

1430 CHAPIN AVENUE REDEVELOPMENT PROJECT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION



July 2026

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City of Burlingame
1430 Chapin Avenue Redevelopment Project
Initial Study / Mitigated Negative Declaration

City File No: CDSR23-0001

Prepared for:
City of Burlingame
501 Primrose Road
Burlingame, CA 94010

Prepared by:
Circlepoint
42 S. First Street, Suite D
San Jose, CA 95113

July 2026

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- A Project Plans
- B Construction Emissions and Health Risk Assessment
- C Cultural Resource Archival Study
- D Preliminary Geotechnical Report
- E Phase I Environmental Site Assessment
- F Noise and Vibration Assessment
- G Transportation Impact Analysis

INITIAL STUDY AND ENVIRONMENTAL CHECKLIST FORM

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

- | | |
|---------------------------------------|---|
| 1. Project Title | 1430 Chapin Avenue |
| 2. Lead Agency | City of Burlingame
501 Primrose Road
Burlingame, CA 94010 |
| 3. Contact Person and Phone Number | Erika Lewit, Senior Planner
Telephone: (650) 558-7254
E-Mail: elewit@burlingame.org |
| 4. Project Location | 1430 Chapin Avenue
Burlingame, CA 94010 |
| 5. San Mateo County Parcel Number | APN 029-121-440 |
| 6. Project Sponsor's Name and Address | developUrban
333 S B Street
San Mateo, CA 94401 |
| 7. General Plan Designation | Downtown Specific Plan (DSP)
Chapin Avenue area (CAC) |
| 8. Zoning | Downtown Specific Plan (DSP) |
| 9. Description of Project | See project description below |
| 10. Surrounding Land Uses and Setting | Commercial / Retail (east, south, west) and
Multi-Family Residential (north) |

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially 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 |
| ☒ Mandatory Findings of Significance | |

DETERMINATION

On the basis of this Initial Study:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed 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 proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed 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 proposed 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 earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



7/24/2026

Neda Zayer
Community Development Director

Date

1 PROJECT DESCRIPTION

The City of Burlingame (City) has received an application for the discretionary approval of the proposed construction and operation of a new, five-story office building with below-grade parking at 1430 Chapin Avenue (project). The City is the lead agency under the California Environmental Quality Act (CEQA), and questions on the project should be directed to Erika Lewit, Senior Planner, 650-558-7254. The project sponsor is JP Morgan Chase Bank, N.A., 237 Park Avenue, 12th floor, New York, NY, 10017.

1.1 Project Location and Setting

The project site encompasses the existing parcel located on 1430 Chapin Avenue (Assessor Parcel Number (APN: 029-121-440), in the southern portion of Burlingame, San Mateo County, California (**Figure 1**). The project site is located within the downtown area of Burlingame and within walking distance (0.3 mile) from the Burlingame Caltrain Station. The 0.70-acre project site is predominantly flat. The site has frontage on Chapin Avenue, and the western, northern, and eastern property lines are adjacent to surrounding development. Photographs of the existing conditions of the site are depicted in **Figure 2**.

The project site is bordered by a three-story commercial office building to the west, multi-family residential buildings to the north and northeast, and a small office building and associated parking to the east. Across Chapin Avenue and to the south of the project site are City-owned parking lots associated with Chapin Avenue retail, and commercial development.

1.1.1 *Burlingame Downtown Specific Plan and Zoning*

The project site is within the “Chapin Avenue area (CAC)” of the Burlingame Downtown Specific Plan (DSP). The City adopted the DSP in 2010, to guide growth, development, and building design in the Downtown area. The DSP provides goals and policies organized by topic area, including land use, parking, traffic and circulation, open space, and design for both the streetscape and new development. The DSP identifies the Chapin Avenue area (CAC) planning area and zoning district as having a concentration of existing office uses.

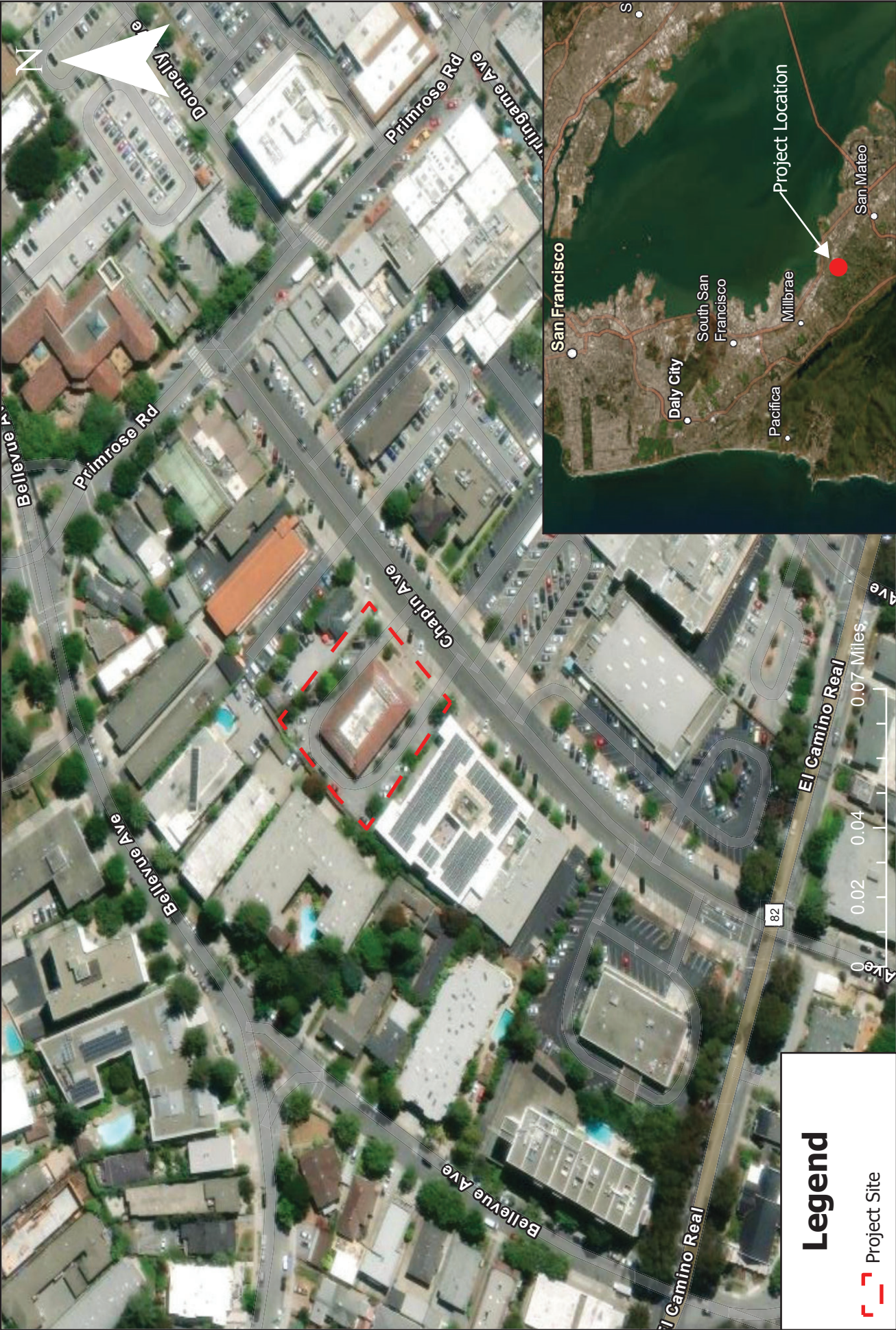


Figure 1
Project Location Map



View of the Project Site from across Chapin Avenue, facing North



View of the Project Site from Chapin Avenue, facing Northeast



View of the Western portion of the Project site, facing East



Views from the Northern portion of the Project Site, facing South

Project Site Photos

Figure

1.1.2 Site Conditions

1430 Chapin Avenue currently contains an existing single-story office building (occupied by Chase Bank) and a surface parking lot. The existing site has separate ingress and egress driveways and 16 surface parking spaces. The subject site is adjacent to an existing three-story office building to the south (1440 Chapin Avenue) and an existing two-story office building to the east (1424 Chapin Avenue). At the rear of the site to the north, the zoning designation changes to R-4 (High Density Residential) and is adjacent to two existing three-story multi-unit residential buildings (1435 and 1425 Bellevue Avenue). A culverted portion of Ralston Creek runs beneath 1435 Bellevue Avenue, approximately 120 feet from the rear property line of the subject property.

There are 16 trees on the project site and six additional trees that are within the construction footprint that may be impacted by the project. Of these trees, 12 qualify as Protected trees. Aside from these trees and some minimal landscaping, the three parcels are paved.

