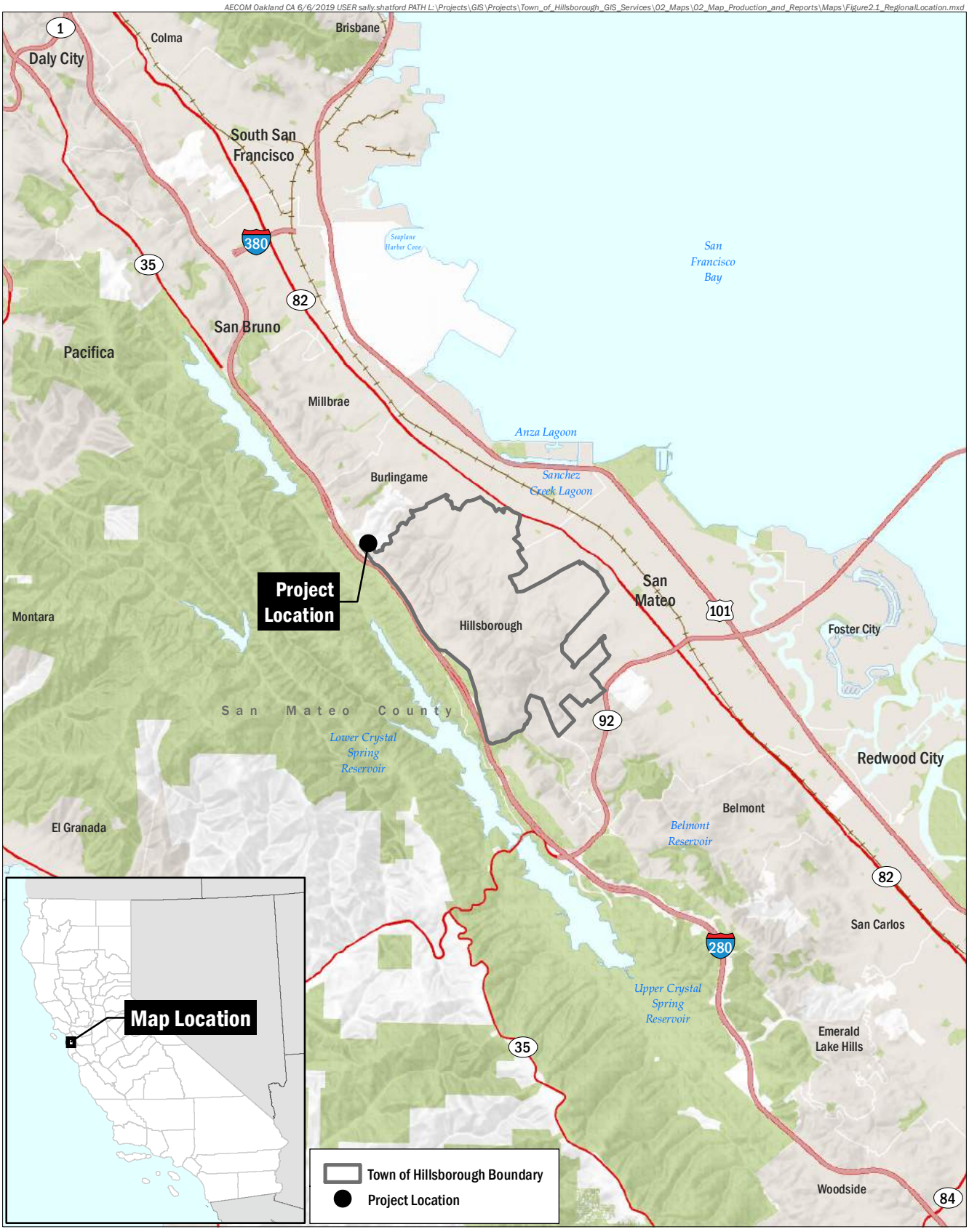
The project site is a 3.4-acre, undeveloped property at the top of Tiptoe Lane, with Assessor's Parcel Number 027-202-220 (Figure 2.2). The previous residence was demolished in the 1980s, with the foundation left in place. The project area is generally hilly, while the project site has a level top and moderately to steeply sloping sides. The ground surface has an overall slope downward, toward the northeast, with steeper slopes downward to the northwest and southeast. The slopes on the site range from 20:1 to 2:1 (horizontal: vertical). Little to no grading has been done at the site since the demolition of the previous residence (GeoForensics 2018). An asphalt driveway leads from Tiptoe Lane to the southern end of the site. The project site mainly is covered in grasses, with a combination of native oaks, bay laurel, and three species of imported trees (i.e., Monterey pine, liquidambar, and acacia) on the southeastern corner of the site. The project site is surrounded by single-family residences, is designated for Residential uses in Hillsborough’s General Plan Land Use Map, and is zoned as Residence District (RD), the same as for the surrounding area.

2.3 Project Characteristics

The project would include removal of existing debris from the previous residence and development of a new single-family residence on the western portion of the existing 3.4-acre site. The project would include an approximately 9,780-square-foot main residence, a 1,199-square-foot in-law unit, a 550-square-foot cabana, a sport court, and a pool, as shown in Figure 2-3. The two-story main residence would contain approximately 5,620 square feet of living area on the first floor, 4,160 square feet of living area on the second floor, and a 1,008-square-foot attached garage.

The main residence would be approximately 24 feet in height, above existing grade. The finished height would be 33 feet, as measured from the proposed finished grade. Figure 2.4 shows the proposed building elevations. The one-story in-law unit and one-story cabana would be west of the main residence. Figures 2.5 and 2.6 show the proposed elevations for these buildings.

In total, approximately 68.8 percent of the lot would be landscaped with trees and yard areas; 25.8 percent would be hardscaped with paved walkways, the courtyard parking, the sport court, and the patio; and 5.6 percent would be built structures.



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Town of Hillsborough

101 Tiptoe Lane IS/MND

FIGURE 2.1

Regional Location

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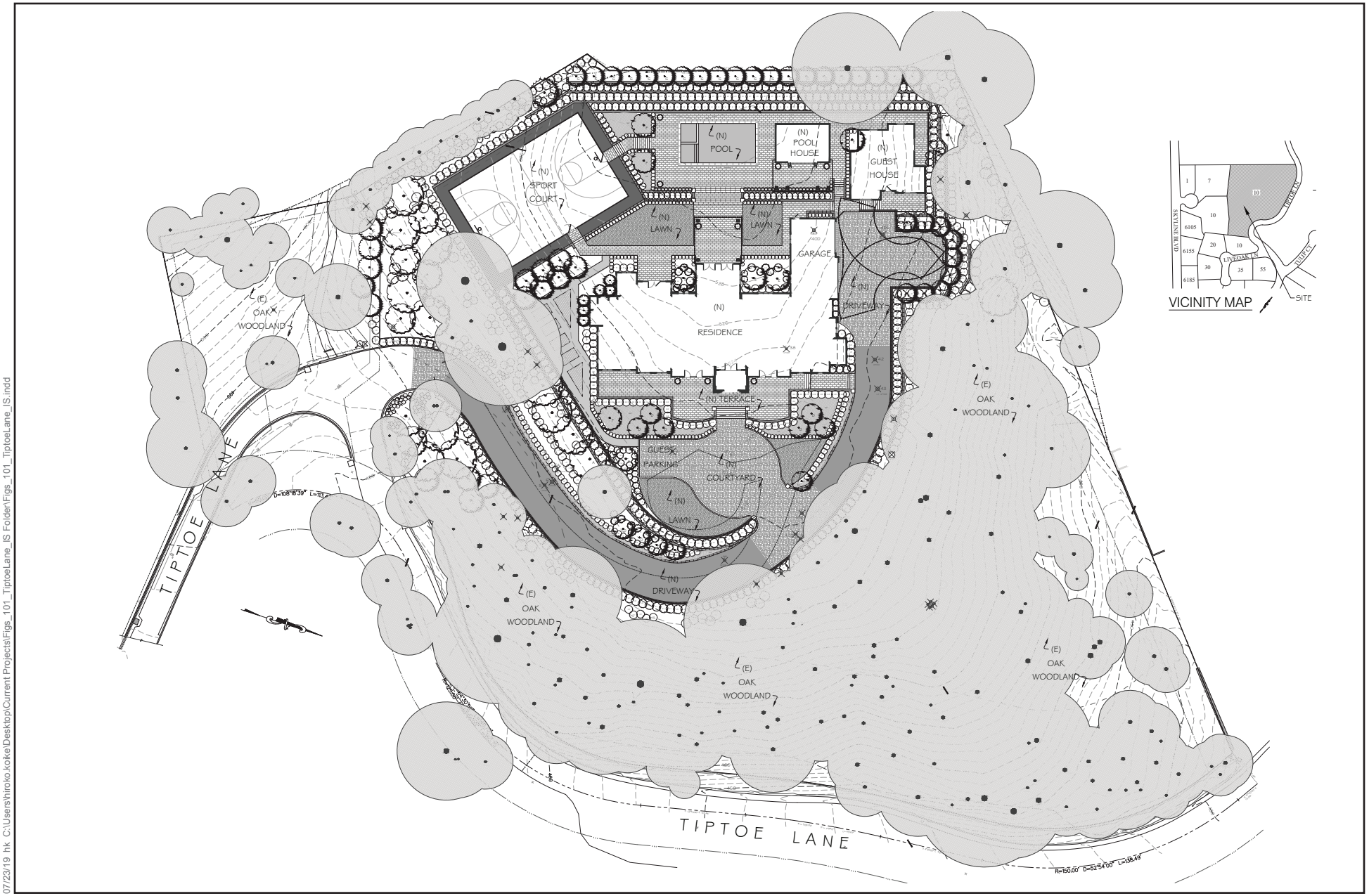
Town of Hillsborough
101 Tiptoe Lane IS/MND

FIGURE 2.2
Project Location



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Source: Michael Callan Landscape Architect, 2017.

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Town of Hillsborough
101 Tiptoe Lane IS/MND

FIGURE 2.3
Site Plan



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Source: CHU DESIGN ASSOCIATES INC. 2016.

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FIGURE 2.4a

Conceptual Renderings- Main Residence Elevations



Source: CHU DESIGN ASSOCIATES INC. 2016.

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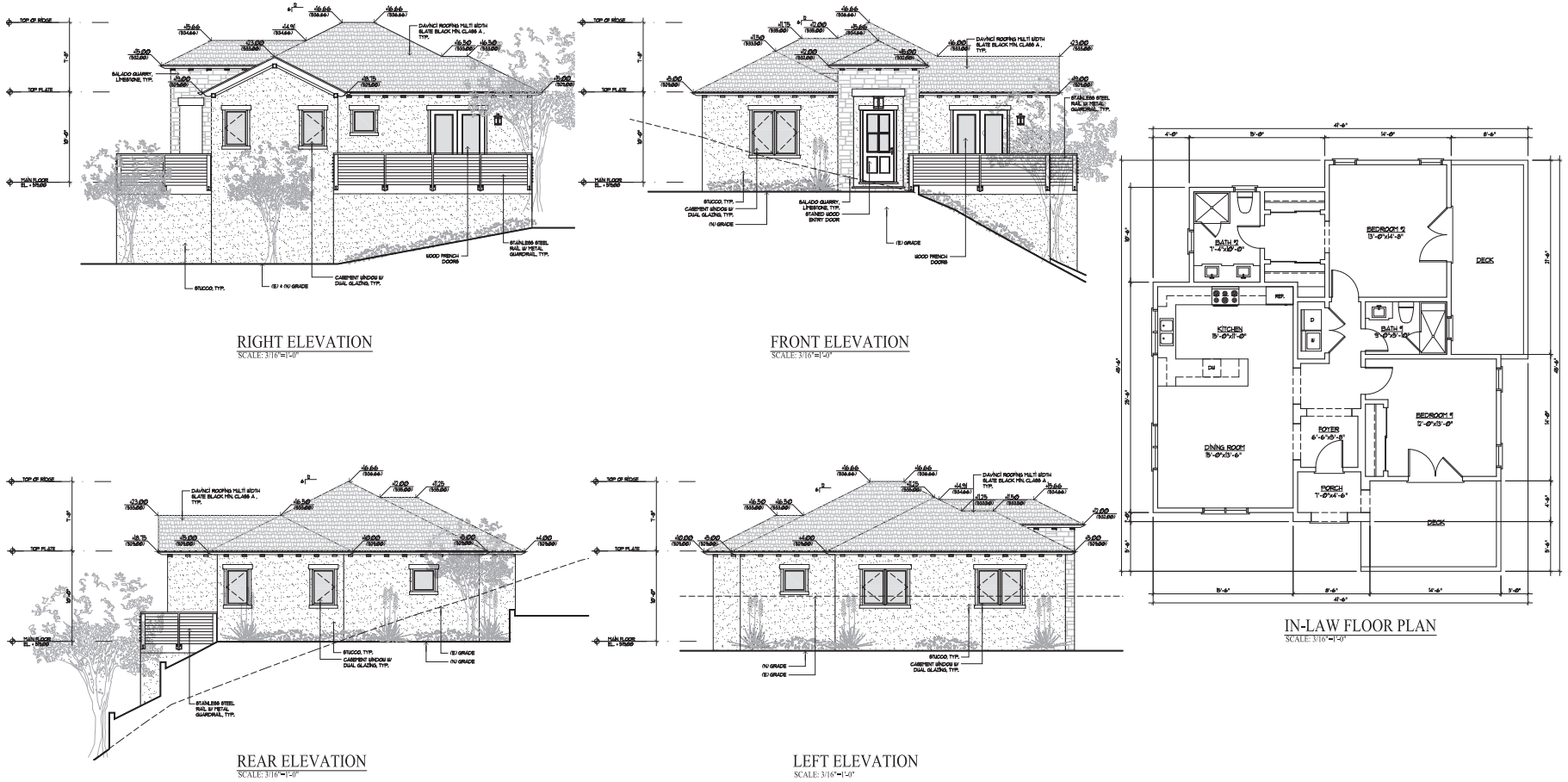
101 Tiptoe Lane IS/MND

FIGURE 2.4b

Conceptual Renderings- Main Residence Elevations



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Source: CHU DESIGN ASSOCIATES INC. 2016.

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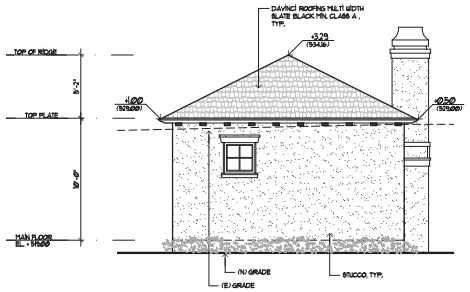
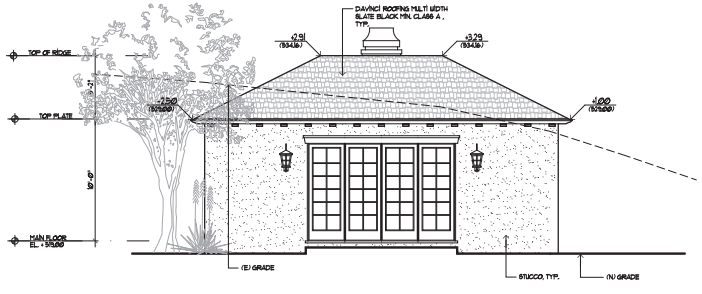
Town of Hillsborough
101 Tiptoe Lane IS/MND

FIGURE 2.5

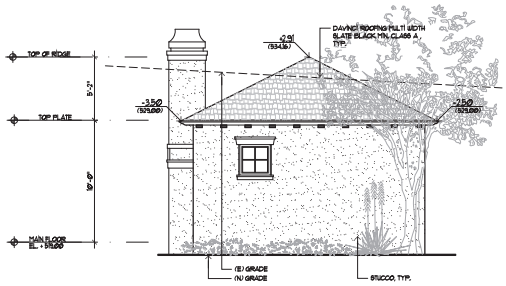
Conceptual Renderings- In-Law Unit Elevations



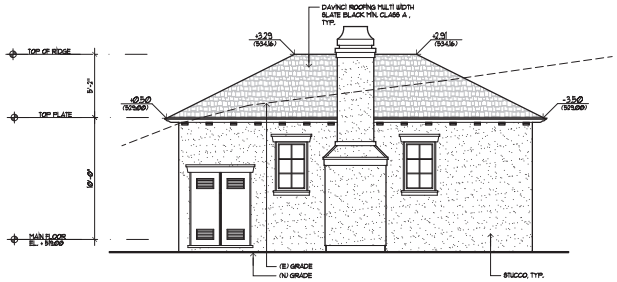
RIGHT ELEVATION
SCALE: 3/16"=1'-0"



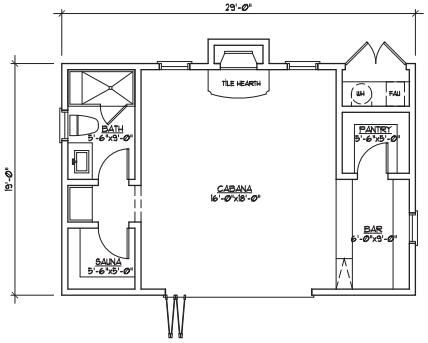
FRONT ELEVATION
SCALE: 3/16"=1'-0"



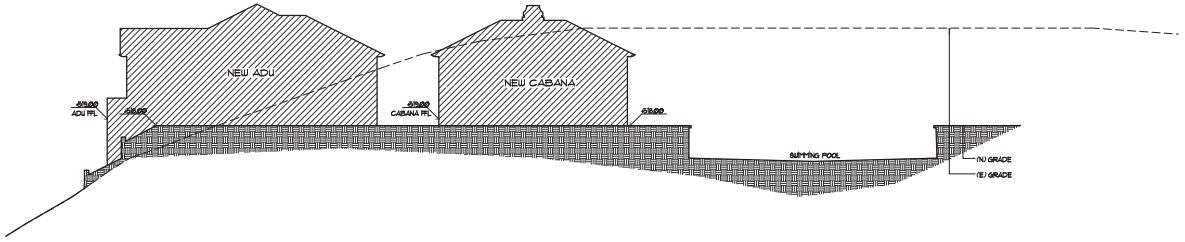
LEFT ELEVATION
SCALE: 3/16"=1'-0"



REAR ELEVATION
SCALE: 3/16"=1'-0"



CABANA FLOOR PLAN
SCALE: 3/16"=1'-0"



SITE SECTION THRU BB
SCALE: 1/10"=1'-0"

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Source: CHU DESIGN ASSOCIATES INC. 2016.