1.2 Project Characteristics

The proposed project would demolish the existing single-story office building on the site, merging the three lots of the 30,327 square feet (sf) parcel into a single lot, and constructing a five-story office building with below-grade parking. The project would create two public plazas located along Chapin Avenue, one in front of the subject site and one in front of the adjacent property to the southwest at 1440 Chapin Avenue. The project includes 87,307 sf gross floor area in five stories above grade, with 2,038 sf of retail on the first floor and 85,269 sf of office space in the remainder of the building. The parking area includes 120 parking spaces; the applicant is seeking to apply Assembly Bill (AB) 2097 to be exempt from minimum parking requirements for a commercial development located within one-half mile of a major transit stop. The proposed project also includes landscaping and trees at the rear of the property, in the atrium area, on the terraces throughout the building, and a number of street trees in the public plaza areas. The proposed site plan is shown in **Figure 3**. Illustrations of the floor plan levels 1 through 5 are depicted in **Figure 4** through **Figure 8**. Building elevations are provided in **Figure 9** through **Figure 12**. 3D renderings of the project are provided in **Figure 13**.

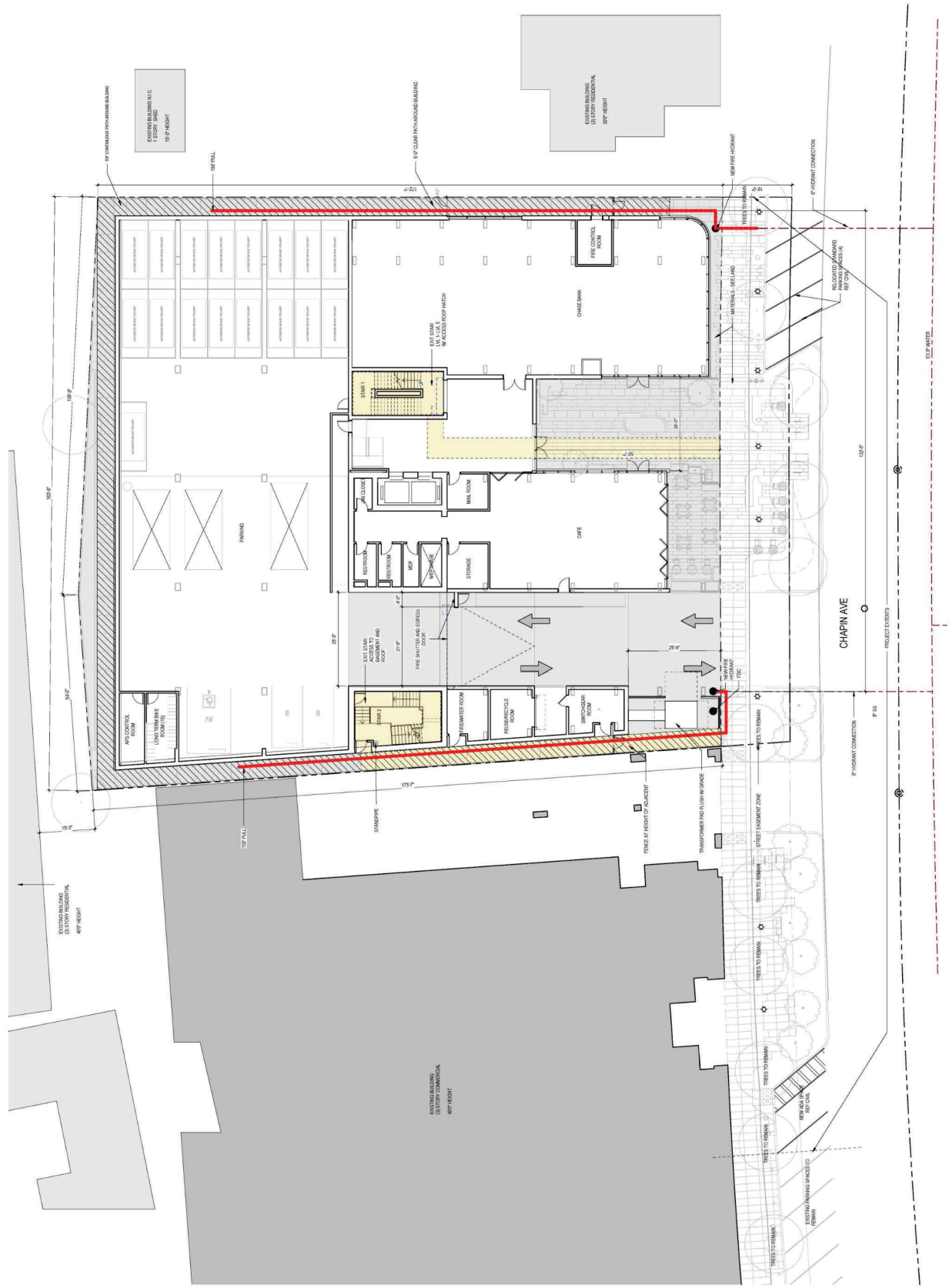
The project includes an Amendment to the DSP to increase the allowable height with a Special Permit in the Chapin Avenue area (CAC) from 35 feet and 55 feet with a Special Permit to 35 feet and 75 feet with a Special Permit.

1.2.1 Transportation and Parking

Like most sites in Downtown areas, the project site is accessible by multiple forms of transportation. The project site is 0.3 miles from the Burlingame Caltrain Station, and is also accessible from SamTrans lines 397/ECR along El Camino Real and lines 292 and 46 near the Caltrain station. Bicycle routes along Primrose Road and California Drive connect Chapin Avenue to Downtown areas and the rest of the City.

The project would include 120 parking spaces. Parking would be in three-level, partially below-grade parking garage. Vehicle access to the parking garage would be provided via a single gated driveway entrance on the south side of the building frontage.

Based on the mix of proposed uses, the Zoning Code parking requirements, and the applied Transportation Demand Management Plan reduction, the project would normally be required to include 150 off-street parking spaces. However, State law (AB 2097) prohibits the City from imposing minimum parking requirements within one-half mile of a major transit stop.