FIGURE 2.6
Conceptual Renderings- Cabana Elevations

Concrete retaining walls would be constructed on the north and east project site boundaries. Access to the project site would be via Tiptoe Lane. The driveway would accommodate emergency vehicles and would provide sufficient turnaround space.

2.4 Landscaping and Other Improvements

The project site contains approximately 121 trees, primarily Coast live oak and California bay laurel. Approximately 30 trees, covering approximately 42,794 sq. ft., would be removed as part of the project. The remaining trees would be retained. Approximately 95 new trees, including 20 Coast live oak and several other species, would be planted as part of the project, following construction. Figure 2.7 shows the landscape site plan.

2.5 Construction Activities and Schedule

2.5.1 General Construction Activities

Construction equipment (e.g., forklifts, excavators, concrete pumps, front loaders, and a drill rig) would be used for site preparation and construction. No pile-driving or blasting would be required. Equipment and materials would be staged for construction within established work areas on the project site. Site grading would include excavation and cutting approximately 9,855 cubic yards. Approximately 1,360 cubic yards would be left on site and 8,525 cubic yards would be disposed off-site at an approved facility.

Heavy vehicles (i.e., haul [tractor-trailer] trucks, machinery) primarily would access the project site from Tiptoe Lane. A maximum of 12 construction workers would be at the site at any one time. Parking for construction workers would be on-site. No multi-day staging of vehicles or equipment would occur on or along existing roadways.

2.5.2 Construction Schedule and Phasing

Construction activities would occur during the work week and comply with construction hours, as outlined in the Hillsborough Municipal Code. Monday through Friday between 8 a.m. and 5 p.m., sustained noise levels could not exceed 100 A-weighted sound levels (dBA), as measured 25 feet from the property line (Town of Hillsborough n.d.). Saturday between 10 a.m. and 5 p.m., sustained noise levels could not exceed 70 dBA, as measured outside the property plane. Construction would begin with site work, including tree removal, clearing/demolition, backfilling, and grading. Residence construction would follow and overlap with some of the site work. Project construction would start in May 2020 and is expected to continue approximately 27 months.

2.6 Utilities and Service Connections

Water services for the residence would be provided by the San Francisco Public Utilities Commission (SFPUC). Sanitary sewer and stormwater collection and disposal would be provided by the Town of Hillsborough. Gas and electricity would be supplied by Pacific Gas and Electric Company (PG&E), and AT&T and Comcast would offer telecommunications services. All services would be available at the project site and would be upgraded during construction as necessary, to provide system capacity in accordance with applicable standards.

2.7 Standard Development Requirements

The Town of Hillsborough has established standard development requirements to address resource protection. The project would comply with these standard development requirements, which are described in greater detail in the relevant topical area of this document and provided in Appendix COA.



Source: Michael Callan Landscape Architect, 2017.

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101 Tiptoe Lane IS/MND

FIGURE 2.7
Landscape Site Plan

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2.8 Project Approvals

Project approval would require the lead agency (and responsible agencies) to approve the project or project components, issue required permits, or affirm compliance with agency requirements. The Town of Hillsborough is the lead agency, which, as defined in Section 15367 of the State CEQA Guidelines, is “the public agency that has the principal responsibility for carrying out or approving a project.” The anticipated discretionary approvals and permits for the project would include:

- Design Review (Hillsborough Architecture and Design Review Board [ADRB]) approval
- Tree Removal Permit
- Grading Permit
- Mitigated Negative Declaration/Mitigation Monitoring and Reporting Plan
- Building Permit

3. Environmental Factors Potentially Affected

The environmental factors checked below would potentially be affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

- ☐ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Energy
- ☐ Geology and Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards and Hazardous Materials
- ☐ Hydrology and Water Quality
- ☐ Land Use and Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☐ Tribal Cultural Resources
- ☐ Utilities and Service Systems
- ☐ Wildfire

ENVIRONMENTAL DETERMINATION

On the basis of this Initial Study, the Town of Hillsborough finds:

☐ I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

_____ _____

Signature Date

Town of Hillsborough

_____

Title

_____

Printed Name

4. Environmental Checklist

4.1 Aesthetics

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**Aesthetics. Except as provided in Public Resources Code Section 21099, would the project:**				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

4.1.1 Setting

Project Site Visual Character

Hillsborough is located on the San Francisco Peninsula, with Millbrae to the north, Burlingame to the east, San Mateo to the southeast, and unincorporated San Mateo County to the south and west. The town is characterized as a residential development community, with minimum lot sizes of 0.5 acre and no commercial or industrial uses (Town of Hillsborough 2005). The project site is in the northwestern portion of the town on approximately 3.4 acres. The site is bounded by residential uses to the north and west, and by two segments of Tiptoe Lane that terminate at the project site to the east and southeast. The surrounding area is urbanized, consisting primarily of single-family residences. The project site currently is undeveloped and contains debris from the previous residence and the remaining areas consisting of large trees, bushes, and grasses. At the site, the grounds slope gently to the northeast, with steeper slopes to the northwest and southeast (GeoForensics 2018).

Scenic Vistas

Hillsborough's General Plan does not designate scenic viewpoints, roadways, or corridors. Public views of scenic resources, such as surrounding ridgelines or the San Francisco Bay and its associated baylands, sloughs, and marshes, and the urbanized San Francisco Bay Peninsula, are not available from the project site.

Scenic Highways

One state-designated scenic highway is in the project vicinity. I-280 is the closest state scenic highway and is approximately 0.2 mile east of the project site (Caltrans 2016).

Light and Glare

The project site is a vacant lot with no sources of substantial light and glare. The site is surrounded by existing sources of light and glare from adjacent single-family residences and roadways. These sources of light and glare include exterior lighting on residential buildings along Tiptoe Lane and vehicular headlights.

4.1.2 Discussion

a) Have a substantial adverse effect on a scenic vista?

No Impact. As outlined above, no scenic vistas are in the project vicinity. The areas surrounding the project site are developed with one to two-story single-family homes. Because of the distance from any scenic resources and the nature of development in the project area, the project would not disrupt views of scenic resources in Hillsborough. Therefore, **no impact** on scenic vistas would occur.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. As described above, I-280, a state designated scenic highway, is approximately 0.2 mile west of the project site. However, because of the topography of the project site and the surrounding residential development and vegetation, the project would not be visible from I-280 or any other state-designated scenic highways. Therefore, **no impact** would occur.

c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact. The project site is in an urbanized area, surrounded by residential development. The project would develop a single-family home on an existing vacant lot. The proposed main family home, in-law unit, and cabana would be of similar architectural style, height, and bulk as the surrounding community, and development on the project site generally would be consistent with the existing visual character of the surrounding area. Furthermore, the existing and proposed trees and landscaping would provide additional screening from adjacent properties and generally would contribute to the visual character of the site's appearance.

The project would be consistent with Hillsborough's Residential Design Guidelines, Tree Removal Guidelines, and Chapter 8.28, Voluntary Resolution of Disputes Regarding Trees and Views, in Hillsborough's Municipal Code. Chapter 8.28 of the Municipal Code states that "no tree, shrub, or other vegetation shall be planted, maintained, or permitted to grow upon any parcel of property in the town in such manner as to obstruct unreasonably the view from, or the sunlight reaching, any other adjoining parcel of property" (Town of Hillsborough n.d.).

In summary, the project would alter the visual character of the project site by developing a new single-family home and associated structures. However, the project would not conflict with applicable zoning and other regulations governing scenic quality, and would be of similar architectural style and height as its surroundings. Therefore, the impact would be **less than significant.**

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact. The light and glare created by the project would be consistent with the levels of lighting and glare currently emitted by residential development surrounding the project site, which are typical of a developed urban area. In addition, most of the surrounding residences would not have a direct line of sight to the project because of the topography of the project site and

the surrounding vegetation. Therefore, potential light and glare emitted from the project site would not adversely affect day or nighttime views. In addition, the project would comply with Chapter 12.12, Outdoor Fixtures, which includes guidelines for outdoor lighting in Hillsborough's Municipal Code and its standard conditions of approval that requires exterior lights to be installed in such a manner that no illumination occurs on adjacent properties, streets, or the sky (Town of Hillsborough 2013). The impact would be **less than significant**.

4.2 Agricultural and Forestry Resources

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agriculture and Forestry Resources. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

4.2.1 Setting

According to the San Mateo County Important Farmland map, published by the California Department of Conservation's Division of Land Resource Protection, the project site and adjacent lands are designated as Urban and Built-Up Land. This is land that is used for residential, industrial, commercial, institutional, and public utility structures, and for other developed purposes (DOC 2012). The California Department of Conservation does not consider Urban and Built-Up Land to be Important Farmland.

Under the California Land Conservation Act of 1965, also known as the Williamson Act, local governments can enter into contracts with private property owners to protect land (within agricultural preserves) for agricultural and open space purposes. No areas are within or adjacent to the project site that are under Williamson Act contracts (San Mateo County, 2014).

4.2.2 Discussion

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. In response to all of the above, the California Department of Conservation categorizes the project site and the surrounding areas as Urban and Built-up Land; therefore, these areas are not Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), and are not subject to any Williamson Act contracts (DOC 2012). The project site and surrounding area are not zoned for agricultural uses, and are not zoned for forestland, timberland, or Timberland Production Zone.

The project site currently is zoned RD. The project would not convert any farmland to non-agricultural use; convert any forest land to non-forest use; or conflict with existing agricultural or timberland zoning. Therefore, **no impact** would occur on agricultural and forest resources.

4.3 Air Quality

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

4.3.1 Setting

Air quality is defined by the concentration of pollutants in relation to their impact on human health. Concentrations of air pollutants are determined by the rate and location of pollutant emissions released by pollution sources, and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, and sunlight. Therefore, ambient air quality conditions in the local air basin are influenced by such natural factors as topography, meteorology, and climate, in addition to the amount of air pollutant emissions released by existing air pollutant sources.

Individual air pollutants at certain concentrations may adversely affect human or animal health, reduce visibility, damage property, and reduce the productivity or vigor of crops and natural vegetation. Six air pollutants have been identified by the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (ARB) as being of concern, both on a nationwide and statewide level: ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead, and particulate matter (PM), which is subdivided into two classes based on particle size: PM equal to or less than 10 micrometers in diameter (PM_{10}), and PM equal to or less than 2.5 micrometers in diameter ($PM_{2.5}$). Because the air quality standards for these air pollutants are regulated using human and environment health-based criteria, they commonly are referred to as "criteria air pollutants."

The project site is in the town of Hillsborough in San Mateo County, under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The BAAQMD monitors air quality in Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, and Napa counties, and portions of Solano and Sonoma counties in the San Francisco Bay Area Air Basin (SFBAAB). Local climatological effects, including wind speed and direction, temperature, inversion layers, and precipitation and fog, can exacerbate air quality problems in the SFBAAB. The climate of San Mateo County is characterized by cool, foggy weather during the summer and mild winters. Summertime average daily temperatures are moderate along the west coast and warm on the county's eastern side. In the wintertime, average daily

temperatures across the county range from mild to moderate. Rainfall averages are about 20 to 25 inches per year at lower elevations (BAAQMD 2019).

Areas are classified under the federal Clean Air Act and California Clean Air Act as attainment, non-attainment, or maintenance (previously non-attainment and currently attainment) for each criteria pollutant, based on whether the federal and State air quality standards have been achieved. With respect to federal standards, the SFBAAB is designated as a nonattainment area for ozone and $PM_{2.5}$, and as an attainment or unclassified area for all other pollutants. With respect to the State standards, the SFBAAB is designated as a nonattainment area for ozone, PM_{10}, and $PM_{2.5}$; and as an attainment or unclassified area for all other pollutants (BAAQMD 2017a).

4.3.2 Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The BAAQMD prepares plans to attain State and national ambient air quality standards in the SFBAAB. The BAAQMD adopted the 2017 Clean Air Plan: Spare the Air, Cool the Climate on April 19, 2017 (BAAQMD 2017b). This plan provides a regional strategy to attain State and federal air quality standards by reducing ozone, PM, and toxic air contaminants.

Air quality plans identify potential control measures and strategies, including rules and regulations that can be implemented to reduce air pollutant emissions from industrial facilities, commercial processes, on and off-road motor vehicles, and other sources. The BAAQMD implements these strategies through rules and regulations, grants and incentive programs, public education and outreach, and partnerships with other agencies and stakeholders.

Projects that are consistent with the assumptions used in development of the air quality plan are considered to not conflict with or obstruct the attainment of air quality levels as identified in the plan. Assumptions for emission estimates are based on population, employment, and land use projections, taken from local and regional planning documents. As discussed in more detail in Section 4.10, Land Use and Planning, the project would be consistent with Hillsborough's General Plan Residential designation. Because the project would be developed on a project site that would allow development of a single-family dwelling, the project would be consistent with the development assumptions for land uses and vehicle trips associated with the General Plan land use designation for the site, and the intensity of operational emissions would be accounted in the air quality plan.

Consistency with the air quality plan also would be determined through evaluation of project-related air quality impacts, and demonstration that project-related emissions would not increase the frequency or severity of existing violations or contribute to a new violation of the national ambient air quality standards. The BAAQMD CEQA Air Quality Guidelines include thresholds of significance that are applied to evaluate regional impacts of project-specific emissions of air pollutants and their impact on BAAQMD's ability to reach attainment (BAAQMD 2017c).

As described below in impact (b), project construction-related and operational emissions would not exceed any criteria air pollutant emissions thresholds of significance or screening criteria recommended by the BAAQMD, and would comply with applicable BAAQMD rules and regulations. Because the project would be consistent with Hillsborough's General Plan land use designations and would not exceed the BAAQMD's thresholds of significance, the project would be consistent with the applicable air quality plans. The impact would be **less than significant**.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact. By its very nature, air pollution generally is a cumulative impact. The nonattainment status of regional pollutants results from past and present development, and this regional impact is cumulative rather than attributable to any one source. Per Section 15064(h)(4) of the State CEQA Guidelines, "the existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the project's incremental effects are cumulatively considerable." If a project's emissions are below the BAAQMD thresholds of significance or screening criteria, the project is not considered to result in a cumulatively considerable contribution to a significant impact on regional air quality (BAAQMD 2017c).

The BAAQMD CEQA Air Quality Guidelines are for informational purposes only and are to be followed by local governments at their own discretion (BAAQMD 2017c). The CEQA Air Quality Guidelines may inform environmental review for development projects in the Bay Area, but they do not commit local governments or the air district to any specific course of regulatory action. The thresholds for criteria pollutants were developed through a quantitative examination of the efficacy of fugitive dust mitigation measures and a quantitative examination by the BAAQMD has established construction-related thresholds of significance for criteria pollutants, which are considered the allowable emissions limits for individual projects to avoid impeding the region's ability to attain and maintain ambient air quality standards. In addition, because regional air quality standards have been established for these criteria pollutants to protect the public, with a margin of safety, from adverse health impacts because of exposure to air pollution, these trigger levels also can be used to assess project emissions and inform the project's impacts on regional air quality and health risks under CEQA.

The BAAQMD CEQA Air Quality Guidelines identify screening criteria to provide lead agencies with a conservative indication of whether a project could result in a potentially significant air quality impact. If all of the screening criteria are met by a project, then the lead agency does not need to perform a detailed air quality assessment of the project's emissions. Table 4.3-1 shows the BAAQMD's screening criteria for the construction and operation of single-family homes.

Table 4.3-1: Construction-Related and Operational Screening Level Sizes

Land Use Type	Operational Criteria Pollutant Screening Size	Construction-Related Screening Size[1]
Single-family	325 dwelling units (NOx)	114 dwelling units (ROG)

Notes:

NOx = oxides of nitrogen; ROG = reactive organic gases

1. In addition to being below the construction-related screening size, project construction would result in a less-than-significant impact from criteria air pollutant and precursor emissions if the following also is true:
   - All basic construction mitigation measures would be included in the project design and implemented during construction; and
   - Construction-related activities would not include any of the following:
     a. Demolition
     b. Simultaneous occurrence of more than two construction phases
     c. Simultaneous construction of more than one land use type
     d. Extensive site preparation
     e. Extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export)

Source: BAAQMD 2017c

Because the project would meet the screening criteria identified for operations, the project would not result in generation of operational-related criteria air pollutants and/or precursors that would exceed the BAAQMD-recommended thresholds of significance. However, because the project would involve extensive cut and fill operations, resulting in approximately 10,480 cubic yards of material export during construction (MacLeod and Associates 2018), construction-related activities would not be under the screening criteria identified by the BAAQMD. Thus, emissions associated with project construction were modeled using the California Emissions Estimator Model Version 2016.3.2 and compared to the applicable BAAQMD thresholds of significance, to determine the potential impacts.

Project construction is anticipated to last approximately 27 months. The analysis assumed material export would require approximately 1,048 loaded dump trucks during grading activities. In addition, the analysis assumed approximately 24 concrete trucks would be required. The analysis also assumed 12 to 15 workers would be on the site at any one time. See Appendix AQ for model output files and additional details.

Ozone precursor emissions of reactive organic gases (ROG) and oxides of nitrogen (NO_X) are associated primarily with construction equipment exhaust. Fugitive PM emissions are associated primarily with fugitive dust generated during site preparation and grading, and vary depending on the soil silt content, soil moisture, wind speed, acreage of disturbance, vehicle travel to and from the construction site, and other factors. PM emissions also are generated by equipment exhaust and re-entrained road dust from vehicle travel on paved and unpaved surfaces.