Site Plan

Figure 3

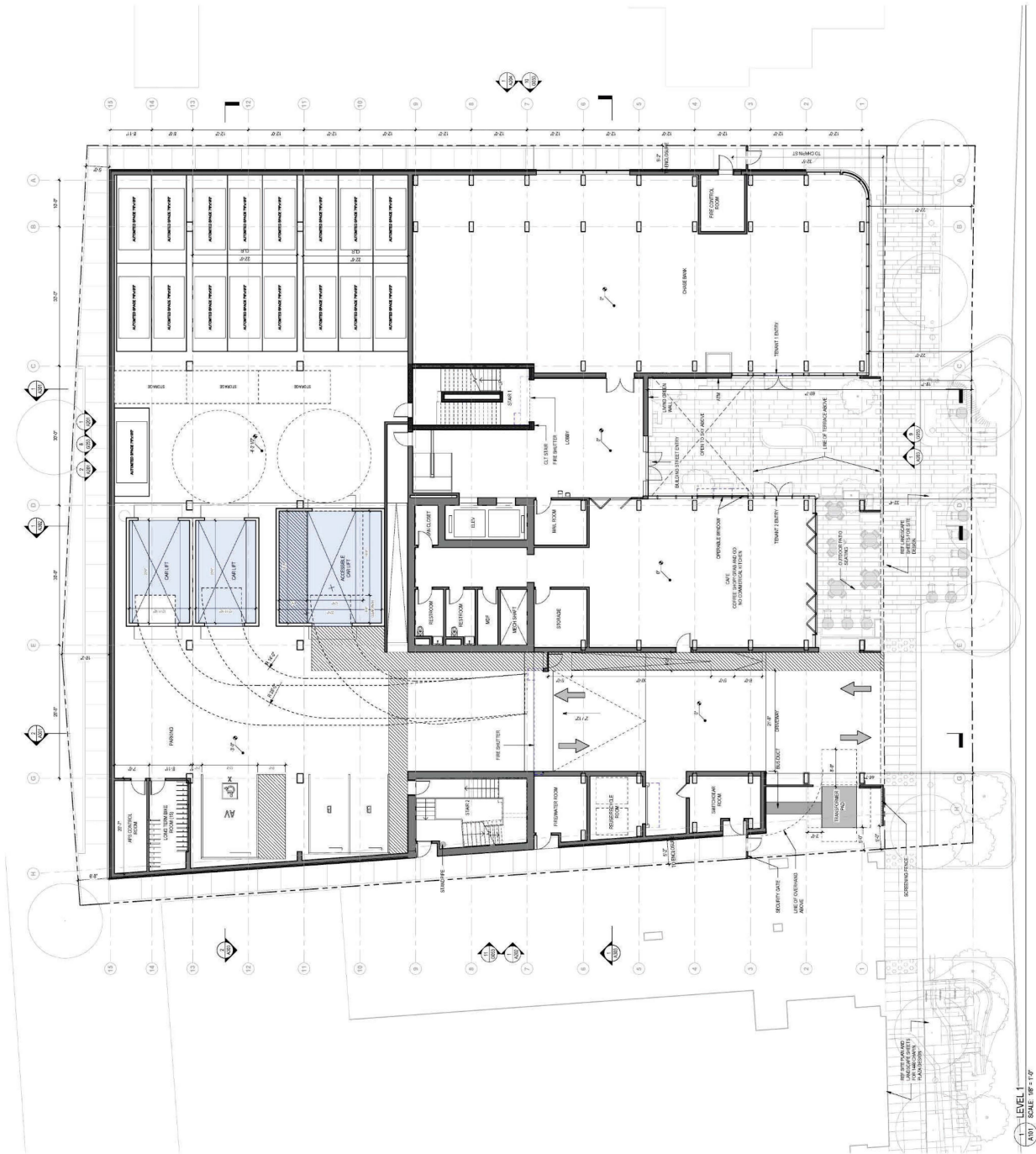
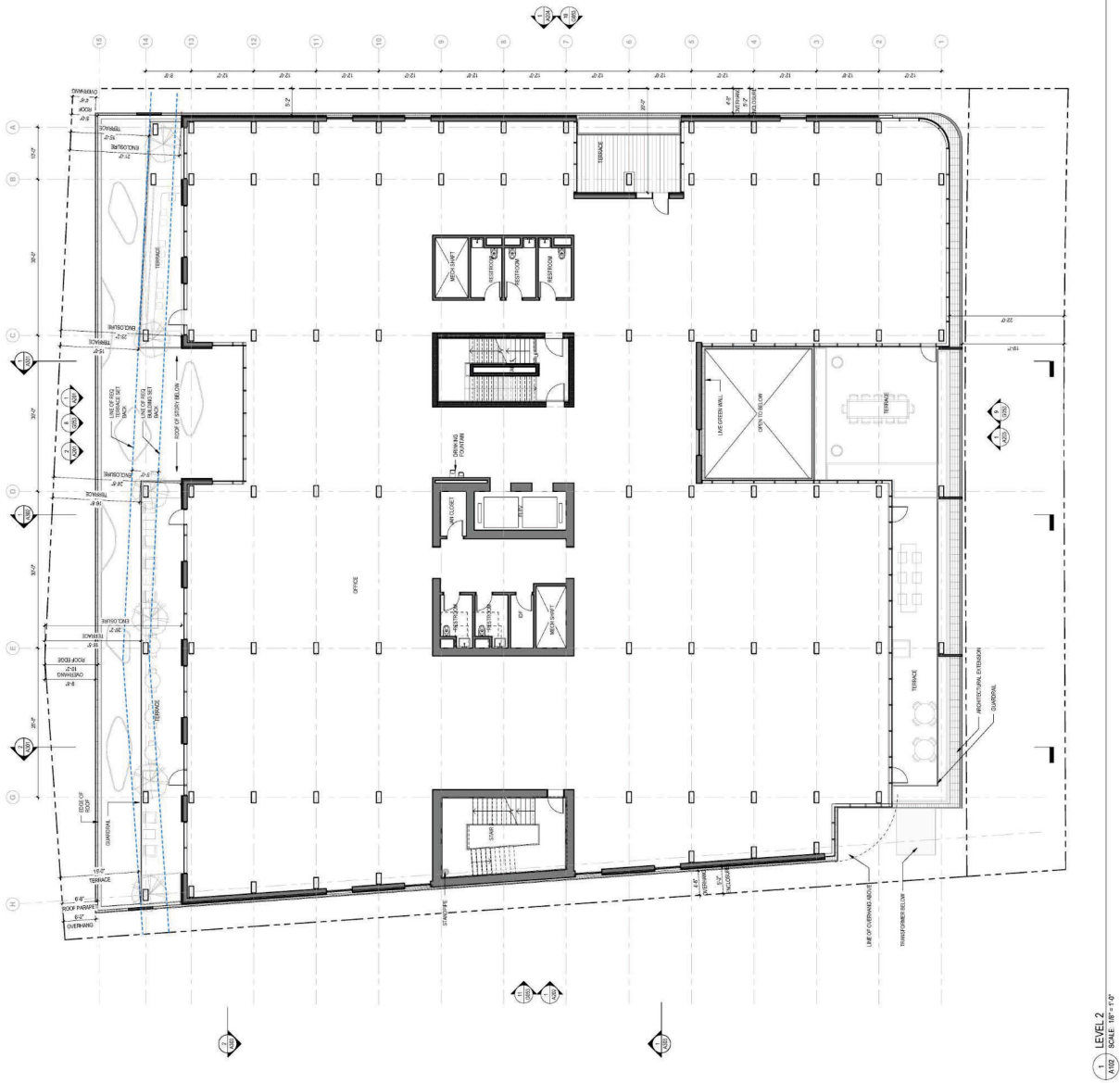
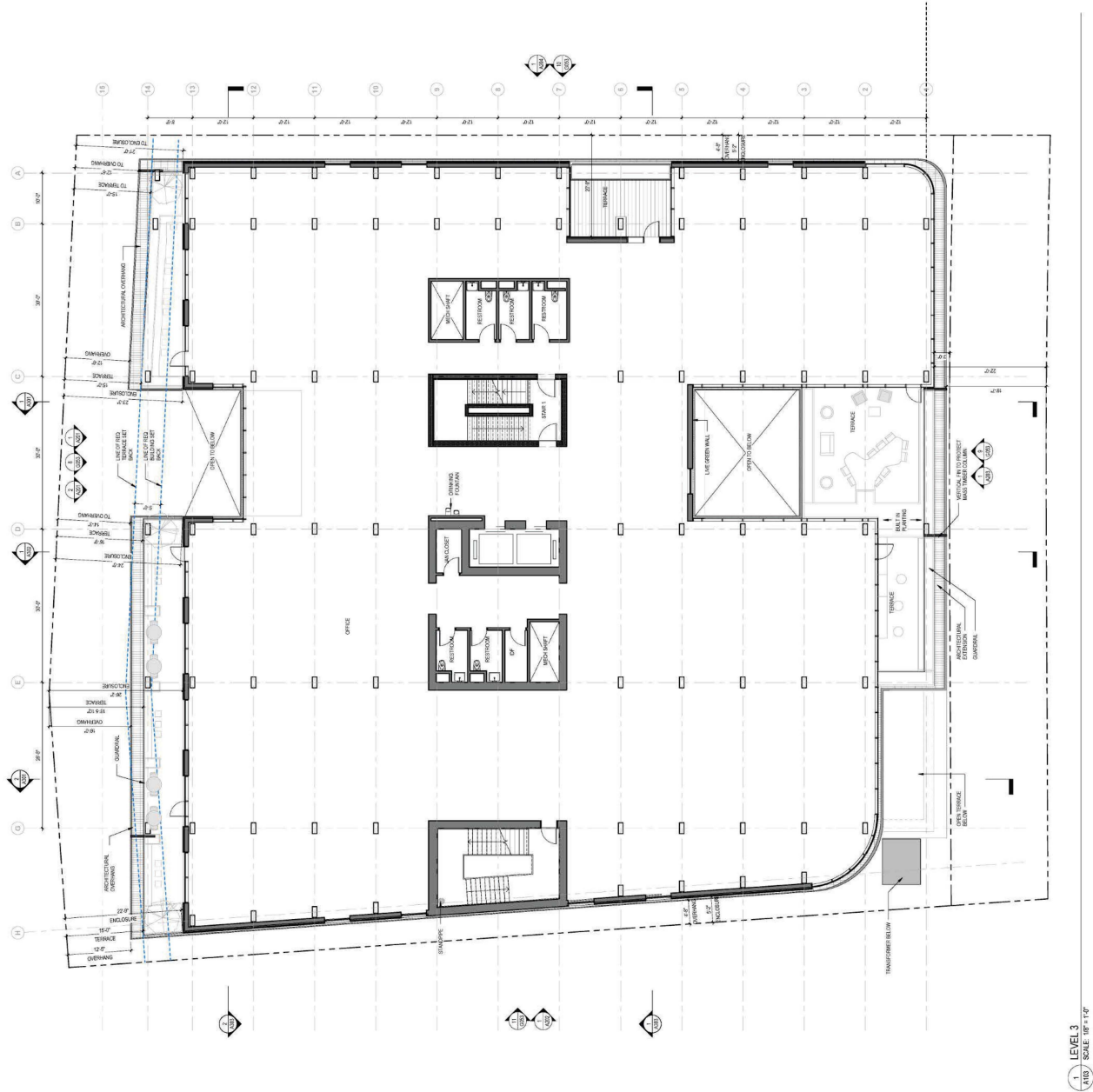


Figure 4A
Floor Plan- Level 1



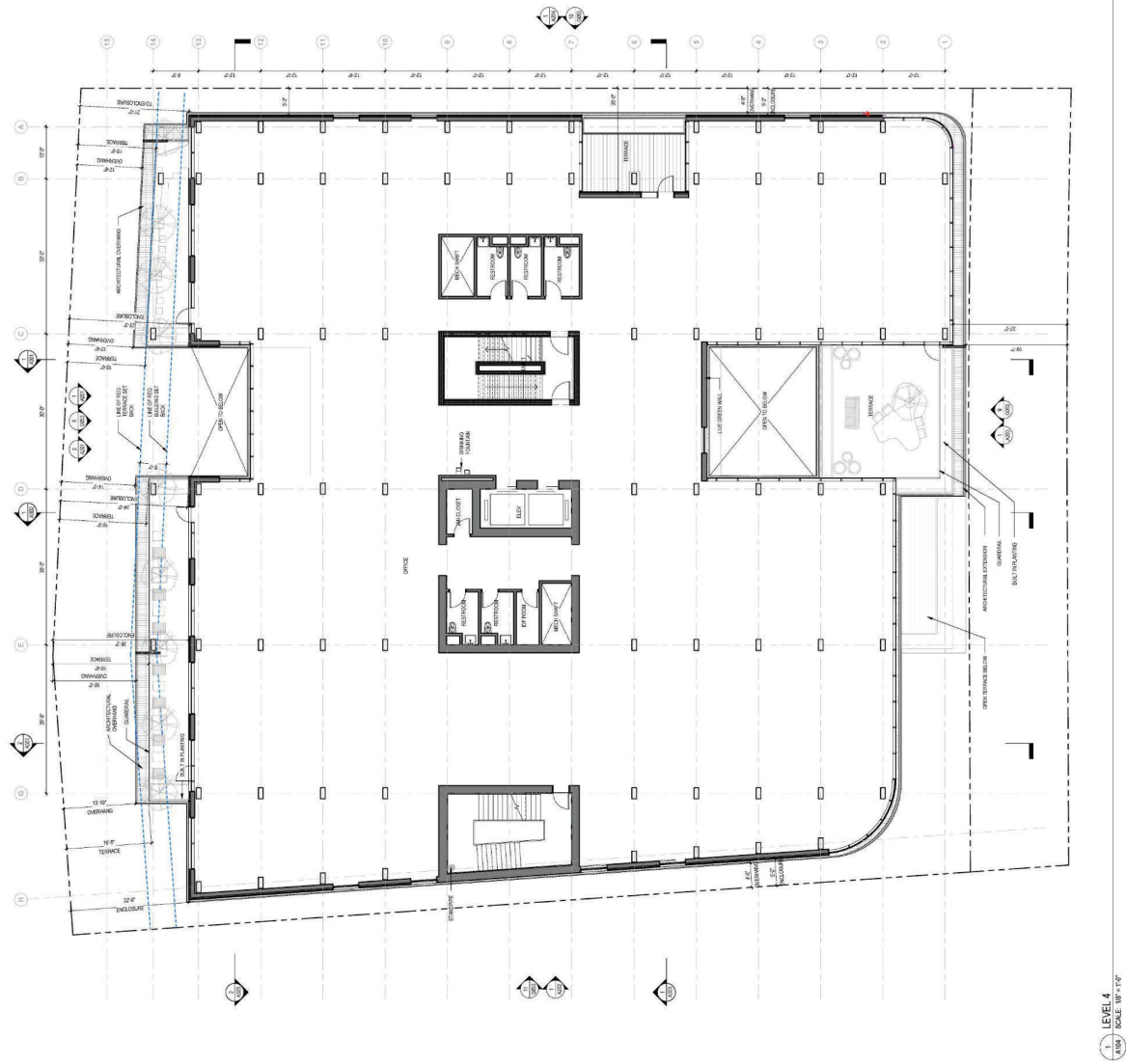
Floor Plan- Level 2

Figure 5

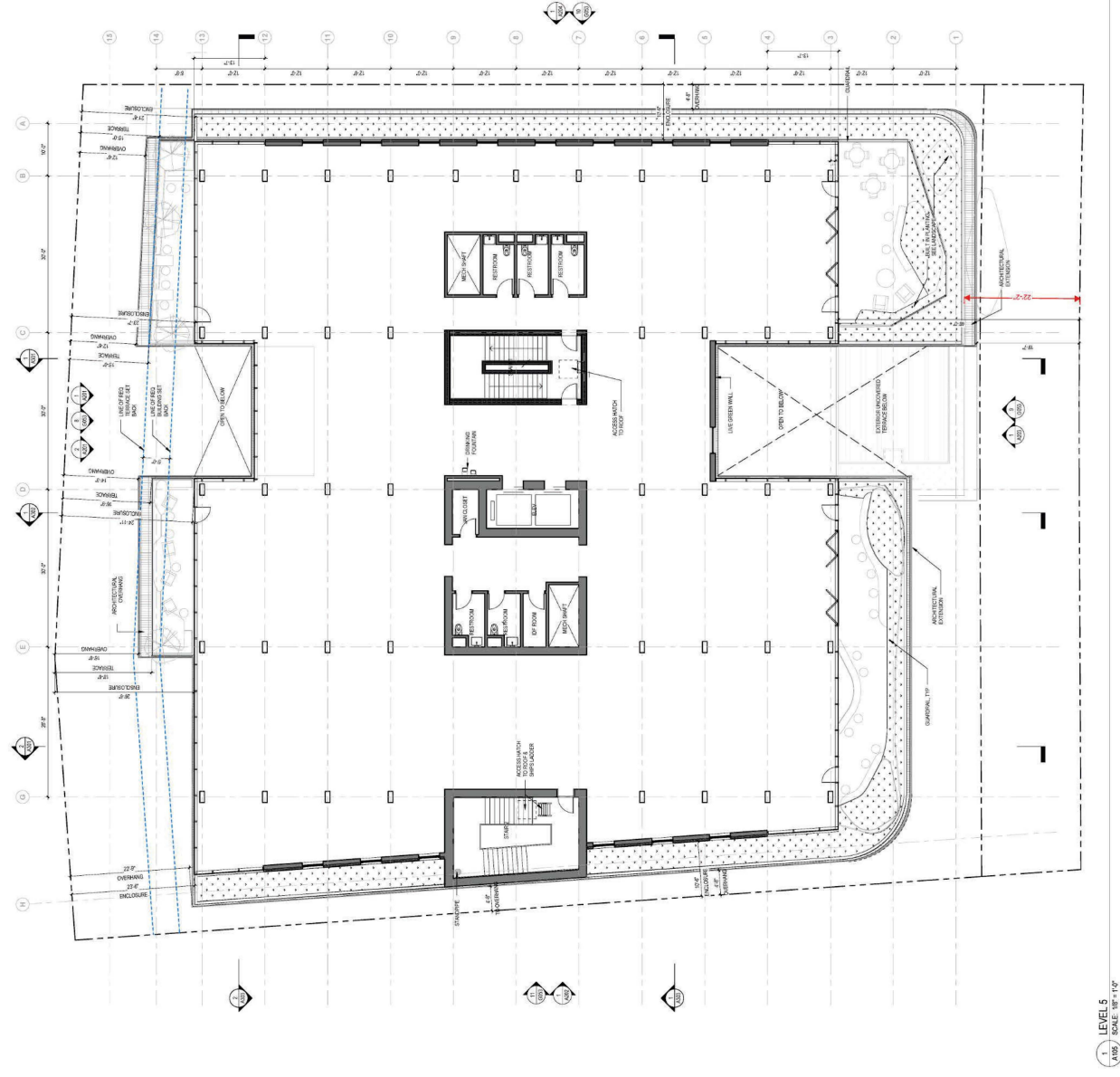


Floor Plan- Level 3

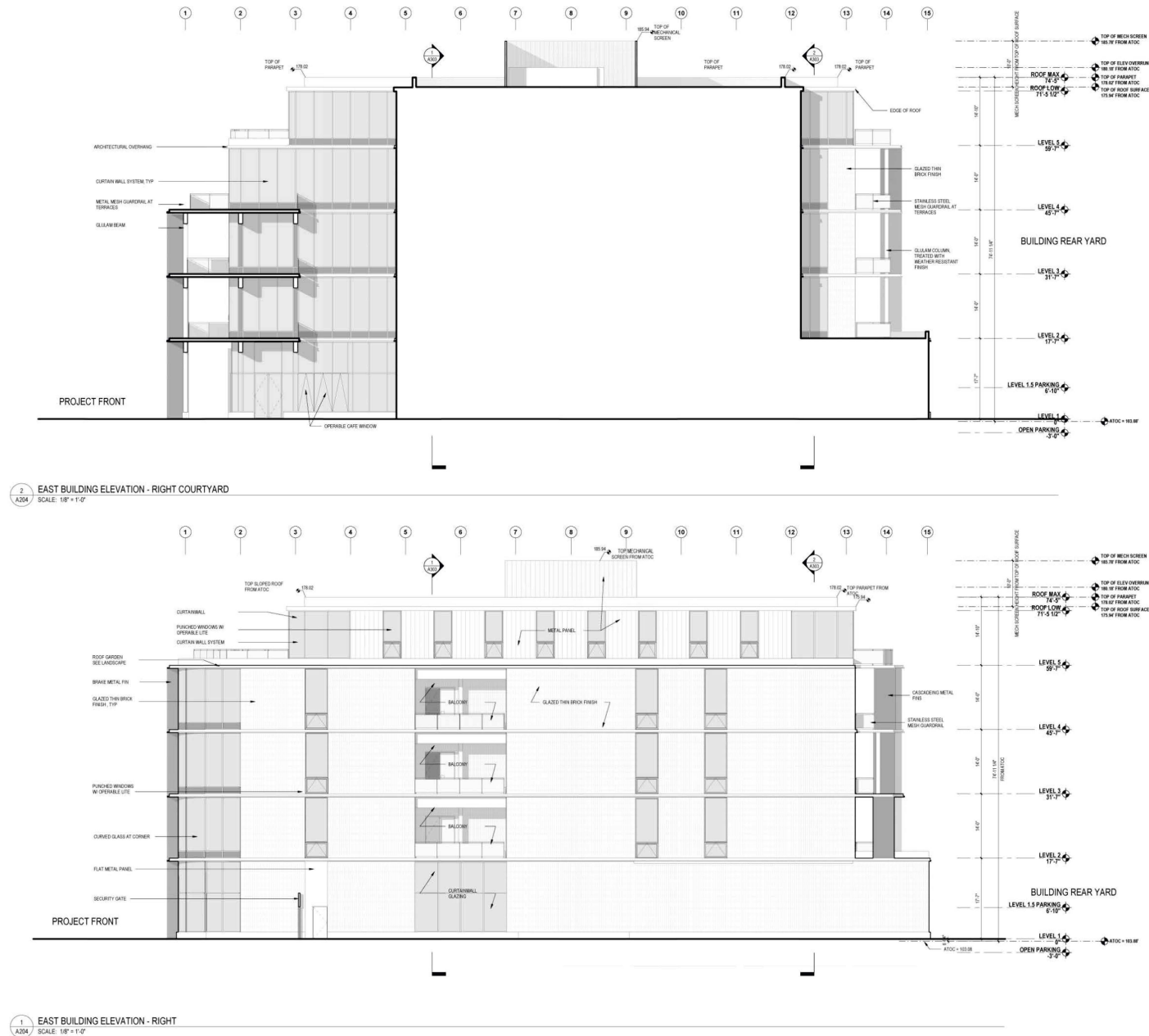
Figure 6



Floor Plan- Level 4



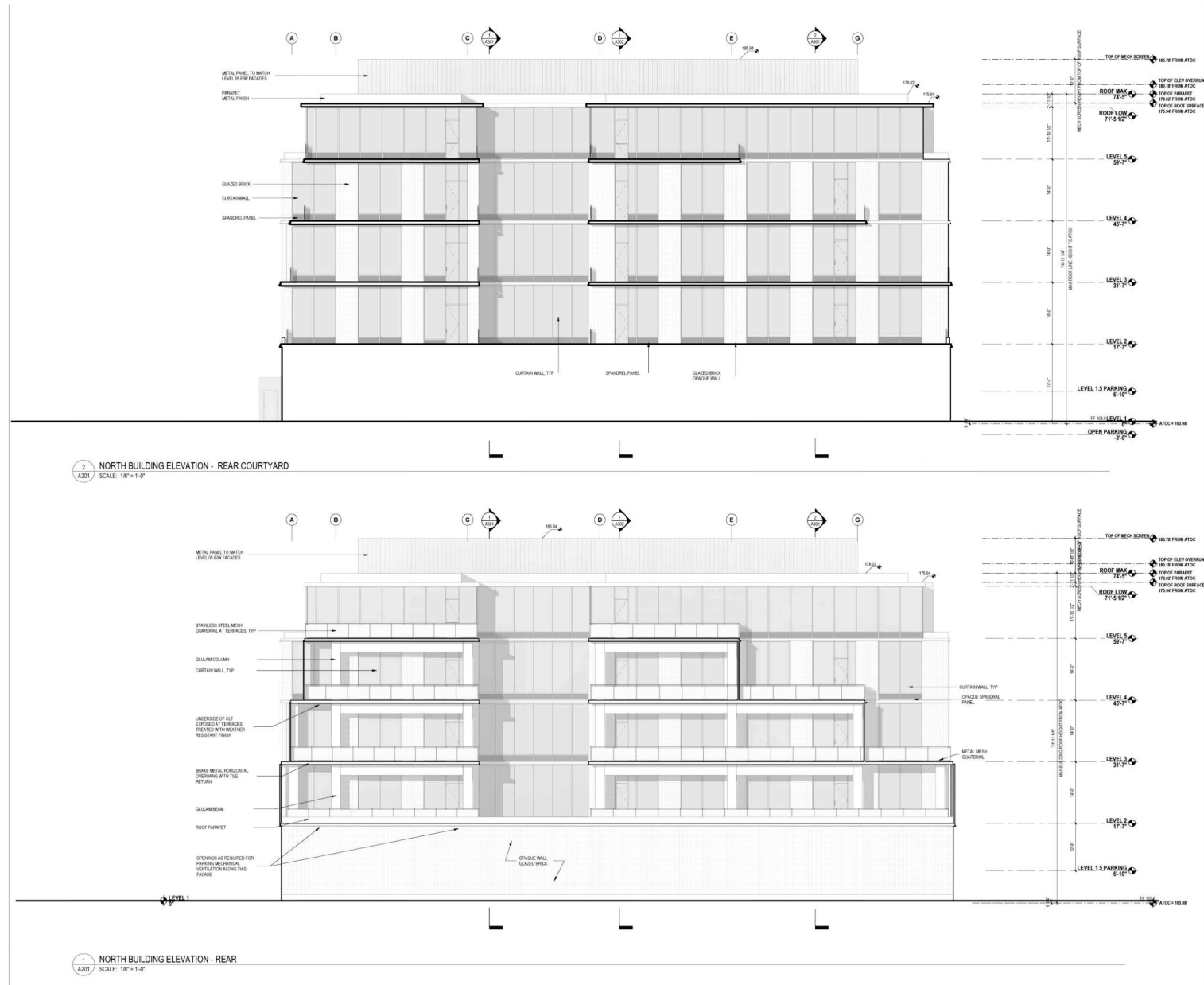
Floor Plan- Level 5



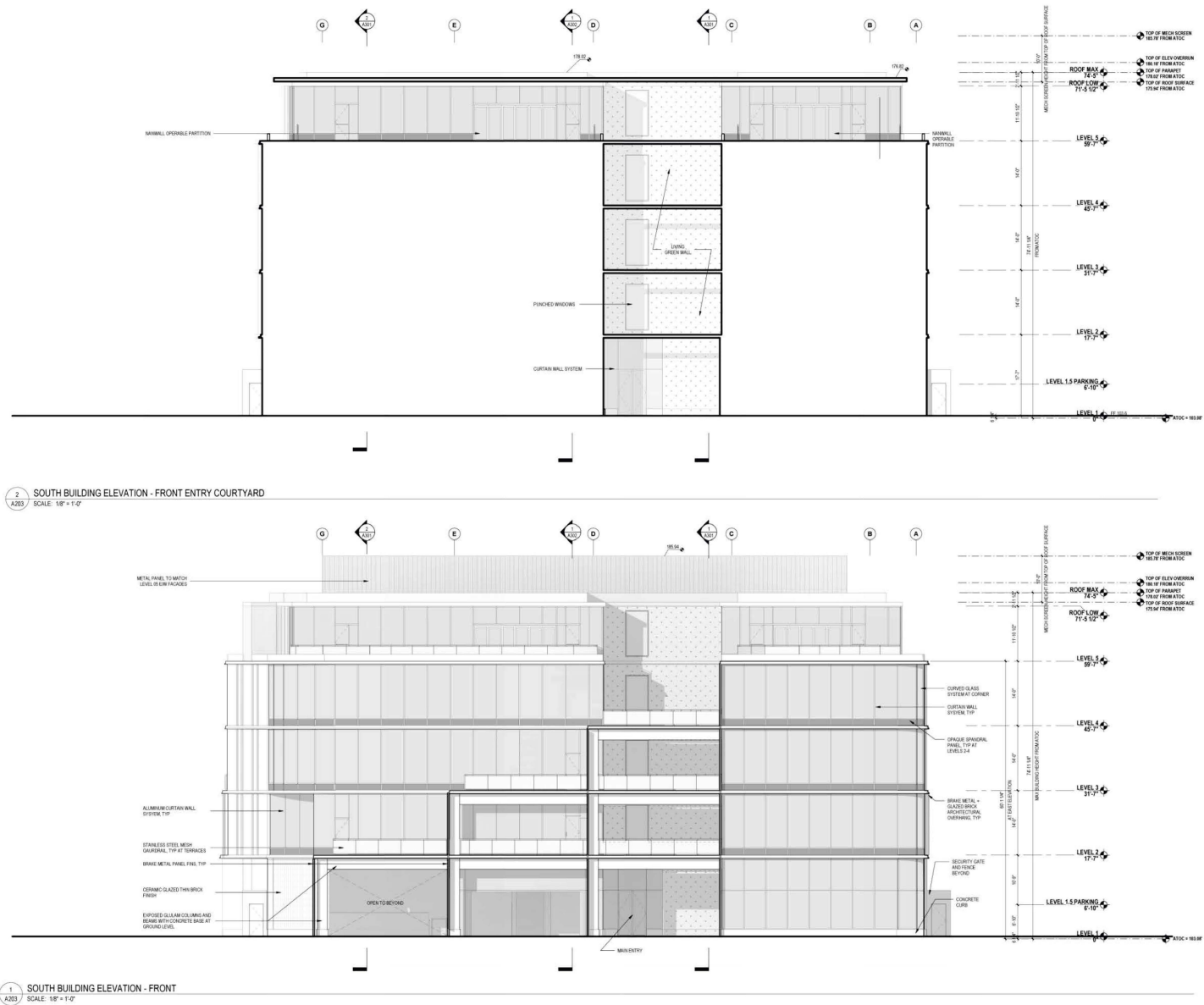
Building Elevations- East Building

Figure

9



Building Elevations- North Building



Building Elevations- South Building



Building Elevations- West Building



EAST APPROACH



WEST APPROACH



INTERIOR VIEW TO TERRACES



CHAPIN AVE ELEVATION

3D Renderings

Figure 13

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1.2.2 Trees and Landscaping

There are 16 trees on the project site and six additional trees that are within the construction footprint that may be impacted by the project. A total of 12 trees in the project area have Protected status, including seven existing street trees. One of the Protected trees, the existing Black Acacia located behind the site's rear property line on the property at 1434 Bellevue Avenue, will be preserved. The project proposes the removal of 21 trees, including the removal of 11 trees of Protected status. The Protected tree removals require a Protected Tree Removal Permit from the Parks Division.

A variety of plants and shrubs would be planted at the rear of the property, in the atrium area, on the terraces throughout the building, and a number of street trees in the public plazas along Chapin Avenue. Landscaping is anticipated to include varieties of drought-tolerant plantings such as agave, manzanita, and rush varieties.

1.2.3 Construction

Project construction would last approximately 14 months. Construction would be completed in one phase, and would include typical activities such as demolition, site grading, excavation for building foundations, concrete work, framing, and interior and exterior architectural coatings. Typical construction equipment such as backhoes, heavy duty trucks, and excavators would be used at the project site. No pile driving is anticipated. Construction would require removal of approximately 10 tons of pavement and 10,000 cubic yards¹ of demolition material and excavated soil (cut) from the site.

1.2.4 Approvals

Project implementation would require the following discretionary land use approvals from the City:

- Amendment to the DSP to increase the allowable height with a Special Permit in the Chapin Avenue area (CAC) from 35 feet and 55 feet with a Special Permit to 35 feet and 75 feet with a Special Permit.
- Major Design Review for construction of a new office building.
- Special Permit for a building height between 35-75 feet.
- Condominium Permit.
- Parcel Map to merge three existing lots.