Table 4.3-2 summarizes the total emissions and average daily emissions of ROG, NO_X, PM_{10} exhaust, and $PM_{2.5}$ exhaust associated with project construction. The BAAQMD does not have quantitative mass emissions thresholds for fugitive PM_{10} and $PM_{2.5}$ dust. Instead, the BAAQMD recommends that all projects, regardless of the level of average daily emissions, implement applicable best management practices (BMPs), including those listed as Basic Construction Measures in the BAAQMD CEQA Guidelines (BAAQMD 2017c). Therefore, implementation of the Basic Construction Measures (as shown in the table) would be required.

Table 4.3-2: Summary of Construction-Related Emissions

Construction Year	Emissions			
	ROG	**NO_X**	**PM_{10}[1]**	**$PM_{2.5}$[1]**
2020 Emissions (tons/year)	0.35	3.81	0.17	0.16
2021 Emissions (tons/year)	0.35	3.41	0.16	0.15
2022 Emissions (tons/year)	0.34	2.11	0.10	0.09
Total Emissions	1.04	9.33	0.43	0.41
Average Daily Emissions (lb/day) [2]	**3.51**	**31.42**	**1.45**	**1.36**
BAAQMD Significance Threshold	54	54	82	**82**
Exceeds Threshold?	**No**	**No**	**No**	**No**

Notes: lb/day = pounds per day; NO_X = oxides of nitrogen; BAAQMD = Bay Area Air Quality Management District; PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; $PM_{2.5}$ = respirable particulate matter with an aerodynamic diameter of 2.5 micrometers or less ROG = reactive organic gases

[1] PM10 and PM2.5 construction-related emissions and thresholds represent exhaust emissions only.

[2] Average daily emissions are calculated based on 22 working days per month over a 27-month construction period.

See Appendix AQ for detailed modeling assumptions, outputs, and results.

Source: Data compiled by AECOM in 2019

As shown in Table 4.3-2, the estimated average daily emissions that would be generated during project construction would not exceed the BAAQMD thresholds. In addition, the proposed

construction activities would be implemented in accordance with all applicable regulatory requirements, including the BAAQMD's Basic Construction Measures (as follows below), and would reduce construction-related fugitive dust and exhaust emissions:

> ***Construction-Related Emissions.*** *The following construction measures, as periodically amended by BAAQMD, are required for all proposed development projects to reduce construction-related fugitive dust and exhaust emissions:*
>
> *(A) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times daily.*
>
> *(B) All haul trucks transporting soil, sand, or other loose material off site shall be covered.*
>
> *(C) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.*
>
> *(D) All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.*
>
> *(E) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading, unless seeding or soil binders are used.*
>
> *(F) Idling times shall be minimized either by shutting equipment off when not in use or by reducing the maximum idling time to 5 minutes (as required by California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations). Clear signage shall be provided for construction workers at all access points.*
>
> *(G) All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.*
>
> *(H) A publicly visible sign shall be posted with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number also shall be visible to ensure compliance with applicable regulations.*

The project is below under the screening criteria for operations as identified by the BAAQMD. Thus, project construction and operation would not result in a cumulatively considerable net increase of any criteria pollutant. Therefore, the impact would be **less than significant**.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Sensitive receptors refer to those individuals of the population most susceptible to poor air quality: children, the elderly, and those with pre-existing serious health problems affected by air quality. Examples of receptors include residences, schools and school yards, parks and playgrounds, daycare centers, nursing homes, and medical facilities. The nearest sensitive receptors to the project site are the immediately adjacent residences.

Construction-Related and Operational Criteria Air Pollutant Emissions

As shown in Table 4.3-2, project construction would result in emissions of criteria air pollutants, but at levels that would not exceed the BAAQMD thresholds of significance. In addition, project operations would be below the BAAQMD-recommended screening criteria (as shown in Table 4.3-1), indicating that the project would not result in generation of operational-related criteria pollutants and/or precursors that would exceed the thresholds of significance. The thresholds of significance were designed to identify those projects that would result in significant levels of air pollution, and to assist

the region in attaining the applicable State and federal ambient air quality standards, which were established using health-based criteria to protect the public with a margin of safety from adverse health impacts from exposure to air pollution. Thus, the construction-related and operational criteria air pollutant emissions associated with the project would not expose sensitive receptors to substantial pollutant concentrations.

Construction-Related and Operational Toxic Air Contaminant Emissions

The greatest potential for toxic air contaminant (TAC) emissions would be related to diesel PM emissions, associated with the activity of heavy-duty construction equipment.

The total duration of construction activities is anticipated to be approximately 27 months; the exposure of sensitive receptors to construction emissions would be short term, intermittent, and temporary. The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. Thus, the risks estimated for such an individual are higher if a fixed exposure occurs over a longer period. Health effects from TACs often are described in terms of individual cancer risk, which is based on a 30-year lifetime exposure to TACs (OEHHA 2015). Project construction activities would vary in activity and equipment intensity over the project duration, thereby limiting exposure by sensitive receptors to substantial TAC concentrations. The nearest sensitive receptors would be residences approximately 40 feet from the project site boundary; however, construction activities would be dispersed throughout the entire 3.4-acre project site, and thus the majority of construction activities would take place at varying distances from the nearest residences. In addition, the topography varies among the nearby residences, including dense forested vegetation that would act as a buffer and separates most sensitive receptors from project work areas. Trucks and off-road equipment would not operate in the immediate vicinity of any sensitive receptor for an extended period, and thus potential exposure to TAC emissions would be limited.

Based on the construction schedule, varying buffer distances to the nearest sensitive receptors as construction would move across the project site, and the highly dispersive nature of diesel PM emissions, project construction would not expose sensitive receptors to substantial TAC concentrations. Implementation of the BAAQMD's Basic Construction Measures, as discussed under item 4.1(b) above, also would reduce diesel PM emissions during construction by limiting idling times and ensuring that construction equipment would be tuned properly to manufacturers' specifications.

Project operation would involve residential land uses that would not be a substantial source of TAC and/or $PM_{2.5}$ emissions. Furthermore, no identified sources of TAC are within 1,000 feet of the project site (BAAQMD 2012). The closest source of TAC and/or $PM_{2.5}$ emissions would be State Route 35 (SR-35) and I-280. ARB has published the *Air Quality and Land Use Handbook*, which recommends that projects avoid siting new sensitive land uses within 500 feet of a freeway and urban roads with 100,000 vehicles per day (ARB 2005). This recommendation is based on studies that show a 70 percent decrease in PM emissions at 500 feet from freeways, which are continuous emission sources, and an 80 percent decrease at 1,000 feet from distribution centers (ARB 2005). Studies also indicate that diesel PM emissions and the relative health risk can decrease substantially within 300 feet (ARB 2005; Zhu et al. 2002). The project site is approximately 385 feet east of SR-35 and approximately 975 feet east of I-280.

According to the BAAQMD's Highway Screening Analysis Tool for San Mateo County, the cancer risk approximately 385 feet east of SR-35 and 975 feet east of I-280 would be 0.71 and 2.84 in a million, respectively (BAAQMD 2011). When summed, the cancer risk would be below the BAAQMD's suggested cumulative significance threshold of a cancer risk greater than 100 in a million. The Screening Analysis also estimated that the $PM_{2.5}$ increase at these distances from SR-35 and I-280 would be 0.01 and 0.05 microgram per cubic meter, respectively, which also would be below the BAAQMD's cumulative significance threshold of an ambient increase greater than 0.3.

Furthermore, the California Supreme Court determined in 2015 that CEQA does not require an analysis of how the existing environment may affect a project's future users or residents (*California Building Industry Association v. Bay Area Air Quality Management District 62 Cal. 4th 369*). Therefore, the impact would be **less than significant**.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. Although offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable distress among the public, and causing citizens to submit complaints to local governments and regulatory agencies. Typical facilities that generate odors include wastewater treatment facilities, sanitary landfills, composting facilities, petroleum refineries, chemical manufacturing plants, and food processing facilities. The project would not be located in close proximity to any of these types of odor-generating facilities.

Project construction activities could result in short-term odor emissions from diesel exhaust, associated with construction equipment. The project would use typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. The land uses associated with the project would be residential, which typically are not a generator of odor emissions. Therefore, the project would not create objectionable odors affecting a substantial number of people. The impact would be **less than significant**.

4.4 Biological Resources

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Biological Resources. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

4.4.1 Setting

The project is in a residential area of Hillsborough and on an undeveloped site with the form of a foundation from a previous residence. The site is surrounded by residential housing at the top of Tip Toe Lane and just west of I-280. The site is approximately 0.25 mile west of the San Francisco Watershed Lands, a 20,000-acre area managed by the SFPUC that includes the San Andreas and Crystal Springs reservoirs.

The 3.4-acre project site is, situated on the top of a hill. The southern boundary of the site contains a culverted drainage with connectivity to Easton Creek. Easton Creek is an intermittent waterway approximately 0.18-miles downslope from the site, with connectivity to the San Francisco Bay about 2.1 miles northeast of the site and just south of the San Francisco International Airport (SFO) along Bayshore Boulevard. Multiple fish passage barriers exist along Easton Creek, and the creek is impassable for all age classes of salmonids because of the steep slopes and road crossings obstructing the creek channel (Taylor 2004).

Vegetation at the project site and the surrounding area includes dense wooded areas, made up of Coast live oak (*Quercus agrifolia*) and California bay laurel (*Umbellularia californica*) trees and some non-native trees, such as black acacia (*Acacia mearnsii*). The drainage along the southern boundary of the project site contains stands of native willow species (*Salix* sp.), black acacia, and Algerian ivy (*Hedera*

canariensis). The project site is dominated by an understory of shrub species, which include non-natives such as French broom (*Genista monspessulana*), Scotch broom (*Cytisus scoparius)*, periwinkle (*Vinca* sp.), Algerian ivy, and various ruderal grasses. The densely wooded characteristics of the project site provides habitat for numerous common wildlife species that thrive in urban areas, including western scrub jay (*Aphelocoma californica*), Steller's jay (*Cytisus scoparius*), American crow (*Corvus brachyrhynchos*), mourning dove (*Zenaida macroura*), house finch (*Carpodacus mexicanus*), red-tailed hawk (*Buteo jamaicensis*), Anna's hummingbird (*Calypte anna*), Bewick's wren (*Thryomanes bewickii*), song sparrow (*Melospiza melodia*), common raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), gray fox (*Urocyon cinereoargenteus*), black-tailed deer (*Odocoileus hemionus*), Virginia opossum (*Didelphis virginiana*), and Botta's pocket gopher (*Thomomys bottae*). In addition, a variety of birds and certain bat species may nest/roost in the numerous trees on the project site, or in the residential buildings and structures adjacent to the property.

A review of the California Natural Diversity Database (CNDDB) was conducted to identify special-status plant and wildlife species and their habitats that have been previously recorded in the 2-mile project radius (CDFW 2019). The CNDDB search identified one reptile species (San Francisco garter snake), one amphibian species (California red-legged frog), one bird species (Ridgeway's rail*)*, one invertebrate species (Mission blue butterfly), and three plant species (white-rayed pentachaeta, San Mateo wooly sunflower, and Marin western flax) within 2 miles of the project site. With the exception of nesting areas for birds, habitats supporting special-status plant and wildlife species are not present on the site.

A preliminary Arborist Report was prepared for the project site by Kielty Arborist Services, LLC (Kielty Arborist Services LLC 2018). Trees were assessed on April 5, 2016. Trees selected for assessment by the arborist were measured for diameter at 54 inches above ground level and were given a condition rating for form and vitality. The trees on site were determined to be in poor to poor-fair condition, with no excellent trees. In addition, many of the trees were found to be dead or in poor form because of the spread of the fungal pathogen that causes sudden oak death.

4.4.2 Discussion

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than Significant with Mitigation.

Plants. Three special-status plant species were identified in the CNDDB search: white-rayed pentachaeta, San Mateo wooly sunflower, and Marin western flax. The white-rayed pentachaeta and the San Mateo wooly sunflower are federally endangered species, while the Marin western flax is a federally threatened species. All three species have a rare plant ranking of 1B.1, based on the review of the California Native Plant Society (CNPS) On-Line Inventory. These species occur in specific habitat areas, such as serpentine soils, native grasslands, and native mixed-evergreen forest in the San Francisco Watershed Lands. The nearest occurrences for these species are approximately 0.80 mile southeast of the project site in an unspecified area of Crystal Springs Reservoir. Based on the existing conditions of the project site and surrounding area, no potential exists for special-status plant species to occur because of the absence of suitable habitat. Therefore, **no impact** on special-status plants would occur.

Reptiles and Amphibians. A total of 19 occurrences of San Francisco garter snake, a special-status reptile species, have been identified within 2 miles of the project site, as recorded in the CNDDB. The San Francisco garter snake, a federal and state endangered species, occurs in grassland and open coastal scrub habitat in proximity to aquatic features, such as freshwater wetlands, ponds, and slow-moving streams of San Mateo and far northern Santa Cruz counties.

The 19 CNDDB occurrences within 2 miles of the project site have included detections of California red-legged frog (favored prey item). Despite the proximity of these occurrences, the lack of suitable habitat for this species on the project site and the lack of habitat connectivity to other suitable areas render it unlikely that this species would be present on the project site. San Francisco garter snake is strongly associated with aquatic features and also is strongly associated with Sierran tree frog and California red-legged frog as favored prey items. In addition, I-280 creates a migratory barrier between the project site to areas of suitable habitat for this species. Therefore, **no impact** would occur on special-status reptiles and amphibians.

Birds. One special-status bird species was identified in the CNDDB search. Ridgeway's rail is a federally endangered species of secretive marsh bird, found in the coastal tidal marshes of the San Francisco Bay and greater area. This species has no potential to occur because its specific habitat type is not present on the project site or nearby vicinity. Therefore, **no impact** would occur on special-status bird species.

Nesting Birds. The project would include tree removal and tree trimming, and nesting birds may be present in the existing trees and foliage in and surrounding the project site. Therefore, if tree removal occurs during the nesting season (February 1 through August 31), nesting birds could be disturbed. Nesting birds, their nests, and their eggs are fully protected by Sections 3503 and 3503.5 of the California Fish and Game Code, and by the federal Migratory Bird Treaty Act. Project development would be subject to the Migratory Bird Treaty Act, which includes habitat supporting migratory birds, such as on-site or street trees potentially used by nesting birds. Any disturbance to nesting birds during nesting season would be considered a potentially significant impact. With implementation of **Mitigation Measure BIO-1**, the impact would be **less than significant with mitigation incorporated.**

Mitigation Measure BIO-1: Nesting Birds Surveys

If construction activities are scheduled during the nesting season, a qualified biologist will perform preconstruction surveys for nesting birds no more than 14 days before the start of demolition/construction activities during the early season (January through April), and no more than 30 days before the start of these activities during the late season (May through August).

A qualified biologist will inspect all tress in and immediately adjacent to the potential impact areas for nests. If an active nest is found in proximity to the project area with the potential to be disturbed by these activities, the biologist, in consultation with CDFW, will determine the extent of the construction-free buffer zone to be established around the nest.

The buffer zones will remain in place until the young have fledged and are foraging independently and able to disperse from the area on their own. A qualified biologist will monitor the active nest until determining that the nest is no longer active, at which time construction activities may begin in the buffer area.

Mammals. San Francisco dusky-footed woodrat (*Neotoma fuscipes annectens*) was identified within the project boundaries during the May 16, 2019 site visit. The San Francisco dusky-footed woodrat is a State species of special concern and is one of eleven subspecies occurring in the western United States. Its range encompasses the Santa Cruz mountains to the East Bay Hills throughout the San Francisco Bay Area. Woodrat is a nocturnal animal and most commonly is found in habitats of dense oak and riparian woodland, coastal scrub, chaparral, and areas with a well-developed understory. Woodrat middens (nests) are constructed of stick mounds on the ground, within shrubs and trees, or within tree hollows, rocks, and in human-made structures. Woodrats exhibit high site fidelity, often with multiple generations of woodrats using the same midden or midden complex in a cooperative manner, and the species is highly arboreal. Coast live oak and California bay laurel are important food sources because the species is a generalist herbivore. The project site contains the preferred habitat for woodrat activities and therefore has the potential to affect this species. Any disturbance to

woodrats or their middens during project implementation would be considered a potentially significant impact. With implementation of **Mitigation Measure BIO-2**, the impact would be **less than significant with mitigation incorporated.**

Mitigation Measure BIO-2: San Francisco Dusky-footed Woodrat

> Before the start of construction activities, a qualified biologist will perform preconstruction surveys for San Francisco dusky-footed woodrat midden structures in project work areas and within 5 feet of the edge of the work areas, to avoid direct take of woodrats. Woodrat middens that are found on the project site or within 5 feet from a work area will be marked with a buffer for avoidance. If impacts on a woodrat midden on the project site are unavoidable, before the start of construction and outside the breeding season (April through June), a qualified biologist will dismantle the midden by hand, removing the layered materials to allow adult woodrats to escape. If young are present and found during the disassembling process, a qualified biologist will leave the site for at least 24 hours, to allow the woodrats to self-relocate. This step will be repeated as needed until relocation has been completed. After the nest is vacant, the disassembly process will be completed, and the midden material will be collected and moved to another suitable location outside the project site but in the vicinity of the original location. Piles of cut vegetation/woody materials will be retained near the project site to nest dismantling, to provide refuge to any woodrats that may become displaced.

Bats. No special-status bat species were identified in the CNDDB search. Bat species without special status, but with some potential to use the project site, include the big brown bat, Brazilian free-tail bat, and Yuma myotis. These bat species are distributed widely throughout California and occur in a variety of habitats, from human-made structures (such as mines, bridges, and buildings), to natural habitats (such as caves, rock outcrops, and trees). Tree-roosting bats roost in tree snags or live trees supporting cavities, crevices, or loose bark. Although potential bat-roosting areas (trees and buildings) are present on the project site, the site does not contain preferred foraging areas near riparian corridors. In addition, the surrounding residential areas diminish the quality of ideal habitat for these bat species because of their sensitivity to disturbance. Therefore, because of the limited quantity and quality of habitat being affected by the project, the potential for loss of bat habitat or disturbance to roosting sites because of project construction and operation would be minimal or no impact would occur.

Bats are protected by CDFW Code 4150, which states: “all mammals occurring naturally in California which are not game mammals, fully protected mammals, or fur-bearing mammals, are non-game mammals. Non-game mammals or parts thereof may not be taken or possessed except as provided in this code or in accordance with regulations adopted by the Commission.” Bats primarily are protected through environmental review under CEQA. Project development would result in little change to the existing condition of the surfaces on the site, and therefore the project would have limited potential to impact bat species. Nonetheless, if bats are present on the project site, the impact would be potentially significant. With implementation of **Mitigation Measure BIO-3**, the impact would be **less than significant with mitigation incorporated**.

Mitigation Measure BIO-3: Roosting Bats

(1) **Preconstruction Surveys**. A qualified biologist will conduct a preconstruction survey during seasonal periods of bat activity (mid-February through mid-October), to determine suitability of structure(s) or trees as bat roost habitat.

(2) **Protective Buffer Zone(s)**. If active bat roosts are found on site, a suitable buffer from construction will be established by the biologist. The biologist will determine the species of bats present and the type of roost.

(3) **Mitigation and Exclusion**. If the bats are identified as common species and the roost is not being used as a maternity roost or hibernation site, the bats may be evicted using methods developed by a qualified biologist. If special-status bat species are found to be present, or if the roost is determined to be a maternity roost or hibernation site for any species, then the qualified biologist will develop a bat mitigation and exclusion plan to compensate for the lost roost. The site will not be disturbed until CDFW approves the mitigation plan.

Invertebrate and Fish Species. The CNDDB search identified no special-status invertebrates or fish species in the project vicinity. Suitable habitat for these species is not present on the project site. Particularly, the channelized drainage on the southern boundary of the project site lacks the essential habitat features for special-status salmonid species (i.e., riffles, pools, cobble and gravel substrate, and tidal influence), with permanent barriers to fish passage along the drainage (such as culverts, storm aprons, and steep slopes). In addition, special-status invertebrate species of the San Francisco Bay Area typically are associated with specific habitat types or host plants to complete their life-cycle. These habitats do not occur on the project site. Thus, these species would not be expected to occur at the project site. **No impact** would occur.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. The project site does not contain any riparian habitats or other sensitive natural communities (NMFS 2016). Therefore, **no impact** would occur.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The project site does not contain any federally protected wetlands. Therefore, **no impact** would occur

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than Significant Impact. Habitat corridors facilitate the movement between wildlife populations in more remote areas, and populations in larger habitat areas. Wildlife movements include seasonal migration (unidirectional), inter-population movement, and short or home-range travel pathways (i.e., movement corridors in an animal's territory for mating or foraging). These wildlife corridors are important for providing connection between outlying populations, and for daily home-range activities, such as foraging, hunting, or escaping from predators.

The San Francisco Watershed Lands are in proximity to the project site and provide the nearest locations for suitable habitat of native resident or migratory wildlife species, such as migratory birds. The ability of the project site to function as a significant wildlife corridor is limited because of the extensive urbanization within the project boundary and surrounding area. Wildlife adapted to urban environments that are likely to use any migratory pathways on the project site include raccoon, striped skunk, opossum, black-tailed deer, and potentially gray fox.

In addition, the project would be subject to, and would comply with, federal and State migratory bird regulations and roosting bat regulations; therefore, project development would not interfere with the movement of native resident or wildlife species, or with established native resident or migratory wildlife corridors. The impact would be **less than significant**.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact. According to the project-specific Arborist Report (Appendix BIO), the project would include some tree trimming and removal of indigenous species of trees. The project would comply with Hillsborough's Tree Removal Ordinance (Chapter 14.04, Sections 10 through 60, Tree Removal), the Significant Tree Ordinance of San Mateo County (Part Three of Division VIII of the San Mateo County Ordinance Code); and Regulations for the Preservation, Protection, Removal, and Trimming of Heritage Trees on Public and Private Property (Ordinance Number 2427). Protected trees include landmark trees, street trees, significant trees, indigenous trees, or heritage trees on private or public property, anywhere in San Mateo County (Chapter 3, Section 12).

The trees on the project site do not meet the landmark, street, significant, or heritage tree definition. Per the Arborist Report, indigenous trees present on the project site include Coast live oak and California bay laurel, which were evaluated and determined to be diseased and/or low-quality trees. Tree protection fencing would be implemented in accordance with the arborists' recommendations. The project also would comply with Hillsborough's Tree Removal Ordinance, which would require for a tree removal permit to be obtained before removal of any trees. In addition, consistent with Hillsborough's standard conditions of approval, the project would submit a tree protection plan and arborist report to the Building Department (Town of Hillsborough 2013). Therefore, the impact would be **less than significant**.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State habitat conservation plans cover the project area. Therefore, **no impact** would occur.

4.5 Cultural Resources

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V.	**Cultural Resources. Would the project:**				
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?	☐	☐	☐	☒
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

4.5.1 Setting

Cultural resources include historical and archaeological resources (as defined in Public Resources Code [PRC] Section 15064.5). Cultural resources are any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, a resource is considered by the lead agency to be historically significant if the resource meets the criteria for listing in the California Register of Historical Resources (California Code of Regulations Title 14[3] Section 15064.5[a][3]).

A cultural resources records search of the project area, including a 500-foot buffer, was conducted at the Northwest Information Center (NWIC) on May 21, 2019, to identify previous cultural resources studies and recorded resources in the area (NWIC File Number 18-2256). The National Register of Historical Places, the California Register of Historical Resources, and the Office of Historic Preservation's Historic Properties Directory data files also were reviewed. Two previous studies (Baird et al. 1990; Holman 1990) were conducted in portions of the project area, and an additional study (Brown et al. 2003) was conducted within the 500-foot buffer. No archaeological sites were identified in the project area or buffer (AECOM 2019).

4.5.2 Discussion

a) Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?

No Impact. Based on the records search, previously no historical resources were identified in or adjacent to the project area. In addition, no historic-period buildings are on the project site. Project construction would not include any direct or indirect effects on any historical resources. Therefore, **no impact** would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than Significant with Mitigation. No evidence of prehistoric resources was identified in the project area. In addition, based on the geomorphology of the project area, a very low potential would exist for buried archaeological resources to occur. However, the potential for accidental discovery of

archaeological resources during project construction cannot be discounted completely. Impacts relating to the disturbance of archaeological resource during project construction would be potentially significant and **MM CUL-1** would be required. In addition, **MM TRIBAL-1** requiring worker awareness training (see Section 4.18, Tribal Cultural Resources) would be required. MM CUL-1 outlines steps for treatment of unknown archeological discoveries, while MM TRIBAL-1 outlines worker training measures.

Mitigation Measure CUL-1. Treatment of Unanticipated Archaeological Discoveries

If unanticipated prehistoric or historic-period archaeological resources are encountered during ground-disturbing activities, work will be halted temporarily in the vicinity of the discovered materials until a qualified archaeologist has evaluated, recorded, and determined appropriate treatment of the resource, in consultation with the Town of Hillsborough. If the proposed development is determined to possibly damage a unique archaeological resource, mitigation will be implemented in accordance with Section 21083.2 of the PRC. Native American resources include chert or obsidian flakes, projectile points, mortars and pestles; and dark, friable soil containing shell and bone dietary debris, heat-affected rock, or human remains. Historic-period resources include stone or adobe foundations or walls; structures and remains with square (cut) nails; and refuse deposits or bottle dumps, often located in old wells or privies. If the proposed development is determined to possibly damage a unique archaeological resource, mitigation will be implemented in accordance with Section 21083.2 of the PRC and Section 15126.4 of the State CEQA Guidelines, with a preference for preservation in place.

Implementation of **MM CUL-1** and MM TRIBAL-1would reduce the potential impact on archaeological resources to a **less-than-significant** level.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. No known burial sites were identified in the project area or in immediate vicinity. However, the potential would exist for previously unknown human remains to be discovered during project construction. If human remains are uncovered during ground-disturbing activities, the contractor and/or the project applicant shall immediately halt all work in the immediate vicinity of the discovered remains, and the San Mateo County Coroner and a qualified archaeologist must be notified immediately to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, the coroner must contact the NAHC by telephone within 24 hours of making that determination (California Health and Safety Code Section 7050.5[c]). The NAHC must be contacted by the coroner so that a Most Likely Descendant (MLD) can be designated.

On discovery of Native American remains, the project applicant, in consultation with the Town of Hillsborough, shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the MLD has taken place. The MLD will have 48 hours to complete a site inspection and make recommendations after being granted access to the site.

The impact would be l**ess than significant.**

4.6 Energy

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI.	**Energy. Would the project:**				
a)	Result in potentially significant environmental impact due to wasteful, inefficient, unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

4.6.1 Setting

Grid electricity and natural gas services in Hillsborough are provided by PG&E, as regulated by the California Public Utilities Commission. PG&E provides electricity and natural gas services to approximately 16 million people throughout its 70,000-square-mile service area in northern and central California. In 2018, PG&E reported that 33 percent of its electricity in 2017 came from renewable resources, including solar, wind, geothermal, biomass, and small hydroelectric sources. In addition, nearly 80 percent of its total electric power mix came from greenhouse gas (GHG)-free sources (PG&E 2019). The power mix that PG&E provided to customers in 2017 consisted of non-emitting nuclear generation (24 percent), large hydroelectric facilities (12 percent), and eligible renewable resources (33 percent), such as wind, geothermal, biomass, solar, and small hydro. The remaining portion came from natural gas (17 percent) and unspecified power (14 percent). Unspecified power refers to electricity that is not traceable to specific generation sources by any auditable contract trail. In addition, PG&E has plans to increase the use of renewable power (PG&E 2018).

Residents in Hillsborough also have the option of receiving their power from Peninsula Clean Energy, a community choice energy program, also known as community choice aggregation (USEPA n.d.). PG&E still would deliver the power, maintain the lines, and bill customers, but the power would be purchased by Peninsula Clean Energy in San Mateo County. Peninsula Clean Energy plans to have an “ECO 50” and “ECO 100” program that includes 50 percent and 100 percent renewable energy, respectively.

4.6.2 Discussion

a) Result in potentially significant environmental impact due to wasteful, inefficient, unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact. Project construction would include the operation of construction vehicles as well as debris removal. During project construction, equipment operation would comply with the BAAQMD standards that are aimed at reducing air pollution. Such standards, including minimizing idling, ensuring proper maintenance, and using the required tier level engines, also would minimize the wasteful consumption of energy resources during construction. In addition, the project would comply with Chapter 15.18 in Hillsborough’s Municipal Code, which requires a waste reduction plan to be submitted to help meet the required diversion of 50 percent of solid waste.

In addition, the project would be required to comply with energy efficiency standards set forth in Title 24 of the California Administrative Code and the Appliance Efficiency Regulations. Title 24 requires that the project meet a number of conservation standards, including installation of water-efficient fixtures and energy-efficient appliances. Title 24 also regulates energy consumption for the heating, cooling, ventilation, and lighting of residential and nonresidential buildings, and is enforced

by the Town of Hillsborough. Compliance with Title 24 would ensure reduction in the use of fuel, water, and energy by the project. Furthermore, the project would comply with CalGreen[1] and additional Hillsborough Municipal Code requirements related to energy and water conservation. Therefore, the project would not result in inefficient, wasteful, and unnecessary consumption of energy. The impact would be **less than significant**.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. Hillsborough's 2010 Climate Action Plan (CAP) was developed to reduce GHG emissions by implementing various strategies and programs at the local level. The CAP identifies Hillsborough's existing GHG inventory and estimates emissions within different sectors and fuel types. Based on this, the CAP proposes emission reduction targets to help meet Assembly Bill (AB) 32's regional goals. The CAP recommends various renewable energy, energy-efficiency, and energy conservation strategies until 2020 (Town of Hillsborough 2010). The CAP recommendations are geared toward existing development and strategies to achieve town-wide goals. The project would be required to comply with the Residential Green Building Ordinance, identified in Hillsborough's Climate Action Plan as one of the areas in which the town would reduce GHG emissions to meet the 2020 AB 32 reduction target. Therefore, the project would not conflict with or obstruct the CAP. In addition, the project would be subject to the energy conversation standards and building regulations as required by Title 24, including the 2016 California Green Building Standards Code. Compliance with Title 24, including the 2016 California Green Building Standards Code, would be required. The project would be consistent with the policies outlined in the CAP and would incorporate Title 24 energy efficiency standards. Therefore, the impact would be **less than significant**.

[1] CalGreen is the mandatory building standards code, adopted in California under Title 24, Part 11 of the California Code of Regulations (CBSC 2019).

4.7 Geology and Soils

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Geology and Soils. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☒	☐	☐

4.7.1 Setting

This subsection incorporates information from the Geotechnical Investigation report for the project, prepared by GeoForensics in June 2018 and provided in Appendix GEO.

Seismic Hazards

The greater San Francisco Bay Area is recognized as one of the most active seismic regions in the United States. Surface rupture occurs when the ground surface is broken because of fault movement during an earthquake. The location of surface rupture generally can be assumed to be along an active major fault trace. The closest active fault to the project site is the San Andreas Fault, located about 0.5 mile to the west.

The Alquist-Priolo Earthquake Fault Zoning Act designates zones that are most prone to surface fault ruptures in the state. The zones are defined by the California Geological Survey, and areas within an

Alquist-Priolo earthquake fault zone require special studies to evaluate the potential for surface rupture, to ensure that no structures intended for human occupancy are constructed across an active fault (an active fault is defined by the State as a fault that has had surface displacement within Holocene time, approximately the last 11,000 years). The project site is not in an Alquist-Priolo earthquake fault zone (DOC 2019).

Ground Shaking and Rupture

The intensity of seismic ground shaking in a particular area depends on the characteristics of the generating fault, distance to the earthquake epicenter, magnitude and duration of the earthquake, and specific site geologic conditions. The project site is likely to be subject to very strong to violent ground shaking from a major earthquake at one of the many active faults in the region. The geotechnical report determined that because of the lack of mapped active fault traces throughout the project site, the potential for ground rupture from fault offset on the site is considered to be low.

Seismic-Related Ground Failure

Seismic-related ground failure may include liquefaction, lateral spreading, subsidence, each of which are addressed as follows:

- **Liquefaction** is the loss of support that soil can provide to a structure. The shaking and saturation of the soil by subsurface groundwater causes the soils to become unstable. Liquefaction most commonly occurs during earthquake shaking in loose fine sands and silty sands associated with a high ground water table. The geotechnical report determined that because the project site is underlain by bedrock, liquefaction is unlikely to occur at the project site. Furthermore, the project site is located in a very low liquefaction hazard area (Town of Hillsborough 2005).
- **Lateral spreading** occurs when weak material, such as sensitive or liquefiable soils, loses its stability and strength because of earthquake shaking. Susceptible soil conditions are not present at the site, and the potential for lateral spreading is considered to be low.
- **Subsidence** may occur when poorly consolidated soils densify from earthquake shaking. Because the project site is underlain at shallow depths by resilient material, the potential for subsidence is considered to be low.

Landslides

The project site and the surrounding area are gently to steeply sloping. The site is underlain by bedrock material at relatively shallow depths. The geotechnical report determined that the potential for seismically induced landslides is considered to be low. The project site is in an area designated with Little Evidence of Past Landslides (Town of Hillsborough 2005).

Soils

Soils in the project area are mapped as Orthents, cut and fill-Urban land complex (NRCS 2019). Orthents are soils that have been mechanically modified by grading and fill associated with development or other urban activities, such as landscaping (Town of Hillsborough 2005). The project site includes relatively non-expansive and high strength site soils and shallow bedrock (GeoForensics 2018).

4.7.2 Discussion

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other

substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42

No Impact. Because the project site is outside the Alquist-Priolo Earthquake Fault Zone and no known major active faults are present in the project site, a low risk of surface rupture related to fault movement exists. The potential for the project to exacerbate the risk of a rupture of a known fault is non-existent. Therefore, project construction or operation would not directly or indirectly cause potential substantial adverse effects because of fault rupture. **No impact** would occur.

ii) Strong seismic ground shaking?

Less than Significant Impact. Seismic ground shaking can be expected during the design life of structures built on the project site because of the high seismic activity likely to occur in the area. Although construction of additional habitable space in an area that could be subject to violent ground shaking could exacerbate the risk of loss, injury, or death resulting if the building were not adequately designed to reduce potential impacts from seismic shaking, the project would be required to follow the seismic standards of the most recent version of the California Building Code (CBC). The CBC includes measures to ensure that structures can withstand the maximum expected ground shaking without catastrophic failure. The project would be designed to meet the State standards for structural design and site development through Chapter 16, Section 1613, Earthquake Loads of the CBC, to withstand anticipated seismic ground shaking. Although complete avoidance of any damage may not be feasible, industry-standard seismic design measures would be incorporated, in accordance with current building codes. The impact would be **less than significant**.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant. As discussed above, the project site is underlain by bedrock, and therefore liquefaction is unlikely to occur. Furthermore, project site is not located within a liquefaction zone (DOC 2019). Regardless, the project would follow the seismic standards of the most recent version of the CBC, which requires measures to ensure that potential settlement and resultant damage from liquefaction is minimized. Although complete avoidance of any damage may not be feasible, incorporation of industry-standard seismic design measures, in accordance with current building codes, would reduce potential impacts from liquefaction and other seismic-related ground failure. Project construction and operation would not exacerbate the potential for seismic liquefaction, which is a function of the location of the epicenter, the size of the event, and the underlying soils, none of which would be affected by the project. The impact would **be less than significant**.

iv) Landslides?