- Condominium Map to subdivide the parcel into five commercial condominiums.

¹ The Air Quality Construction Emissions and Health Risk Assessment (Appendix B) is based on a previous estimate of 25,000 cubic yards and therefore provides a more conservative worst-case impact analysis.

2 ENVIRONMENTAL IMPACT CHECKLIST

2.1 Aesthetics

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

2.1.1 Environmental Setting

The City is located within San Mateo County, east of the Santa Cruz Mountains and west of the San Francisco Bay (Bay). The City is surrounded by the City of Millbrae to the northwest, the Bay to the east, the City of San Mateo to the southeast, and the Town of Hillsborough to the southwest. Most of the City is located on gently sloping valley floor and is a highly developed, urban/suburban area. The western portions of the City are located on foothills rising to the Santa Cruz Mountains that offer scenic views of the Santa Cruz Mountains, the Bay, and the East Bay Hills.

The project site is located along Chapin Ave in the Chapin Avenue area (CAC) planning and zoning district within the area of the Downtown Specific Plan (DSP). The project site is in the west portion of the downtown area, within walking distance of the Burlingame Caltrain station. The surrounding area consists of retail and office uses and associated parking lots to the west, south, and east. To the northwest, the project site is bordered by multi-family residential buildings. The project site contains a single-story office building and a surface parking lot. The existing site has separate ingress and egress driveways and sixteen (16) surface parking spaces.

2.1.2 Impact Discussion

a) Have a substantial adverse effect on a scenic vista? (No Impact)

The project includes removing the existing structure on the site and redeveloping the site with a five-story (75 feet tall) mixed-use building containing retail and office uses totaling 87,307 sf. The project includes an Amendment to the DSP, Chapin Avenue area (CAC) to increase the maximum allowed building height with a Special Permit to 75 feet.

According to the City's General Plan, important vistas include the hillside leading to the Skyline Ridge as seen from the Bay plain, and the Bay as seen from the hillside. The project would not impact either scenic resource. Public views of the foothills rising to the Santa Cruz Mountains are obscured by existing development and landscaping in the project vicinity. Given the above, no impact to a scenic vista 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)