Less than Significant Impact. As discussed above, the project site is underlain by competent bedrock material at relatively shallow depths. Therefore, the hazard from large-scale, seismically induced landslides is relatively low for the site. However, as with any slope, minor sloughing of the steeper site slopes could occur during earthquake shaking (or during periods of prolonged rainfall). However, the proposed improvements should not be affected by any such sloughing, because they will be supported by the stable bedrock materials at the site where proximate to steep slopes. Therefore, the impact would be **less than significant**.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact.

Construction. Project construction would involve removal of the existing foundation and trees to accommodate the proposed development. The site would be graded and excavated to form building

pads, followed by construction activities to build the new mixed-used development. The proposed site grading and excavation activities would have the potential to cause soil erosion.

As discussed in Section 4.9, Hydrology and Water Quality, disturbances to the property would be greater than 1 acre, requiring coverage under the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activities Stormwater Permit (General Permit) through the State Water Resources Control Board (SWRCB). To obtain coverage under the General Permit, submission of a Storm Water Pollution Prevention Plan (SWPPP) would be required, which would require implementation of BMPs to minimize erosion and topsoil loss. Potential erosion and transportation of soil particles would be managed through standard construction BMPs, such as installation of silt fences, which would substantially reduce potential sediment transport from the construction site. Other BMPs that would be implemented at the site would include stabilized construction entrances and storm drain inlet protection. The contractor would be responsible for maintaining these BMPs in good and effective condition.

In addition, consistent with Hillsborough's standard conditions of approval, the project would submit an erosion and sediment control plan for review and approval, in conjunction with obtaining a Building Permit (HMC Chapter 15.24). The erosion control plan would comply with Hillsborough's Storm Water Pollution Prevention Program (Town of Hillsborough 2013).

With implementation of BMPs required by the SWPPP under the NPDES General Permit and an erosion and sediment control plan, the impact would be **less than significant**.

Operation. After being constructed, the project would be landscaped and/or covered in buildings or hardscape features; therefore, erosion or loss of topsoil would not be expected to continue beyond the construction period. **No impact** would occur.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less than Significant. As described above, the geotechnical report determined that because of the absence of susceptible soils, shallow depths by resistant materials, and stable bedrock material present, the hazard from landslides, lateral spreading, subsidence, liquefaction, or collapse at the project site is considered to be low. Discussion of earthquake-induced landslides and other seismic-related ground failure are discussed previously under Impact (a)(iii) and (iv). The report also stated that the development of the site is comprised of controlled steep slopes but is aided by the non-expansive nature of the site soils and relatively shallow bedrock. In addition, the report provides recommendations if development occurs on steeper slopes, such as using drilled piers to support newly constructed retaining walls.

The project would be designed in accordance with the most recent version of the CBC, which would require site-specific design-level evaluation of underlying materials and their engineering characteristics to minimize the potential total and differential settlement of finished structures, and lateral spread or collapse of excavations during construction. The geotechnical report also makes recommendations on appropriate types and design for proposed building foundations and retaining walls. Therefore, the impact would be **less than significant**.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact. As discussed above, the project site contains relatively non-expansive soils. As recommended by the geotechnical study, imported soils would be free of construction debris or other deleterious materials and would be non-expansive. Therefore, **no impact** would occur.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No impact. The project would not include any septic tanks or alternative wastewater disposal. New stormwater, wastewater, and other utilities would be connected to existing utility infrastructure at or adjacent to the site. Therefore, **no impact** would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

Less than Significant with Mitigation. Paleontological resource localities are those sites where the fossilized remains of extinct animals and/or plants have been preserved. Rock formations that are considered of paleontological sensitivity are those rock units that have yielded significant vertebrate or invertebrate fossil remains. These include sedimentary rock units that contain significant paleontological resources anywhere within its geographic extent.

The possibility would exist for discovery of unknow paleontological resources during project construction. This impact would be potentially significant. and = MM GEO-1 shall be required. In addition, MM Tribal-1 requiring worker awareness training (see Section 4.18, Tribal Cultural Resources) would be required. With implementation of MM GEO-1 and MM TRIBAL-1, which would include stop work measures and work training, the impact would be **less than significant with mitigation incorporated**.

Mitigation Measure GEO-1: Procedures for Inadvertent Discovery of Paleontological Resources.

In the event that sensitive paleontological resources are identified during project site preparation or construction activities, work will be halted until a qualified paleontologist is contacted and makes recommendations. Specifically, if deposits of paleontologist resources are encountered during project construction activities, all work within an appropriate buffer area around the discovery will be stopped, and a qualified paleontologist meeting federal criteria under 36 CFR 61 will be contacted to assess the deposit(s) and make recommendations.

If deposits of paleontological materials cannot be avoided by project activities, the Town of Hillsborough will confirm that it has retained a qualified paleontologist to evaluate the potential historic significance of the resource(s). If the deposits are determined to be non-significant by a qualified paleontologist, avoidance will not be necessary. If the deposits are determined to be potentially significant by the qualified paleontologist, the resources will be avoided if feasible. If avoidance is not feasible, project impacts will be mitigated in accordance with the recommendations of the paleontologist, in coordination with the Town of Hillsborough and Section 15126.4 (b)(3)(C) of the State CEQA Guidelines, which will necessitate implementation of a data recovery plan. The data recovery plan will include provisions for adequately recovering all scientifically consequential information from and about any discovered paleontological materials and will include recommendations for the treatment of these resources. In-place preservation of the paleontological resources will be the preferred manner of mitigating potential impacts, because this will maintain the relationship between the resource and the context. In-place preservation also will reduce the potential for conflicts with the religious or cultural values of groups associated with the resource. Other mitigation options will include the full or partial removal and curation of the resource.

The Town of Hillsborough shall confirm that it has retained a qualified paleontologist for preparation and implementation of the data recovery plan, which will be conducted before any additional earth-moving activities in the area of the resource. A recovery plan will be developed and implemented for the project. After the recovery plan is reviewed and approved and any appropriate resource recovery is completed, project construction activity within the area of the find may resume. A data recovery plan will not be required for resources that have been deemed

by the qualified paleontologist as adequately recorded and recovered by studies previously completed.

4.8 Greenhouse Gas Emissions

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. Greenhouse Gas Emissions. Would the project:					
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

4.8.1 Setting

Certain gases in Earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. A portion of the solar radiation that enters Earth's atmosphere is absorbed by Earth's surface; and a smaller portion of this radiation is reflected back toward space. Infrared radiation is absorbed by GHGs; therefore, infrared radiation released from Earth that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on Earth.

GHGs are present in the atmosphere naturally; are released by natural sources and anthropogenic sources; and are formed from secondary reactions taking place in the atmosphere. The following are GHGs that are widely accepted as the principal contributors to human-induced global climate change that are relevant to the project:

- Carbon dioxide (CO_2)
- Methane (CH_4)
- Nitrous oxide (N_2O)

Emissions of CO_2 are byproducts of fossil fuel combustion. CH_4 is the main component of natural gas and is associated with agricultural practices and landfills. N_2O is a colorless GHG that results from industrial processes, vehicle emissions, and agricultural practices.

Global warming potential (GWP) is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to CO_2. The GWP of a GHG is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation, and length of time (i.e., lifetime) that the gas remains in the atmosphere ("atmospheric lifetime"). The reference gas for GWP is CO_2; therefore, CO_2 has a GWP of 1. The other main GHGs that have been attributed to human activity include CH_4, which has a GWP of 28, and N_2O, which has a GWP of 265 (IPCC 2013). For example, 1 ton of CH_4 has the same contribution to the greenhouse effect as approximately 28 tons of CO_2. GHGs with lower emission rates than CO_2 still may contribute to climate change because they are more effective at absorbing outgoing infrared radiation than CO_2 (i.e., high GWP). The concept of CO_2-equivalents (CO_2e) is used to account the different GWP potentials of GHGs to absorb infrared radiation.

4.8.2 Discussion

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. The impacts associated with GHG emissions generated by the project would be related to the emissions from construction and operation. Off-road equipment,

materials transport, and worker commutes during construction of the project would generate GHG emissions. Building operation, energy use, and mobile sources from vehicle trips by residents also would generate GHG emissions. The BAAQMD has not adopted thresholds for evaluating GHG emissions from construction activities. However, the BAAQMD recommends that the lead agency quantify and disclose GHG emissions that would occur during construction and make a determination on the significance of these construction-generated GHG emission impacts in relation to meeting AB 32 GHG reduction goals (BAAQMD 2017c). Total project construction GHG emissions were estimated using the methodology discussed in Section 4.3, Air Quality. As shown in Table 4.8-1, the total estimated construction-related emissions would be approximately 1,461 metric tons (MT) CO_2e, with the maximum emissions of 591 MT CO_2e in 2021. Additional modeling assumptions and details are provided in Appendix AQ.

Table 4.8-1: Summary of Construction-Related GHG Emissions

Construction Year	GHG Emissions
	MT CO_2e
2020 Emissions	462
2021 Emissions	591
2022 Emissions	408
Total Emissions	1,461
Amortized Emissions [1]	**49**
Exceeds Threshold?	**No**

Notes:
Totals may not add because of rounding. MT CO_2e = metric tons carbon dioxide equivalents
1. Amortized emissions calculated assuming a 30-year project lifetime.

Similar to air quality, the BAAQMD CEQA Air Quality Guidelines identify screening criteria to provide lead agencies with a conservative indication of whether a project would exceed the BAAQMD GHG threshold of 1,100 MT CO_2e per year, which was developed consistent with AB 32 statewide targets. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. Table 4.8-2 shows the BAAQMD's operational screening criteria for single-family homes.

Table 4.8-2: Operational Screening Level Sizes

Land Use Type	Operational GHG Screening Size
Single-family	56 dwelling units

Source: BAAQMD 2017

Because the project would meet the screening criteria identified for operations and amortized construction emissions would be limited to approximately 49 MT CO_2e per year, the project would not result in generation of operational-related GHG emissions that would exceed the BAAQMD-recommended threshold of significance, thus GHG emissions would not be cumulatively considerable. Although the BAAQMD has not adopted a threshold of significance consistent with Senate Bill 32 goals (which established a 2030 GHG emissions reduction target of 40 percent below 1990 levels), because the 1,100 MT CO_2e emissions rate is equivalent to a project size of approximately 60 single-family dwelling units, the project emissions of one single-family dwelling unit can be presumed also to not result in a cumulatively considerable increase in GHG emissions in the SB 32 context (2030 time frame). In addition, as discussed in Section 4.16, Transportation, the estimated trip generation for a single-family residence is 10 daily trips; therefore, the project would not result in a cumulatively considerable increase in mobile source-related GHG emissions. Thus, the

project would not have the potential to generate GHG emissions that could have a significant impact on the environment. Therefore, the impact would be **less than significant.**

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. In 2006, California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. It requires that statewide GHG emissions be reduced to 1990 levels by 2020.

In December 2008, ARB adopted its Climate Change Scoping Plan (Scoping Plan), which contains the main strategies that California will implement to achieve the GHG reductions required by AB 32 (ARB 2008). In 2014, ARB approved the first update to the Climate Change Scoping Plan: Building on the Framework (ARB 2014). In 2016, the State Legislature passed SB 32, which established a 2030 GHG emissions reduction target of 40 percent below 1990 levels. In response to SB 32 and the companion legislation of AB 197, ARB released a proposed scoping plan on January 21, 2017. The final scoping plan was adopted November 2017 to provide a framework for achieving California's 2030 GHG target (ARB 2017).

Although the Scoping Plan updates include measures that indirectly would address GHG emissions associated with project construction and operations, including the phasing in of cleaner technology for diesel engine fleets (including construction equipment) and enhanced energy efficiency, successful implementation of these measures predominantly would depend on development of laws and policies at the State level. Thus, none of these statewide plans or policies constitutes a regulation to adopt or implement a regional or local plan for reduction or mitigation of GHG emissions. Therefore, any requirements that were formulated under the mandate of AB 32 and SB 32 and applicable to the project, either directly or indirectly, would be implemented consistent with statewide policies and laws.

In 2010, the Town of Hillsborough adopted the CAP, which includes an emissions target of reducing GHG emissions to 15 percent below 2005 levels by 2020, consistent with AB 32, and 80 percent by 2050 (Town of Hillsborough 2010). To meet this goal, the Town selected four major strategies in the areas of energy efficiency, water conservation, and green building; waste reduction and recycling; education and promotion; and municipal operations.

As indicated in the CAP, the Hillsborough City Council adopted the Residential Green Building Ordinance, effective July 1, 2009, which mandates that new residential buildings meet a minimum number of GreenPoints, as outlined in the Ordinance's Standard of Compliance (Town of Hillsborough 2010). The CAP does not include any additional measures that would be directly applicable to the project.

Furthermore, as an effort to meet the goals of AB 32 to reduce statewide GHG emissions, the CBC established CALGreen. CALGreen encourages sustainable construction practices and building design in the categories of residential planning and design, including energy efficiency and water efficiency. The project would comply with the most recent 2019 CALGreen requirements, which become effective January 1, 2020. The 2019 CALGreen requirements include mandatory measures for all new building construction, to achieve energy conservation and make a major contribution in meeting the State's goals, established by AB 32 and SB 32 for reduction in GHG emissions (CEC 2018). The

Based on the project's required compliance with the City's Green Building Ordinance and 2019 CALGreen requirements, the project would not conflict with any applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Therefore, the impact would be **less than significant.**

4.9 Hazards and Hazardous Materials

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.	**Hazards and Hazardous Materials. Would the project:**				
	a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
	b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
	c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
	d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
	e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
	f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
	g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

4.9.1 Setting

Hazardous Materials

The project site is not included on the list of hazardous materials sites, compiled pursuant to Government Code, Section 65962.5 (CalEPA 2019, 2019b; DTSC 2019; SWRCB 2019), also known as the Cortese list.

Naturally Occurring Asbestos

Chrysotile and amphibole asbestos are types of naturally occurring asbestos (NOA) found in certain geologic settings in the San Francisco Bay Area, most commonly in serpentinite and other ultramafic rocks. When disturbed by construction, grading, quarrying, or surface mining operations, asbestos-containing dust can be generated. As discussed in the project geotechnical investigation, the Brabb, Graymer, and Jones map indicates that the site is on the border of two bedrock types, sheared rock (map symbol "fs") and serpentine ("sp"). However, the subsurface exploration completed at the project site encountered clay and sand soils over sandstone bedrock (GeoForensics 2018).

Schools in Project Vicinity

No schools are within 0.25 mile of the project site. The closest school to the site is Hoover Elementary School, located approximately 1 mile to the northeast.

Airports

The closest airport to the project site is SFO, located approximately 3 miles to the north.

Fire Hazard

The project area is identified by the California Department of Forestry and Fire Protection (CAL FIRE) as a Local Responsibility Area. Local Responsibility Areas, which are under the jurisdiction of local entities (e.g., cities, counties), are required to identify only very high fire hazard severity zones. The CAL FIRE map "Fire Hazard Severity Zones in LRA" for San Mateo County identifies the project site and surrounding area as a Non-Very High Fire Hazard Severity Zone, which indicates that the risk of wildland fire hazards is not considered high or very high (CAL FIRE 2007).

Emergency Response Plan

In collaboration with the City of Burlingame, the Town of Hillsborough has a comprehensive Emergency Operation Plan (EOP) that establishes policies and procedures and assigns responsibilities to ensure the effective management of emergency operations. The EOP provides information on the Town of Hillsborough/City of Burlingame Operational Area emergency management structure and how the emergency management team is to be activated.

In addition, the Regional Catastrophic Earthquake Mass Transportation/Evacuation Plan designates priority transportation routes to serve as the principal transportation routes for critical movement of evacuees and emergency service workers through the region (CalEMA et al., 2011). These routes have a priority for inspection, debris removal, and re-opening. The following priority transportation route is identified in San Mateo County: State Route 82 (El Camino Real) south to U.S. Highway 101 (US 101); and south on US 101 to a point where travel can occur to the east.

The San Mateo County Sheriff's Office has developed an emergency operation plan that establishes policies and procedures and assigns responsibilities to ensure the effective management of emergency operations within the San Mateo County Operational Area (County Sheriff et al. 2015). The basic plan describes the County's general response to emergency management, and incorporates annexes containing the detailed actions and policies needed based on the type of disaster. Neither the basic plan nor the annexes identifies specific evacuation routes.

4.9.2 Discussion

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant with Mitigation Incorporated.

The following discussion is in response to both a) and b).

Construction. Project development with residential uses would involve the storage, use, and transport of hazardous materials (e.g., asphalt, fuel, lubricants, paint) during construction activities. Transportation of hazardous materials on area roadways is regulated by the California Highway Patrol and the California Department of Transportation. Use of these materials is regulated by the California

Department of Toxic Substances Control (DTSC), as outlined in Title 22 of the California Code of Regulations. The project applicant, builders, contractors, and future residents would be required to use, store, and transport hazardous materials in compliance with applicable federal, State, and local regulations during project construction and operation.

Project construction activities may include refueling and minor maintenance of construction equipment on site, which could lead to minor fuel and oil spills. The use and handling of hazardous materials during construction would occur in compliance with applicable federal, State, and local laws, including California Division of Occupational Safety and Health (Cal/OSHA) requirements. All construction activities would be subject to the NPDES permit process that would require preparation of an SWPPP, which would be reviewed and approved by the San Francisco Bay Regional Water Quality Control Board (RWQCB). In addition, consistent with the Hillsborough's standard conditions of approval, an erosion and sediment plan would be submitted in compliance with the Town's SWPPP (Town of Hillsborough, 2013).

Based on the geotechnical investigation, the potential to encounter NOA soils during ground disturbance at the project site is very low. Nonetheless, the project would be compliant with the BAAQMD's Basic Construction Measures (as discussed in Section 4.3, Air Quality) that would minimize constructed related dust emissions and reduce exposure to potential NOA hazards.