The area surrounding the project is fully developed. No rock outcroppings, historic buildings, or other scenic resources are located on the project site. The project would require removal of 21 trees including seven street trees. Views of trees located on adjacent properties may also be obstructed with implementation of the project. However, varieties of trees would be planted in the atrium area and on the terraces throughout the building, and in the two public plaza areas proposed along Chapin Avenue.

The intent of the California Scenic Highway Program is to protect and enhance California's natural beauty and to protect the social and economic values provided by the state's scenic resources. State scenic highways are officially designated by Scenic Highways Advisory Committee. According the General Plan Scenic Roads and Highways Element, the project is not located near a state scenic highway. Therefore, no impact would occur.

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

Construction

Construction of the project would involve demolition of the existing on-site structure, earthmoving operations, and grading activities. Temporary fencing, construction equipment, construction vehicles, staging areas, and associated construction debris would be visible on the project site for the duration of construction. The visual character and quality of the site would change for a temporary period of time; however, the visual effects of construction activities would be similar to other types of development and construction that typically occur within the area and would be temporary in nature. These construction phase impacts would be less than significant.

Operation

The proposed building is designed using mass timber construction and would have curved eaves and windows at the southeast and southwest corners facing Chapin Avenue. Each floor above the first on the front façade would be terraced back with green roof landscaping and the fifth floor would be set back approximately 46 feet from the floors below. The rear of the building would include a series of tiered balconies starting on the second floor and leading to the fifth floor. Both the front and rear elevations include a courtyard, with the front courtyard design including an interior atrium with a living wall that would be visible from the exterior of the building from the first to fourth floor. The mass timber design is intended to highlight the interior of the building and much of the interior cross-laminated wood timber will be visible from the exterior of the front and rear elevations. Additional exterior materials proposed include brake metal fins around the entire exterior, a repeating pattern of metal panel siding and curtainwall and ceramic tile at the side elevations of the building. Aluminum windows with vitro solarban low-E coating are proposed throughout. The balconies and roof terrace would have a stainless-steel mesh guardrail.

The project would change the existing character of the project site by demolishing the existing structure and redeveloping the site with a five-story office building. At a height of 75 feet, the new building would be taller than the structures immediately surrounding it. However, it would be shorter than—or comparable to—other nearby buildings such as the Anderson Yazdi Hwang Minton and Horn building located at 350 Primrose Road, the office building located at 345 Lorton Avenue, and the Burlingame Towers apartment building at 1469 Bellevue Avenue. Proposed building elevations are provided in **Figure 9** through **Figure 12**, and 3D renderings are provided in **Figure 13**.

The project requires amendment to the DSP to increase the allowable height with a Special Permit in the Chapin Avenue area (CAC) from 35 feet and 55 feet with a Special Permit to 35 feet and 75 feet with a Special Permit. The project would be compliant with those amended regulations and also reviewed for compliance with the design guidelines in the DSP, which offer guidance on appropriate design, as well as conformity with General Plan. As such, the project would not substantially degrade the existing visual character or quality of the site and impacts 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 with Mitigation Incorporated)

The project site is located within a developed and urbanized area. Streetlights, exterior commercial lighting, and vehicular lights exist in the surrounding area and along adjacent corridors.

The new building would contribute additional sources of light and glare during the day from glare off exterior building materials and during the night from exterior lighting that could result in light pollution. Glass, metal, and tile surfaces on the proposed structure would result in increased sunlight reflection, ambient light, and glare beyond existing conditions. While exterior lighting would be designed and installed to comply with existing regulations to reduce light

pollution, it would still be visible and have the potential to adversely affect nighttime views. Impacts from these new sources of light and glare are considered to be potentially significant.

However, implementation of the following mitigation measure for any daytime glare impacts will reduce any such impacts to a less than significant level. The use of exterior building materials that minimize sunlight reflection and glare will ensure daytime views are not significantly impacted.

Mitigation Measure AES-1:

The project developer shall install primary exterior materials with maximum reflectivity and glass unit specifications, including:

- The installed glass shall be vitro solarban 90 low-E coating with 12 percent exterior visible light reflectance.
- The metal curtain wall with coating shall have gloss unit ASTM D523 of 25-35 at 60 degrees.
- The ribbed metal panel with aluminum coating at fifth floor and mechanical screen shall have gloss unit of ASTM D523 of 25-35 at 60 degrees.
- The brick with ceramic tile glaze shall have a Light Reflectance Value of 67 percent and shall be applied on the first floor of the right and rear exterior elevations of the building and intermittently on the second through the fourth stories.

To address potential nighttime glare impacts, the following mitigation measure for night lighting require installation of low-profile, low-intensity lighting that will be directed downward to minimize light and glare. Additionally, interior occupancy-sensor-controlled indoor lighting will ensure that new sources and exterior light do not adversely affect day or nighttime views. This mitigation measure will reduce this impact to a less-than-significant level.

Mitigation Measure AES-2:

At the exterior of the building, the project developer shall install low-profile, low-intensity lighting directed downward to minimize light and glare. Exterior lighting shall be low mounted, downward casting, and shielded. In general, the light footprint shall not extend beyond the periphery of each property. Implementation of exterior lighting fixtures shall also comply with the standard California Building Code (Title 24, Building Energy Efficiency Standards) to reduce the lateral spreading of light to surrounding uses, consistent with Burlingame Municipal Code Section 18.16.030 that requires that all new exterior lighting for commercial developments be designed and located so that the cone of light and/or glare from the light element is kept entirely on the property or below the top of any fence, edge or wall.

2.2 Agriculture and Forestry Resources

<i>Issues</i>		Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>					
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 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 zones Timberland Projection (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land of 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?	☐	☐	☐	☒

2.2.1 Environmental Setting

The project site is already developed within an urbanized area. There are no agricultural or forestry resources on site or within the immediate vicinity of the site.

The State of California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) designates the project site and its immediate surroundings as Urban and Built-Up Land. There is no FMMP designated Important, Unique, or Prime Farmland, and no land protected under the Williamson Act in the vicinity of the project (DOC 2021). There are no agricultural resources located on or near the project site. There is no forest land on or near the project site, as the project site is located within and surrounded by urban and built up land (DOC 2024).

2.2.2 Impact 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? (No Impact)

and

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (No Impact)

and

c) Conflict with existing zoning for, or cause rezoning 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 zones Timberland Projection (as defined by Government Code section 51104(g))? (No Impact)

and

d) Result in the loss of forest land or conversion of forest land to non-forest use? (No Impact)

and

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)

There are no active agricultural lands, lands under a Williamson Act contract, forest lands, or timberlands on or adjacent to the project site. The project site is not designated for agricultural, or forest uses in the General Plan Land Use Map; therefore, the project would not conflict with existing zoning for agricultural or forest uses. Consequently, the project would not result in farmland or forest land conversion. Therefore, no impact would occur.

2.3 Air Quality

<i>Issues</i> <i>Would the project:</i>		Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
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?	☐	☐	☒	☐

As part of the air quality impact analysis for the proposed project, a Construction Emissions and Health Risk Assessment was prepared by Illingworth & Rodkin, Inc., dated January 29, 2026, to address the potential construction air quality and health risk impacts associated with the project (**Appendix B**). The analysis was conducted following guidance provided by the Bay Area Air Quality District (BAAQMD).

2.3.1 Environmental Setting

The project is located in San Mateo County which is in the San Francisco Bay Area Air Basin (SFBAAB), under the jurisdiction of BAAQMD. The Bay Area meets all ambient air quality standards with the exception of eight-hour average ground-level ozone, 24-hour average respirable particulate matter (PM₁₀), and 24-hour average fine particulate matter (PM_{2.5}).

Air Pollutants of Concern

There are two categories of pollutants analyzed for CEQA compliance; criteria pollutants and toxic air contaminants (TACs). Criteria pollutants are those which have ambient air quality standards established by either the federal government (i.e., US EPA) or the State (i.e., California Air Resources Board (CARB)). TACs are pollutants that are known to either increase cancer risk or have non-cancer health impacts in high concentrations.

Criteria Pollutants – Ozone and Particulate Matter

US EPA and CARB have adopted ambient air quality standards for criteria pollutants, which include tropospheric ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter, and lead. Ambient air quality standards also regulate reactive organic gases (ROG) and nitrogen oxides (NO_x) because they are precursors to ozone formation.

Particulate matter standards include regulations for particles with a diameter of 10 micrometers or less (PM₁₀) and particles with a diameter of 2.5 micrometers or less (PM_{2.5}).

High ozone concentrations in the air basin are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO_x), which react under certain meteorological conditions to form ozone as described above. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ambient ozone concentrations. The highest ozone concentrations in the Bay Area occur in the eastern and southern inland valleys downwind of existing air pollutant sources.

Particulate matter is another problematic air pollutant in the air basin. Particulate matter is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM₁₀) and fine particulate matter where particles have a diameter of 2.5 micrometers or less (PM_{2.5}). Elevated concentrations of PM₁₀ and PM_{2.5} are the result of both region-wide emissions and localized emissions.

Toxic Air Contaminants

TACs are a broad class of compounds known to cause morbidity or mortality, often because they cause cancer. Because chronic exposure of TACs can result in adverse health effects, they are regulated at the regional, State, and federal level.

TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway). Diesel exhaust is the predominant TAC in urban air and is estimated to represent about seventy percent of the cancer risk from TACs (based on the Bay Area average).

BAAQMD also considers PM_{2.5} to be a TAC due to the adverse health effects caused by PM_{2.5} exposure even at low concentrations. As a result, they have developed CEQA health risk thresholds to address exposure to increased concentrations of PM_{2.5}.

Sensitive Receptors

There are groups of people more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools. For cancer risk assessments, infants and small children are the most sensitive receptors, since they are more susceptible to cancer causing TACs. Residential locations are assumed to include infants and small children.

The closest sensitive receptors are the residents located in the adjacent multi-family residences to the north and west of the project site. There are additional sensitive receptors at further distances. There are also children located at the Saint Paul's Nursery School to the southwest of the site. Due to the project's proximity to nearby businesses, worker receptors were also included in this analysis. This project would not introduce new sensitive receptors (i.e., residents) to the area.

BAAQMD CEQA Air Quality Guidelines

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA. In 2023, BAAQMD revised the CEQA Air Quality Guidelines that include significance thresholds to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The current BAAQMD guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process consistent with CEQA requirements including thresholds of significance, mitigation measures, and background air quality information. They include assessment methodologies for criteria air pollutants, air toxics, odors, and GHG emissions as shown in **Table 1**. Air quality impacts and health risks are considered potentially significant if they exceed these thresholds (BAAQMD 2023).