Although no visible hazardous materials contamination has been observed on the project site, the potential would exist for undocumented contamination to be discovered during construction. This impact would be potentially significant. With implementation of **Mitigation Measure HAZ-1,** which outlines stop work procedures, the impact would be **less than significant.**

Mitigation Measure HAZ-1: Discovery of Unknown Hazardous Materials

If hazardous materials are encountered during construction or accidentally released because of construction activities, the Town of Hillsborough and/or its contractor shall implement the following procedures:

- Stop all work in the vicinity of any discovered contamination or release.
- Identify the scope and immediacy of the problem.
- Coordinate with responsible agencies including the DTSC, the San Francisco Bay Regional Water Quality Control Board, or USEPA.
- Conduct the necessary investigation and remediation activities to resolve the situation before continuing construction work.

Operation. During project operation, no routine transport, use, or disposal of significant quantities of hazardous materials would occur. The residence would use typical quantities of common commercially available household hazardous materials, such as cleaning and maintenance supplies. Such products are labeled with appropriate cautions and instructions for handling, storage, and disposal, and do not represent a significant threat to human health and the environment. Landscaping maintenance may require the use of limited quantities of industry standard hazardous materials, such as herbicides or pesticides, but not in such a manner as to represent a significant threat to human health and the environment. Such materials typically would be stored in cabinets on site, in accordance with all laws and regulations and with proper permits, where applicable. Therefore, the impact would be **less than significant**.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. No existing schools or proposed schools are within 0.25 mile of the project site. **No impact** would occur**.**

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The project site is not included on the list of hazardous waste sites (Cortese List), compiled by DTSC pursuant to Government Code Section 65962.5. Therefore, the project would not create a significant hazard to the public or environment. There would be **no impact.**

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less than Significant Impact. As stated above, the nearest airport to the project site is SFO, approximately 5 miles away. The project site is within Influence Area "B"[2] for the airport; however, the project would not result in a safety hazard for people residing or working in the project area (Town of Hillsborough 2005). The impact would be **less than significant**.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. No public roads would be closed during project construction. Construction activities would not fundamentally alter emergency response and evacuation routes in the vicinity of the project site, which would remain unchanged from existing conditions. The project design also would be reviewed by the Central County Fire and Hillsborough Police departments before approval, to ensure that the project would have adequate ingress and egress and would not impede emergency access. Therefore, the impact would be **less than significant**.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Less than Significant Impact. The project site is not in a State Responsibility Area or a Very High Fire Hazard Severity Zone, and the site is more than 1.5 miles from the nearest such area or zone (CAL FIRE 2007, 2008). Areas outside of Very High Fire Hazard Severity Zones are not subject to special development controls related to heightened fire protection, or vegetation management required to minimize the risk of wildland fires. However, new construction at the project site would be subject to standard fire code and fire suppression requirements. The project site is served by the Central County Fire Department, which would review the project design before approval. Because of these factors, the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. The impact would be **less than significant**.

[2] Airport Influence Area is the area within outer boundary of Part 77 airport obstruction surfaces. Airport influence area boundaries define areas where height, noise, overflight and safety standards, policies, and criteria are applied to certain proposed land use policy actions (Ricondo and Associates 2012).

4.10 Hydrology and Water Quality

ENVIRONMENTAL ISSUES			Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X.	**Hydrology and Water Quality. Would the project:**					
	a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐
	b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
	c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
		(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
		(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
		(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
		(iv) impede or redirect flood flows?	☐	☐	☒	☐
	d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
	e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

4.10.1 Setting

The project site is in the Easton Creek watershed, which covers approximately 1.1 square miles and encompasses portions of Hillsborough and Burlingame. A culverted drainage with connectivity to Easton Creek is on the southern boundary of the project site. Easton Creek is an intermittent waterway approximately 0.18-miles downslope from the project site, with connectivity to the San Francisco Bay approximately 2.1 miles northeast of the site, along Bayshore Boulevard. Downstream, the creek flows into a culvert down to the Caltrain crossing and then continues as an engineered canal to the San Francisco Bay (SMCWPPP 2008).

Currently, no drainage facilities are on site. Drainage at the project site is characterized as sheet flow, or water flowing in thin layers, off of the slopes in the project site (GeoForensics 2018).

According to the Federal Emergency Management Agency's Flood Insurance Rate Maps, the project site is not within a 1 percent annual chance of flood zone (also referred to as the 100-year flood zone). The project site is in Zone X, identified as "areas of minimal flood hazard" (FEMA 2019). The project site is not in a tsunami inundation area (CGS 2009). The project site is not in a dam inundation area (Town of

Hillsborough 2005). Furthermore, the project site is not within a mapped groundwater basin, and therefore is assumed not to be underlain by a substantial groundwater aquifer (DWR 2019).

4.10.2 Discussion

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant with Mitigation.

Construction: Construction activities, such as grading, excavation, and backfilling, would have the potential to affect surface water quality. Disturbed soils that temporarily are exposed to the erosive forces of wind, rain, and stormwater runoff could be released to nearby drainages and storm drains. In addition, stormwater runoff could be contaminated with chemicals that are used during construction (such as fuels, oils, and solvents) because of the daily use, transportation, and storage of these materials; or from contaminants remobilized from areas of existing soil contamination at the project site. Disposal of construction dewatering also could degrade surface water quality, if dewatering of groundwater during excavations is not appropriately treated and/or disposed. Construction activities also would have the potential to impact groundwater quality, if groundwater is exposed directly to construction contaminants, such as those occurring after hazardous material spills.

Because disturbed areas in the project site would be greater than 1 acre, the project would obtain coverage under the SWRCB's Construction General Permit. As part of the Construction General Permit, the contractor would prepare and implement an SWPPP that specifies BMPs to avoid and minimize the discharge of pollutants from the site throughout the construction period. In addition, consistent with Hillsborough's standard conditions of approval, an erosion and sediment plan would be submitted in compliance with Hillsborough's SWPPP. Potential erosion and transportation of soil particles would be managed through standard construction BMPs, such as installation of silt fences, which would substantially reduce potential sediment transport from the project site. Other construction-related contaminants, such as oil and grease, would be managed through appropriate material handling and good housekeeping practices at the project site. Other BMPs that would be implemented at the site would include stabilized construction entrances and storm drain inlet protection. The contractor would be responsible for maintaining these BMPs in good and effective condition. Such measures would include the following:

- *Minimize Active Construction Area.* The number of access routes, size of staging areas, and the size of the active construction sites would be limited to the minimum necessary to achieve project objectives; and staging areas, storage, equipment laydown, access routes, and parking areas would be established on paved or previously disturbed areas to the extent feasible.
- *Implement Erosion Control*. Standard construction site erosion control measures would be used where sediment from exposed slopes could erode and enter drainage facilities. Areas of disturbed soils that slope toward drainages would be stabilized when not actively in use, to reduce erosion potential. Materials used for the erosion control measures and sediment barriers would be weed-free.
- *Implement Trash Control*. Food-related trash items, such as wrappers, cans, bottles, and food scraps, would be disposed in closed containers (trash cans) and removed from the construction site on a regular basis.
- *Hazardous Spill Prevention*. Vehicles and equipment would be maintained in proper working condition, to minimize potential fugitive emissions of motor oil, antifreeze, hydraulic fluid, grease, or other hazardous materials. Service/maintenance vehicles would carry materials to absorb leaks or spills. Servicing, refueling, and staging of construction equipment would take place only at designated areas where a spill would not flow to drainages. Equipment

washing, if needed, would occur only in designated locations where water could not flow into drainage channels. Hazardous spills would be cleaned up immediately, and contaminated soil would be properly disposed at a licensed facility.

A low potential would exist for contaminated soil and groundwater to be encountered during excavation in areas of the project site with historic contamination. As discussed in Section 4.8, Hazards and Hazardous Materials, the potential to encounter NOA soils during ground disturbance at the project site would be very low to none.

The project site is not within a mapped groundwater basin, and therefore is assumed not to be underlain by a substantial groundwater aquifer. If dewatering occurs, dewatering operations, including those associated with groundwater drawdown or stormwater collected in excavations, could have potentially significant effects, if contaminated dewatering effluent is not handled properly. During construction, groundwater would be removed from active work areas, treated where necessary (sediments would be allowed to settle), and disposed in accordance with SWPPP permit requirements.

Implementation of the SWPPP and associated BMPs and **Mitigation Measure HAZ-1**, if hazardous materials are encountered during construction or accidentally released because of construction activities (detailed in Section 4.8), would reduce the construction-related impact. The impact would be **less than significant with mitigation incorporated**.

Operation: Because the project would create or replace more than 10,000 square feet of impervious surfaces on the project site, it would be required to comply with the San Francisco Bay RWQCB's Municipal Regional Permit C.3 requirements. Provision C.3 of the NPDES permit governs storm drain systems and regulates post-construction stormwater runoff. This provision requires new development and redevelopment projects to incorporate low impact development (LID) treatment measures and other appropriate source control and site design features, such as green infrastructure where feasible, to reduce the pollutant load in stormwater discharges and manage runoff flows. For projects that alter more than 50 percent of the existing impervious surfaces, stormwater treatment systems must account stormwater runoff from the entire redevelopment project (including existing, new, and replaced impervious surfaces).

The NPDES permit includes provisions for new development and redevelopment projects (RWQCB 2015). Provision C.3 requires source control, site design, and stormwater treatment measures, and green infrastructure where feasible, to address stormwater pollutants, and to prevent increases in flow rates from developed areas. Projects are required to evaluate opportunities for incorporating LID strategies, such as self-treating/self-retaining landscape areas, stormwater re-use, on-site infiltration, and evapotranspiration. If these methods are not compatible because of specific site constraints, the permit allows use of natural, landscape-based stormwater treatment measures as alternative means of providing stormwater management. Treatment measures must be sized hydraulically to treat the runoff and are required to be maintained regularly. The San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) has published the C.3 Stormwater Technical Guidance (2016) to facilitate these low-impact designs. Provision C.6 requires construction sites to implement year-round effective erosion control, run-on and runoff control, sediment control, active treatment systems (as appropriate), good site management, and non-stormwater management through all phases of construction. To facilitate compliance with the C.3 and C.6 provisions, the SMCWPPP has developed a review checklist for development projects, identifying specific construction site BMPs, source controls, and LID design measures.

The project would include water quality protection measures, designed to reduce the rate and volume of project runoff as well as remove pollutants before discharge. To achieve these goals, the project would include a rain garden/bioretention area into which runoff from all impervious areas (roofs and hardscape) would be discharged for filtration through permeable soils to remove contaminants.

The Town of Hillsborough has engineering standard details that address drainage and storm drain design criteria, which the project would implement. In summary, with implementation of post-construction stormwater management in accordance with the aforementioned regulations, project operation would not violate any water quality standards or waste discharge requirements and would not substantially degrade water quality. The impact would be **less than significant**.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant Impact.

Construction: Water demands during construction (for dust control and concrete mixing) would be met by existing service connections to municipal suppliers. Construction activities would not require new wells or substantial increases in pumping at regional municipal wells, nor would they interfere with groundwater recharge that could occur if the project converted pervious surfaces to impervious surfaces. Because the project site is not located within a mapped groundwater basin, and therefore is assumed not to be underlain by a substantial groundwater aquifer, the construction-related impact on groundwater supply and groundwater management would be **less than significant**.

Operation: No groundwater extraction is proposed directly as part of project operations, and as discussed further in Section 4.18, Utilities and Service Systems, adequate water supply would be available to serve the project. The project site is not a major groundwater recharge area. Following completion of construction, the project site would have more impervious surfaces, compared to existing conditions. However, the proposed LID detention basins would allow local infiltration; therefore, the project is not anticipated to substantially interfere with groundwater recharge. Therefore, the impact would be **less than significant**.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows?

Less than Significant Impact.

Construction: No streams or rivers are on the project site, and the project site is not within a 100-year flood hazard zone; therefore, project construction would not alter the course of a stream or river and would not impede or redirect flood flows. Although Easton Creek is approximately 0.18 mile downslope from the project site, the proposed construction activities would not impact the creek or its course. Project construction would involve grading and excavation activities, which temporarily would alter existing sheet flow drainage patterns and likely would involve additional on-site infiltration and/or detention. Stormwater runoff would be managed through BMP's that provide drainage controls, such as sandbag barriers or gravel bag berms to redirect run-on away from the project site. Water used during construction, such as for dust control, would not be applied in amounts that would generate runoff from the construction site; and water applications would be suspended during storm events.

As discussed above, because the project would disturb more than 1 acre of land, it would require coverage under the NPDES Construction General Permit through the SWRCB. This would require preparation and implementation of an SWPPP, including standard construction BMPs (such as installation of silt fences), which would substantially reduce potential erosion and/or siltation at the construction site. Other BMPs that would be implemented at the site would include stabilized construction entrances and storm drain inlet protection. The contractor would be responsible for maintaining these BMPs in good and effective condition. With implementation of standard

construction BMPs, project construction would not involve alterations to the existing drainage pattern that would result in substantial erosion or siltation on or off-site, or that would provide substantial additional sources of polluted runoff. Therefore, the impact would be **less than significant**.

Operation: No streams or rivers are on the project site, and the project site is not within a 100-year flood hazard zone; therefore, project operation would not alter the course of a stream or river and would not impede or redirect flood flows.

Following completion of construction activities, approximately 68.8 percent of the existing 3.4-acre lot would be landscaped with trees and yard areas; approximately 25.8 percent would be hardscaped with paved walkways, courtyard parking, a sport court, and a patio; and 5.6 percent would be built structures. The project includes construction of concrete retaining walls that would be constructed on the north and east project site boundaries. The project site would be developed with an approximately 9,725-square- foot main residence, a 2,000-square-foot in-law unit (guest house), a 550-square-foot cabana, a sport court, and a pool, which would alter drainage patterns at the site compared to existing conditions. The project site contains approximately 121 trees, primarily consisting of Coast live oak and California bay laurel. Approximately 30 trees, covering approximately 42,794 square feet, would be removed as part of the project. The remaining trees would be retained. Approximately 95 new trees, including 20 Coast live oak and several other species, would be planted as part of the project, following construction. Because the majority of the project site would be unpaved and the majority of landscaped areas would be composed of LID flow-through treatment planters, the proposed permanent changes to drainage patterns at the site would not cause substantial erosion.

Hydromodification, which refers to the change in timing, peak discharge, and volume of runoff caused by land development, could contribute to faster flow rates and greater runoff volumes, potentially increasing erosion in downstream, off-site areas. Because of the proposed increase in impervious surfaces and the City's higher drainage coefficient for roof areas, calculated peak flows discharging from the site are anticipated to increase compared to existing conditions; therefore, detention would be required to meet C.3 permit requirements.

Consistent with the City of Hillsborough's standard conditions of approval, all stormwater collected from impervious surfaces, including from roofs, patios/decks, and driveways, must drain to an approved drainage system after filtration/detention through landscaping features where feasible. All roof leaders must be directed to landscape features before being collected in closed conduits, leading to an approved facility. No collected water would be allowed to drain onto any adjoining property, unless an approved easement and an approved drainage facility was in place (HMC Section 13.50.040; Town of Hillsborough 2013). Therefore, post-development runoff from the project site would not cause increased erosion in downstream areas compared to existing conditions, and operation of the project is not anticipated to substantially increase the rate or amount of surface runoff in a manner that would result in flooding. In summary, with implementation of post-construction stormwater management in accordance with the aforementioned regulations, the impact would be **less than significant**.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. As noted above, the project site is not within a 100-year flood zone (FEMA 2019). Similarly, the project site is not in a tsunami inundation area (CGS 2009), and no other large enclosed water bodies are near the project site that would represent a seiche hazard. Therefore, **no impact** would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The RWQCB prepares and implements the San Francisco Bay Basin Plan to protect surface water quality in the San Francisco Bay. Basin Plan policies are primarily implemented through NPDES permits. As discussed above in relation to impacts, the project would comply with all NPDES

permit requirements, including preparation and implementation of an SWPPP, with BMPs to minimize impacts on water quality during construction and inclusion of stormwater detention and treatment systems in accordance with C.3 requirements as part of project design. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan.

No sustainable groundwater management plan (SGMP) currently is in effect for the San Mateo Plain groundwater basin. A groundwater basin assessment was completed in July 2018 that provided an initial evaluation of basin management options but did not constitute an SGMP. Because no SGMP is in effect, the project would not conflict with or obstruct such a plan. **No impact** would occur.

4.11 Land Use and Planning

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Land Use and Planning. Would the project:					
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

4.11.1 Setting

Per Hillsborough's General Plan (2005), the project site is designated Residential and is surrounded by residential areas. The Residential designation allows development of single-family dwellings, including home businesses, second units, family daycare homes, and other compatible uses, as set forth in the Hillsborough Municipal Code (Town of Hillsborough n.d.). The project site has an RD zoning designation.

4.11.2 Discussion

a) Physically divide an established community?

No Impact. The project site is surrounded by existing single-family residences. The project would not change the use of the current land, but rather would develop otherwise vacant land with land uses similar to adjacent neighborhoods. The project would not include any linear features, such as new roadways or barriers that could divide the surrounding Hillsborough community. **No impact** would occur**.**

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The project site is designated as Residential per Hillsborough's General Plan (Town of Hillsborough 2005). The project would develop a single-family residence on a vacant lot that would be consistent with the General Plan land use designation. Based on the proposed use, the project would not result in significant environmental impacts and would comply with regulations aimed at avoiding or mitigating environmental impacts. The project would not substantially increase the population or intensity of the existing site that would conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact. **No impact** would occur**.**

4.12 Mineral Resources

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Mineral Resources. Would the project:					
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

4.12.1 Setting

Hillsborough's General Plan does not designate any areas of significant mineral resources (Town of Hillsborough 2005). The project site is not in or near an area where mineral deposits are mined. In addition, according to the U.S. Geological Survey Mineral Resources On-Line Spatial Data, the project site is not in close proximity to or on a known mineral resource (USGS n.d.).

4.12.2 Discussion

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. In response to a) and b) above, the project site is not in an area known to contain significant mineral resources. Therefore, the project would not result in the loss of availability of a known mineral resource of value to the region or state, nor would it result in the loss of availability of a locally important mineral resource recovery site, delineated on a local general plan, specific plan, or other land use plan. The project site does not lie in an area designated as a locally important mineral resource recovery site. Therefore, **no impact** would occur.

4.13 Noise

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII.	**Noise. Would the project result in:**				
	a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
	b) Generation of excessive vibration or groundborne noise levels?	☐	☐	☒	☐
	c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

4.13.1 Setting

Existing Noise Environment

The major noise source affecting the project site is vehicular traffic along I-280 to the west and Summit Drive to the southwest. Hillsborough's General Plan estimates future noise conditions in 2025 as 65 dBA Community Noise Equivalent Level (CNEL) at 1,000 feet from I-280 by Summit Drive (Town of Hillsborough 2005). The closest boundary of the project site is approximately 1,000 feet from I-280. SFO is approximately 3 miles from the project site. However, as shown in Figure N-4 of the General Plan, the project site is outside the SFO Influence Area.

Applicable Noise Regulations

The Hillsborough General Plan Noise Element (adopted in 2005) outlines acceptable exterior and interior noise standards for varying land uses. The Hillsborough Noise Land Use and Noise Compatibility establishes the normally acceptable range for Low-Density Residential uses as up to 60 dBA CNEL; the conditionally acceptable range is 55 to 70 dBA CNEL; the normally unacceptable range is 70 to 75 dBA CNEL; and the clearly unacceptable range is 75 dBA CNEL and above.

Chapter 8.32 of the Hillsborough Municipal Code sets allowable noise limits for discretionary noise, including construction activities (Town of Hillsborough n.d.). Section 8.32.040 allows discretionary noise Monday through Friday between 8 a.m. and 5 p.m., provided that the noise level from all sources combined, as measured 25 feet outside the property line, does not exceed 100 dBA. On Saturdays, construction, alteration, demolition, or repair activities pursuant to a valid building or other applicable permit issued by the Town are allowed, if the activities do not produce a combined noise level of more than 70 dBA outside the property line. No discretionary noise is allowed on Sundays and weekday holidays.

Applicable Vibration Regulations

The Town of Hillsborough does not have standards regarding construction vibration.

Sensitive Receptors

Noise-sensitive land uses generally consist of those uses where exposure to noise would result in adverse effects and uses for which quiet is an essential element of the intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Other noise-sensitive uses include hospitals, convalescent facilities, hotels, churches, libraries, and other uses where low noise levels are essential. Noise-sensitive land uses in the vicinity of the project site include residences on adjacent properties surrounding the project site.

4.13.2 Discussion

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact. The project would generate construction noise from equipment operating on the project site, and from transport of construction equipment, materials, and workers to and from the site. The project also would generate permanent operation noise from heating, ventilation, and air conditioning (HVAC), and from other maintenance activities on site.

Construction. Proposed construction activities would conform to Hillsborough's noise standards as outlined in the Town's General Plan and Municipal Code. The unmitigated noise level that would be produced by the combinations of equipment used for the project would be approximately 83 dBA[3] at 50 feet. Assuming standard spherical spreading loss (-6 decibels [dB] per doubling of distance), the project construction noise levels are estimated to be 75 to 83 dBA equivalent continuous sound level (L_{eq}) at the nearest noise-sensitive uses, as shown in Table 4.13-1. Construction noise levels at 25 feet from the property line would be 90 dBA L_{eq}. These levels of construction noise would not exceed the threshold of 100 dBA of the Municipal Code 24.31, which would prohibit noise levels from exceeding 100 dBA for any item of machinery equipment at 25 feet from the property line. Also, construction noise would be short-term and temporary, and operation of heavy-duty construction equipment would be intermittent throughout the day during construction. The impact would be **less than significant**.

Table 4.13-1: Construction Equipment Noise Levels (dB, Leq) at the Nearest Noise-Sensitive Uses in the Project Area

Receiver Location in Relation to the Project Site	Shortest Distance (ft) Between Noise-Sensitive Uses and Proposed Construction Areas	Noise Level, dB L_{eq}			
		Exterior		Interior	
		Ambient Noise	Project Construction Noise	Project Noise, Doors/Windows Open[1]	Project Noise, Doors/Windows Closed[2]
Residential Area to the north	50	65	83	68	58
Residential Area to the east	100	65	75	60	50
Residential Area to the west	100	65	75	60	50
Residential Area to the south	50	65	83	68	58

[3] See Appendix NOI for project-related construction noise levels.

Notes: dB = decibels; L_{eq} = equivalent sound level (the sound energy averaged over a continuous 15-minute to 1-hour period).
[1] 15 dB reduction for doors/windows open (USEPA 1974)
[2] 25 dB reduction for doors/windows closed (USEPA 1974)
Source: Data compiled by AECOM in 2019

Operation. The project would generate permanent operational noise from HVAC and other maintenance activities on the project site. The project would be intended for a residential use and would be located in a residential area where residential HVAC systems are in use. Therefore, operational noise associated with HVAC systems would be similar to the surrounding residential noise sources, and the increase in ambient noise levels would be negligible. The impact would be **less than significant**.

b) Generation of excessive vibration or groundborne noise levels?

Less than Significant Impact. The project would generate construction vibration from equipment operating on the project site, and from the transport of construction equipment, materials and workers to and from the site. Pile-driving, and blasting, which cause excessive ground vibration, would not be used for project construction or demolition.

Project-related vibration was evaluated with respect to human perception and annoyance as well as with respect to building damage, from project construction and operation. According to FTA guidelines, vibration levels of 65 to 80 vibration decibels (VdB) (depending on the frequency of the vibration events)[4] are to be considered as the threshold for human annoyance for residences and buildings where people normally sleep (FTA 2018). These guidelines recommend limiting vibration levels to 65 VdB for land uses where low ambient vibration is essential for interior operations (e.g., hospitals, high-tech manufacturing, laboratory facilities), and 80 VdB for residential uses and buildings where people normally sleep.

Project construction–related vibration would result from the use of heavy earth-moving equipment for area clearing, temporary roadway grading, excavation, and embankment improvement. These activities would produce a vibration level of approximately 87 VdB (0.089 inches per second PPV[5]) at a distance of 25 feet (which is the reference vibration level for operation of a large bulldozer (FTA 2018). The distance between proposed construction activities and the closest acoustically sensitive uses would be approximately 50 to 100 feet (the existing residences surrounding the project boundary). Assuming a standard reduction of 9 VdB per doubling of distance (FTA 2018), the project-related construction vibration level at the nearest receivers would be approximately 69 to 78 VdB, as shown in Table 3.13-2. This level of vibration is below FTA-recommended limit of 80Vdb for residential uses or buildings where people normally sleep. Therefore, the impact would be **less than significant**.

Table 4.13.2: Construction Equipment Vibration Levels (VdB, PPV) at the Nearest Noise-Sensitive Uses in the Project Area

Receiver Location	Shortest Distance (feet) between Noise-Sensitive Uses and Proposed Construction Areas	Project, Vibration Levels	
		PPV	VdB
Residential Area, north of Project site	50	0.31	78
Residential Area, east of Project site	100	0.011	69

[4] 65 VdB for frequent events or more than 70 events per day, 75 VdB for occasional events or 30–70 events per day; and 80 VdB for infrequent events or fewer than 30 events per day.
[5] Construction vibration is assessed in terms of peak particle velocity (PPV). PPV is defined as the maximum instantaneous positive or negative peak of the vibration signal. Ground-borne vibration related to human annoyance generally is related to root mean square velocity levels, expressed in VdB.

Residential Area, west of Project site	100	0.011	69
Residential Area, south of Project site	50	0.31	78

Notes:
PPV = peak particle velocity; VdB = vibration decibels.
Source: Data compiled by AECOM in 2019

With respect to building damage during project construction, according to FTA guidelines, a vibration-damage criterion of 0.20 inches/second (in/sec) PPV should be considered for non-engineered timber and masonry buildings. Furthermore, structures or buildings constructed of reinforced concrete, steel, or timber have a vibration-damage criterion of 0.50 in/sec PPV, pursuant to the FTA guidelines (FTA 2018). As shown in Table 4.13-2 the project-related construction vibration levels at 50 to 100 feet (representing distances to the nearest sensitive uses to the project site) would be approximately 0.011 to 0.031 PPV. This level of vibration is below any of the established threshold of significance and likely would not be perceptible. Therefore, the impact would be **less than significant**.

With respect to project operation, the only source of vibration would be heavy truck traffic accessing the site for deliveries and other occasional needs. Heavy truck traffic can generate groundborne vibration; however, groundborne vibration levels generated from vehicular traffic typically are not perceptible outside the road right-of-way. The impact would be **less than significant**.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project site is not within 2 miles of a public airport. The nearest airport, SFO, is approximately 3 miles north of the project site. Because all project activities would be located outside the Airport Comprehensive Land Use Plan area and the project would not involve any aircraft uses for construction or operations, the project would not affect any airport operations. Therefore, **no impact** would occur.

4.14 Population and Housing

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV.	**Population and Housing. Would the project:**				
	a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
	b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

4.14.1 Setting

The California Department of Finance (DOF) estimates Hillsborough's total population of 10,825 remained the same from 2000 to 2010 (DOF 2012, 2018). As of May 2019, the DOF estimated Hillsborough's total population was 11,769, an 8.1 percent increase from the town's 2010 population (DOF 2018). The town's population growth rate is higher than that of San Mateo County as a whole, which had a growth rate of approximately 7 percent from 2000 to 2010. The Association of Bay Area Governments projects that Hillsborough's population will be 13,000 in 2030 (Town of Hillsborough 2014).

4.14.2 Discussion

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact. The project would include development of a single-family residence on the existing project site. An estimated maximum 12 daily construction workers would be required for project construction. Construction would begin in 2020 and is expected to continue for 27 months. The source of the construction labor force is unknown at this time, but workers likely would come from the local labor pool and would not relocate to Hillsborough from other areas. The population growth associated with development of a single-family home on the existing project site would be minimal, because only one family would be expected to occupy the new residence. The impact would be **less than significant**.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project would not remove or displace existing housing and would not necessitate construction of replacement housing elsewhere. **No impact** would occur**.**

4.15 Public Services

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV.	**Public Services. Would the project:**				
	a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
	Fire protection?	☐	☐	☒	☐
	Police protection?	☐	☐	☒	☐
	Schools?	☐	☐	☒	☐
	Parks?	☐	☐	☒	☐
	Other public facilities?	☐	☐	☒	☐

4.15.1 Setting

Fire Protection Services

The Central County Fire Department (CCFD) provides fire protection and suppression, and emergency medical services to Hillsborough, Millbrae, and Burlingame. The Town of Hillsborough and City of Burlingame approved a Joint Powers Agreement to merge fire departments and create the CCFD. The CCFD is served by six fire engines, one ladder truck, and one rescue tuck. Currently, 76 sworn-in personnel are serving, including the fire chief, firefighters, and paramedics (CCFD 2018). The CCFD has two fire stations in Hillsborough. The closest station to the project site is Fire Station 33, at 835 Chateau Drive in Hillsborough, approximately 2 miles to the south.

Police Protection Services

Hillsborough's Police Department provides police service for the town. The Police Department provides service from one central police station, located at 1600 Floribunda Avenue, approximately 2.8 miles northwest of the project site. The Police Department is composed of 28 sworn in personnel and include a police chief, a police captain, five sergeants, and 10 officers (Town of Hillsborough 2019a).

Schools

The project site is within the Hillsborough City School District (HCSD) and San Mateo Union High School District (SMUHSD). HCSD operates three elementary schools and one middle school, with approximately 1,400 students (HCSD 2019). The SMUHSD operates six high schools, a credit recovery school, a middle college program, and an adult school, with approximately 3,000 students (SMUHSD 2019a).

Parks

Hillsborough's Public Works Department manages and maintains three parks (Town of Hillsborough 2019b). Centennial Park is the closest park, approximately 2.8 miles from the project site. Currently,

Hillsborough has 2 acres of developed public parkland, which is approximately 0.2 acre of parkland per 1,000 residents. Hillsborough has a goal of providing an additional 3 acres of parkland for every 1,000 new residents. A current need of 1.44 additional acres of parkland exists to meet future demand (Town of Hillsborough 2005).

Hillsborough's park in-lieu fees have been incorporated into Chapter 16.18 of the Hillsborough Municipal Code. As a condition of approval of a final subdivision map, proponents of new development must pay a fee in-lieu, to be used to develop new or to rehabilitation existing neighborhood or community park or recreational facilities that serve a proposed subdivision.

4.15.2 Discussion

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire Protection?

Less than Significant Impact. The CCFD serves the project area and would continue to serve the project site. Because the project would develop a single-family residence that is expected to house only one family, the project would not substantially increase applicants demand for CCFD fire protection services and facilities.

In addition, the project would be required to comply with California Fire Code requirements and Hillsborough's standards conditions of approval, which identify minimum requirements for providing a reasonable level of life safety and property protection from fire hazards. These requirements address fire hydrant locations, street width, circulation, and project access for fire and emergency response. In addition, the project would comply with Hillsborough's requirements for installation of automatic fire sprinkler systems, consistent with Chapter 15.03.100 of the Municipal Code.

The project applicant would be required to demonstrate to the CCFD and the Hillsborough Planning and Architecture and Design Review Board that applicable California Fire Code requirements, standard conditions of approval, and general standards are incorporated into project designs, during review and approval of project plans before issuance of building permits or final inspections.

Incorporation of all California Fire Code and Hillsborough requirements into project designs would reduce the dependence on CCFD fire department equipment and personnel by reducing fire hazards. Because the project would incorporate design measures to minimize the risk of fire at the project site and would not increase response times in the project area, the project would not affect CCFD's response times or other performance objectives. Therefore, the project would not result in construction of new or expansion of existing fire protection facilities. The impact would be **less than significant**.

Police Protection?

Less than Significant Impact. The Hillsborough Police Department serves the project area and would continue to serve the project site. Project development would not substantially increase the population in the project area and would not be expected to increase the demand for staff or resources that would require construction of new or expanded police protection facilities. Therefore, the project would not require new or altered law enforcement facilities that could result in a significant environmental impact. The impact would be **less than significant**.

Schools?

Less than Significant Impact. The project would develop a single-family residence that would not result in substantial population growth. The project is expected to house one family, and therefore would not substantially increase student enrollment within the HCSD and SMUHSD boundaries.

SB 50 (Chapter 407, Statutes of 1998) instituted a school facility program by which school districts can levy fees for construction or reconstruction of school facilities. Pursuant to SB 50, the project would be required to pay all applicable State-mandated school impact fees to SMUHSD ($1.39 sq foot for residential) (SMUHSD 2019b). The California Legislature has declared that payment of the applicable school impact fee is deemed to be full and adequate mitigation under CEQA for impacts on school facilities (California Government Code Section 65996). Therefore, the impact would be **less than significant**.

Parks? Other Public Facilities?

Less than Significant Impact. The project would develop a single-family residence that would not result in substantial population growth. The use of local parks because of the project would be minimal. Therefore, the project would be unlikely to substantially increase demand for parks and other public facilities. The impact would be **less than significant**.

4.16 Recreation

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI.	**Recreation. Would the project:**				
	a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
	b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

4.16.1 Setting

Hillsborough's Public Works Department manages and maintains three parks in Hillsborough. Centennial Park is the closest park, approximately 2.8 miles from the project site. The Hillsborough Recreation Department, an organization formed by the HCSD and Town, also provides playing fields and sports programs to residents in Hillsborough (Town of Hillsborough 2005).

4.16.2 Discussion

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. One family is expected to occupy a new residence; therefore, the project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities. Project construction and operation would not increase the use of existing neighborhood and regional parks or other recreational facilities so that substantial physical deterioration of the facility would occur. **No impact** would occur.

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The project would neither create nor require construction or expansion of recreational facilities that would have an adverse physical effect on the environment. **No impact** would occur.

4.17 Transportation

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI.	**Transportation. Would the project:**				
	a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
	b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
	c) Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
	d) Result in inadequate emergency access?	☐	☐	☒	☐

4.17.1 Setting

Circulation System

The project site is in the northwestern portion of Hillsborough and has its primary frontage along Tiptoe Lane. Site access currently is provided at two locations on Tiptoe Lane. The site is in a residential area, characterized by single-family homes east of I-280 and Skyline Boulevard, and northwest of Summit Drive. The internal roadway network in this area is characterized by cul-de-sacs and limited connectivity across developed areas. Primary local roadway access for the site is provided by Canyon Road or Summit Drive via Tiptoe Lane. Regional access to the project site is provided by I-280 to the northwest, and SR-82 and US 101 to the east. I-280 runs along the western town boundary, near the project site. US 101 is east of Hillsborough, near the San Francisco Bay, and extends north toward San Francisco and south towards San Jose, continuing to the central coast. SR-82 is west of US 101 and extends toward San Francisco to the north and San Jose to the south (Town of Hillsborough 2005).

Public Transportation

Local public transit services in San Mateo County are provided by the San Mateo County Transit District (SamTrans). No public transportation routes traverse Hillsborough. The nearest bus stops to the project site are Route 46, approximately 2.2 miles to the north, and El Camino/Hillside Drive, approximately 2 miles to the northwest. SamTrans also connects to the Bay Area Rapid Transit (BART) system. The nearest BART station to the project site is the Millbrae BART station, approximately 3 miles to the north.

Bicycle and Pedestrian Facilities

No bicycle facilities are in the project area. The nearest bikeway is along Skyline Boulevard, extending from near the intersection of Black Mountain Road and Hayne Road to Summit Drive. Existing pedestrian facilities in the project area are limited and consist of partial sidewalks. Tiptoe Lane has intermittent paved sidewalk areas.

4.17.2 Discussion

a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact. The project would develop a single-family residence that would provide minimal increases in vehicular traffic on roadways in the immediate vicinity. According to the Institute of Transportation Engineers, the estimated project trip generation for a single-family residence is 10 daily trips, with one morning peak hour trip and one afternoon peak hour trip (USEPA 2014). Therefore, the project would contribute a small percentage of the overall traffic in the surrounding area. The project also could add a minimal amount of pedestrian and bicycle traffic on roadways in the immediate vicinity and on streets leading to the project site. The project would not change the availability of any transit service, nor would it interrupt service during construction. Because the project would result in a minimal population increase, the project is not anticipated to significantly impact transit, roadway, bicycle, and pedestrian facilities. The impact would be **less than significant**.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. Section 15064.3, subdivision (b), Criteria for Analyzing Transportation Impacts of the State CEQA Guidelines includes provisions for evaluation a project's transportation impacts by using the vehicle miles traveled (VMT) metric. According to the guidelines, a lead agency may elect to be governed by the provisions of Section 15064.3 immediately, or beginning on July 1, 2020, when the provisions will apply statewide. Section 15064.3 (b)(3) of the State CEQA Guidelines allows a qualitative analysis of potential impacts related to VMT. As described above, the project would generate one morning peak hour trip and one afternoon peak hour trip. The expected additional vehicle trips are not anticipated to result in substantial increases in VMT. Therefore, the project would not conflict or be inconsistent with the State CEQA Guidelines. The impact would be **less than significant**.

c) Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. The project would not change the existing design features of roads or highways in the project vicinity. However, the project would maintain only one of the existing ingress and egress points from Tiptoe Lane. During construction activities, heavy truck vehicles, such as haul trucks or flatbed trailers, would access the project site via Tiptoe Lane. Slow-moving trucks entering and exiting at this location could pose a hazard to other vehicles traveling on area roadways. Because construction activities would occur for only a short time, project construction would not substantially increase hazards because of a design feature or incompatible use. In addition, no unusual angles or other hazardous design elements would exist in the proposed circulation and access. The impact would be **less than significant.**

d) Result in inadequate emergency access?

Less than Significant Impact. Adequate emergency access would be provided with multiple access points to the project site. Following construction, one site ingress/egress point would be provided from Tiptoe Lane. Slow-moving trucks entering and exiting the project site from Tiptoe Lane could slightly delay the movement of emergency vehicles. However, the trucks typically would pull to the side of the road on hearing an emergency vehicle siren. In addition, truck traffic would be necessary only during the beginning phases of construction, and thus would be temporary. Therefore, the project would not result in inadequate emergency access during construction and operation. The impact would be **less than significant**.

4.18 Tribal Cultural Resources

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Tribal Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geologically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listed in the California Register of Historical Resources, or in local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

4.18.1 Setting

Tribal cultural resources are defined under CEQA as a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe, which may include non-unique archaeological resources previously subject to limited review under CEQA.

Sacred Lands File Search

On May 20, 2019, AECOM requested a Sacred Lands File search and Native American contact list for the project site from the Native American Heritage Commission (NAHC). On May 21, 2019, the NAHC responded that the search was negative for sensitive cultural resources (AECOM 2019). AECOM has forwarded this information to the Town of Hillsborough.

Assembly Bill 52 Native American Consultation

AB 52 requires the lead agency to begin consultation with any California Native American tribe that is traditionally and culturally affiliated with the geographic area of the project, if (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of projects in the geographic area that is traditionally and culturally affiliated with the tribe; and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification and requests the consultation (Public Resources Code Section 21080.3.1[d]). No California Native American tribes have requested consultation from the Town of Hillsborough, pursuant to AB 52.

4.18.2 Discussion

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geologically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listed in the California Register of Historical Resources, or in local register of historical resources as defined in Public Resources Code section 5020.1(k)?

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than Significant with Mitigation. In accordance with AB 52, all tribes that have requested notification were contacted requesting consultation for the project. No tribal cultural resources were identified within or near the project area. In addition, as discussed in Section 3.5, Cultural Resources, the project would include construction activities that may disturb previously unknown resources. These resources could include artifacts of importance to local tribes. Furthermore, as noted above, no California Native American tribes have solicited consultation from Hillsborough, pursuant to AB 52. Based on the geomorphology of the project site, tribal cultural resources are not expected to remain on the project site. However, previously unknown buried resources potentially could be encountered during ground-disturbing work. Project construction would include necessary excavation and grading. In the unlikely event that a tribal cultural resource is discovered, appropriate measures would be implemented to minimize potential impacts. With implementation of **Mitigation Measures CUL-1 and TRIBAL- 2,** the impact would be **less than significant with mitigation incorporated**.

Mitigation Measure CUL-1. Treatment of Unanticipated Archaeological Discoveries.

Mitigation Measure TRIBAL-1: Worker Training

Before issuance of grading permits, the Town of Hillsborough shall confirm that all construction crews have undergone adequate training for in identification of paleontological resources and federal or State-eligible cultural resources prior to the commencement of construction activities so that the construction crews are aware of the potential for previously undiscovered archaeological resources on site, the laws protecting these resources and associated penalties, and the procedures to follow if they discover cultural resources during project-related work.

4.19 Utilities and Service Systems

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX.	**Utilities and Service Systems. Would the project:**				
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c)	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

4.19.1 Setting

Water Supply

The Town of Hillsborough provides water to its residents and water users. The water distribution system covers approximately 6.23 square miles and delivers water through approximately 108 miles of water mains, 13 active pump stations, and 18 pressure zones (Town of Hillsborough 2015). In 2015, the water demand was approximately 2.51 million gallons water per day. .

Hillsborough receives its potable water supply from the SFPUC's Hetch Hetchy Regional Water System. The system currently provides an average of approximately 198 million gallons of water per day to 2.6 million users in San Francisco, Tuolumne, San Joaquin, Alameda, Santa Clara, and San Mateo counties. Approximately 85 percent of the water delivered by SFPUC comes from the Tuolumne River watershed, collected in the Hetch Hetchy Reservoir outside of Yosemite National Park. The remaining 15 percent of the water is obtained from local surface waters in the Alameda and Peninsula watersheds and is stored in San Francisco Bay Area reservoirs (i.e., Calaveras, San Antonio, Crystal Springs, San Andreas, and Pilarcitos reservoirs).

Hillsborough prepares an urban water management plan every 5 years, to project future demand and evaluate the adequacy of existing and projected supply. Hillsborough's 2015 Urban Water Management Plan (UWMP) describes how current and future water resources and demands within its service area will be managed to provide an adequate and reliable water supply. According to the UWMP, during dry and

multiple dry years, Hillsborough expects to experience some supply shortfalls. Implementation of its Water Shortage Contingency Plan is anticipated to provide additional water supplies to meet demands during these years (Town of Hillsborough 2015).

Wastewater

Hillsborough manages its wastewater collection systems. The Town of Hillsborough has wastewater treatment agreements with both the City of Burlingame and City of San Mateo to convey wastewater to the respective treatment plants. The project site is in Hillsborough's Burlingame Sewer Basin. Wastewater from the Burlingame Sewer Basin flows to Burlingame's wastewater treatment facility.

Wastewater flows are defined as average dry weather flow (ADWF) and peak wet weather flow (PWWF). ADWF is the average flow that occurs on a daily basis with no evident reaction to rainfall. PWWF is the highest measured hourly flow that occurs during wet weather. Wastewater flows can vary with precipitation levels, because rainwater can enter the wastewater collection system through infiltration and inflow during significant rain events. The Burlingame Wastewater Treatment Facility has an operation capacity of 5.5 MGD (million gallons per day) ADWF of wastewater and 16 MGD during wet weather (City of Burlingame 2019). Sanitary sewer service in Hillsborough is managed by the Public Works Department, Sewer Department.

Storm Drainage

The public storm drain system is owned, operated, and maintained by the Town of Hillsborough. It consists of a network of storm drain inlets, manhole, pipes, outfalls, channels, and pump stations, designed to protect the public and infrastructure from flood waters during storm events. The various components of the storm drain system function collectively to collect, convey, and discharge stormwater runoff to receiving water bodies. The topography at the project site consists of gentle slops to the northeast and steeper slopes to the northwest and southeast. Surface gradients range from 20:1 to 2:1.

Solid Waste

Recology San Mateo County provides solid waste collection, transportation, and disposal services in Hillsborough. Residential and commercial solid waste from Hillsborough is transported to the Shoreway Environmental Center on Shoreway Road in San Carlos. The Shoreway Environmental Center currently is permitted to receive 3,000 tons of solid waste and recyclables per day (RethinkWaste 2019).

In 2017, Hillsborough disposed 7,143 tons of solid waste (CalRecycle 2018). The majority of solid waste from Hillsborough is transferred to the Ox Mountain Sanitary Landfill near Halfmoon Bay. It is a Class III municipal landfill that is permitted to accept general residential, commercial, and industrial refuse for disposal, including municipal solid waste, construction and demolition debris, green materials, and asbestos. According to the California Department of Resources Recycling and Recovery, the Ox Mountain Sanitary Landfill has a permitted maximum daily disposal capacity of 3,598 tons per day, a total maximum permitted capacity of 60.5 million cubic yards, and a remaining permitted capacity of approximately 22.2 million cubic yards. The Ox Mountain Sanitary Landfill has an estimated closure date of January 1, 2034 (CalRecycle 2019a).

Electricity and Natural Gas

As discussed in Section 4.6, Energy, electricity and natural gas delivery are provided to the project site and surrounding area by PG&E.

4.19.2 Discussion

a) Require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. The project would include connecting to existing water, wastewater treatment, storm drainage, electrical, natural gas, and telecommunications facilities. New water, sanitary sewer, and storm drain infrastructure would be designed in accordance with Hillsborough's Standard Details (Town of Hillsborough 2013a, 2013b).

Construction of new and expansion of existing water, wastewater, and stormwater drainage facilities required by the project would result in the potentially significant environmental impacts identified in relevant sections throughout this document, in connection with discussions of the impacts of overall site development. Mitigation measures are identified for potentially significant construction-related impacts to ensure that those impacts would be reduced to a less-than-significant level.

No additional potentially significant impacts are associated with construction of water, wastewater, and stormwater drainage facilities beyond those comprehensively considered throughout the other sections of this document. Physical effects associated with construction of the proposed water, wastewater, and stormwater drainage facilities would be less than significant with incorporation of mitigation that is identified in this document. The impact would be **less than significant**.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. As discussed above, Hillsborough is expected to have adequate water supplies during normal years to meet its total projected demands through 2040 (Town of Hillsborough 2015). During dry and multiple dry years, Hillsborough expects to experience some supply shortfalls. However, implementation of its Water Shortage Contingency Plan is anticipated to increase water supply percent reductions and reduce consumption during such years (Town of Hillsborough 2015.

The project would be required to implement measures described in Chapter 6 of the 2016 CALGreen Code (Title 24, Part 11 of the California Code of Regulations), to reduce indoor demand for potable water and reduce landscape water usage.[6]

In addition, Hillsborough's demand for water in 2015 was 2.51 MGD. Based on an average of 2.93 persons per household and 334 gallons per day per person, the project would demand approximately 980 gallons of water per day (Town of Hillsborough 2015). Therefore, the increase in water demand from the project would be minimal.

Because the minimal water demand estimated for the project could be accommodated by the existing water supplies, identified in Hillsborough's 2015 UWMP, and would comply with mandatory water conservation regulations, sufficient water supplies would be available to serve the project during normal, dry and multiple dry years. This impact would be **less than significant**.

[6] The project would be required to implement measures described in Chapter 6 of the 2016 CALGreen Code (Title 24, Part 11 of the California Code of Regulations). These measures would reduce indoor demand for potable water by 20 percent and would reduce landscape water usage by 50 percent. It also would require separate water meters for nonresidential buildings' indoor and outdoor water use, with a requirement for moisture-sensing irrigation systems for larger landscape projects.

c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact. As stated above, the Burlingame Wastewater Treatment Facility has an operation capacity of 5.5 MGD ADWF of wastewater and 16 MGD during wet weather. The project would increase this capacity by only one household. In addition, as outlined above, the project would implement measures described in Chapter 6 of the 2016 CALGreen Code (Title 24, Part 11 of the California Code of Regulations) to reduce wastewater flows by installing water-efficient faucets and toilets. The anticipated increased wastewater generation at the project site would not substantially alter the Burlingame Wastewater Treatment Facility's operational capacity. The impact would be **less than significant**.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. The project would require removal of the existing foundation from the previous development on site, site grading that would include excavation and cutting approximately 9,855 cubic yards that would either be used on site or disposed of at an approved off site facility and would generate various construction-related wastes. The 2016 CALGreen Code (Title 24, Part 11 of the California Code of Regulations) requires all construction contractors to reduce construction waste and demolition debris by 60 percent. Code requirements include preparing a construction waste management plan, identifying the materials to be diverted from disposal by efficient usage, recycling, re-use on the project, or salvage for future use or sale; determining whether materials will be sorted on site or mixed; and identifying diversion facilities where the materials that are collected will be taken. In addition, the 2016 CALGreen Code requires that 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing be re-used or recycled. The project also would also comply with Hillsborough's standard conditions of approval, requiring that a waste reduction plan be submitted, indicating how much demolition and construction debris would be generated and where it would be transported, as well as compiling a final summary, showing that the debris was taken to appropriate facilities (Town of Hillsborough 2013a.

Project operation would result in increased long-term generation of solid waste. According to CalRecycle, Hillsborough disposed approximately 8,399 tons of solid waste in 2018 (CalRecycle 2019b). The project is estimated to generate approximately 11.4 pounds of solid waste per day[7], which would be about 0.02 percent of the town's daily solid waste generation or approximately 0.0002 percent of the permitted daily through-put capacity of the Corinda Los Trancos Landfill (Ox Mountain). Thus, the project would not generate solid waste in excess of State or local standards or exceed the capacity of the Ox Mountain Sanitary Landfill. The impact would be **less than significant**.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. The project would comply with all statutes and regulations related to solid waste, including the 2016 CALGreen Code and Chapter 15.18.020, Waste Reduction Plan of Hillsborough's Municipal Code. Therefore, the impact would be **less than significant**.

[7] 6,493 tons = 46,021.9 pound/day, divided by 4,050 households = approximately 11.4 pound/day/household

4.20 Wildfire

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Wildfire – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

4.20.1 Setting

CAL FIRE's Fire Hazard Severity Zones Map was developed to guide building standards for new construction; require use of natural hazard disclosure at time of sale; include a 100-foot defensible space clearance around buildings; establish property development standards; and provide considerations of fire hazards in municipal and County general plans. The project is in a Non-Hazard Fire Hazard Severity Zone and is not in or near a State Responsibility Area, or an area classified as a Very High Fire Hazard Severity Zone (CAL FIRE 2007, 2008).

CAL FIRE requires counties in the state to develop fire protection management plans that address potential threats of wildland fires. The project site is within the boundaries of the San Mateo–Santa Cruz Unit. The San Mateo–Santa Cruz 2018–CZU Unit Strategic Fire Plan (CAL FIRE 2018) governs fire protection activities in Santa Cruz, San Mateo, and San Francisco counties. The plan assesses fire potential within the unit and identifies strategies for pre-fire solutions and fire safety planning.

4.20.2 Discussion

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. In response to all of the above, the project site is not within a State Responsibility Area or within a Very High Fire Hazard Severity Zone, and it is more than 1.5 miles from the nearest such area or zone (CAL FIRE 2007, 2008). Therefore, the significance thresholds pertaining to wildfire hazards are not applicable to the project. In addition, as discussed under Impact g in Section 4.8, Hazards and Hazardous Materials, the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Additionally, as discussed in Section 4.7, Geology and Soils, the project is not anticipated to directly or indirectly cause potential substantial adverse effects related to landslides. Therefore, **no impact** would occur**.**

4.21 Mandatory Findings of Significance

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI.	**Mandatory Findings of Significance.**				
	a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
	b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
	c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Authority: Public Resources Code Sections 21083 and 21083.05.

Source: Government Code Section 65088.4; Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

4.21.1 Discussion

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant with Mitigation. Based on background research, site visits, and the analysis presented herein, the project would not have the potential to substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal. However, as discussed in Section 4.4, Biological Resources, with implementation of **Mitigation Measures BIO-1**, **BIO-2**, and **BIO-3,** the impact would be **less than significant with mitigation incorporated.**

As concluded in Section 4.5, Cultural Resources, and Section 4.18, Tribal Cultural Resources, the project would implement **Mitigation Measures CUL-1 and TRIBAL-1** to lessen any potential impacts

on these resource areas. With implementation of these mitigation measures, the impact would be **less than significant with mitigation incorporated.**

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less than Significant Impact. No other planned residential development projects are in the project area that, when taken together with the 101 Tiptoe Lane project, would result in significantly cumulative impacts, as explained below. The project would comply with all applicable regulations, as discussed in this document. The potential for project cumulative effects in combination with other planned or anticipated improvements would be low. Cumulative impacts relating to GHG emissions and criteria air pollutants are based on the project-level analysis provided previously since the impacts are cumulative in nature. Emissions from construction and operation of the proposed project would not be restricted to the project site boundaries. Therefore, based on the analysis provided above in Section 4.3, Air Quality, and Section 4.8, Greenhouse Gas Emissions, the impact would be **less than significant**.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant with Mitigation Incorporated. Based on background research, site visits, and the analysis presented herein, project implementation potentially could cause substantial adverse effects on human beings in relation to hazardous materials. Specifically, the project potentially could impact human beings through the accidental release of hazardous materials. Thus, **Mitigation Measure HAZ-1** would be implemented. With compliance with applicable regulations and implementation of the recommended mitigation measures, the project's impact would be less than significant or no impact would occur on any resource areas. Therefore, the overall impact would be **less than significant with mitigation incorporated.**

5. References

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6. Document Preparation

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