BAAQMD recommends all projects include a “basic” set of best management practices (BMPs) to manage fugitive dust and consider impacts from dust (i.e., fugitive PM₁₀ and PM_{2.5}) to be less than significant if BMPs are implemented (listed below). BAAQMD strongly encourages enhanced BMPs for construction sites near schools, residential areas, other sensitive land uses, or if air quality impacts were found to be significant.

Table 1 BAAQMD CEQA Thresholds of Significance

Pollutant/Precursor	Construction Thresholds
	Average Daily Emissions (pounds/day)
ROG	54
NO _x	54
PM ₁₀	82 (exhaust)
PM _{2.5}	54 (exhaust)
CO	Not Applicable
Fugitive Dust (PM ₁₀ /PM _{2.5})	BMPs*

Health Risks and Hazards	Single Source / Individual Projects		Combined Sources (Cumulative From All Sources Within 1000-Foot Influence)	
	Excess Cancer Risk	>10 in a million	OR Compliance with Qualified Community Risk Reduction Plan	>100 in a million
	Hazard Index	>1.0		>10.0
	Incremental Annual PM _{2.5}	>0.3 µg/m ³		>0.8 µg/m ³
			OR Compliance with Qualified Community Risk Reduction Plan	

Source: BAAQMD 2022

Note: ROG = reactive organic gases, NO_x = nitrogen oxides, PM₁₀ = coarse particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, PM_{2.5} = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less.

* The Air District strongly recommends implementing all feasible fugitive dust management practices especially when construction projects are located near sensitive communities, including schools, residential areas, or other sensitive land uses.

2.3.2 Impact Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan? (Less than Significant)

The most recent and applicable adopted air quality plan is the 2017 Clean Air Plan. Therefore, the proposed project would result in a significant impact if it would conflict with or obstruct implementation of the 2017 Plan (BAAQMD 2017). The 2017 Plan includes control measures that are intended to reduce Bay Area air pollutant emissions either directly or indirectly. Plans must show consistency with the control measures listed within the 2017 Plan. At the project-level, there are no consistency measures or thresholds.

The project would not conflict with the latest 2017 Plan planning efforts. The project would be considered transit-oriented urban infill because the project site is located approximately 0.3 miles from the Burlingame Caltrain Station and 0.1 mile from the SamTrans bus stop at El Camino Real and Burlingame Avenue. Additionally, the project would generate emissions well below BAAQMD criteria pollutant thresholds during construction and operations, and would comply with applicable air quality regulations. **Table 2** summarizes the estimated maximum daily emissions and maximum annual emissions of pollutants during construction on the project site. **Table 3** summarizes the estimated average daily emissions of project during operation. As shown in these tables, the BAAQMD thresholds would not be exceeded. Therefore, this impact would be less than significant.

Table 2 Construction Period Emissions

Construction Year	ROG	NO _x	PM ₁₀ Exhaust	PM _{2.5} Exhaust
Construction Emissions (tons/years)				
2026	0.01	0.28	0.004	0.004
2027	0.47	0.18	0.01	0.005
Average Daily Construction Emissions (pounds/day)				
2026 (128 construction workdays)	0.18	4.31	0.06	0.06
2027 (168 construction workdays)	5.64	2.08	0.06	0.06
BAAQMD Thresholds	54	54	82	54
Exceed Threshold?	No	No	No	No

Source: Illingworth & Rodkin 2026

Note:

Since this analysis was conducted, the project's construction schedule has been updated to begin in December 2026. However, the construction duration of 14 months and the construction activities (i.e., equipment quantities and usage) would remain the same as originally assessed. Therefore, project construction emissions would negligibly change, the impact findings would remain same, and no further analysis is necessary.

Table 3 Operational Emissions

Construction Year	ROG	NO _x	PM ₁₀ Exhaust	PM _{2.5} Exhaust
Average Daily Emissions (pounds/day)				
Area	2.59	0.02	0.005	0.004
Energy	0.03	0.54	0.04	0.04
Mobile	1.67	1.16	0.02	3.68
Total	4.29	2.08	0.07	3.73
BAAQMD Thresholds	54	54	82	54
Exceed Threshold?	No	No	No	No

Source: Illingworth & Rodkin 2026

- 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 with Mitigation incorporated)**

Construction Emissions

Construction of the project would generate temporary construction emissions and Toxic Air Contaminants (TAC). Construction emissions associated with the project are summarized in **Table 2**, above. As shown in **Table 2**, BAAQMD criteria pollutant thresholds would not be exceeded during construction. Therefore, impacts from criteria pollution emissions would be less than significant.

Project construction would also generate fugitive dust in the form of PM₁₀ and PM_{2.5}. The proposed project would be required to comply with all applicable BAAQMD rules and regulations regarding construction emission control measures. The BAAQMD CEQA Air Quality Guidelines consider impacts to be less than significant if best management practices (BMPs) are implemented to reduce these emissions. **Mitigation Measure AQ-1** would require implementation of BAAQMD-recommended BMPs.

Mitigation Measure AQ-1: Note that the Envision Burlingame 2040 General Plan Policy HP-3.11 Dust Abatement and Policy HP-3.12 Construction Best Practices requires that projects apply BAAQMD-recommended BMPs to control dust from construction projects. During any construction period ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less-than-significant level. Additional measures are identified to reduce construction equipment exhaust emissions. The contractor shall implement the following BMPs that are required of all projects:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. 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.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
5. 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.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. 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.

8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

With implementation of **Mitigation Measure AQ-1**, this impact would be less than significant.

Operational Emissions

Chapter 4 of the BAAQMD CEQA Guidelines includes screening guidance for addressing emissions of criteria air pollutants that are based on the size of a project. It suggests that for projects that include multiple land use types, the Air District's Mixed Land Use Screening Tool for Criteria Pollutants and Precursors should be used to determine whether the project's daily operational emissions would exceed BAAQMD average daily thresholds.

The project would comprise 3,841 sf of retail, 83,143 sf of office space, and 86 parking spaces, which are well below these operational screening thresholds, and no further analysis is required (**Appendix B, Attachment 2**). Therefore, this impact would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations? (Less than Significant)

Receptors within 1,000 feet of the project site locations where sensitive populations would be present for extended periods of time (i.e., chronic exposures) include the existing residences, preschool, and businesses surrounding the site. Residential receptors are assumed to include all receptor groups (i.e., third trimester, infants, children, and adults) with almost continuous exposure to project emissions. Health risks were also computed for child receptors at the nearby preschool and adult receptors at the nearby businesses.

The maximum modeled annual diesel particulate matter (DPM) and PM_{2.5} concentrations were identified at nearby receptors to find the maximally exposed individuals (MEI). Cumulative health risk assessments look at all substantial sources of TACs located within 1,000 feet of a project site (i.e., influence area) that can affect sensitive receptors. These sources include rail lines, highways, busy surface streets, and stationary sources identified by BAAQMD. **Table 4** shows both the project and cumulative health risk impacts at the receptors most affected by project construction (i.e., the MEIs). As shown, none of the project's construction health risk impacts exceed the BAAQMD single-source CEQA significance thresholds. Therefore, this impact would be less than significant.

Table 4 Health Risk Impacts at the Off-Site MEIs

Source	Cancer Risk (per million) ¹	Annual PM _{2.5} (µg/m ³) ¹	Hazard Index
Project Impacts			
Project Construction (Unmitigated)	4.79	0.05	0.005
BAAQMD Single-Source Threshold	>10.0	>0.3	>1.0

Source	Cancer Risk (per million) ¹	Annual PM _{2.5} (µg/m ³) ¹	Hazard Index
Exceed Threshold?	No	No	No
Cumulative Impacts			
Cumulative Roadways – BAAQMD Screening GID Data	<6.26	<0.19	<0.02
City of Burlingame (Facility ID #14474, Generator), MEIs at 430 feet	<0.30	<0.01	<0.01
Pacific Bell (Facility ID #13454, Generator), MEIs at 375 feet	<2.34	<0.01	<0.01
Safeway Inc #1547 (Facility ID #23212, Generator), MEIs at 805 feet	<0.01	<0.01	<0.01
Cumulative Total (Unmitigated)	<13.70	<0.27	<0.06
BAAQMD Single-Source Threshold	>100	>0.08	>10.0
Exceed Threshold?	No	No	No

Source: Illingworth & Rodkin, 2026

Notes:

¹The maximum cancer risk and PM_{2.5} concentration occur at different receptor locations and different levels.

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

Odors during construction could be emitted from diesel exhaust, asphalt paving, and architectural coatings. However, construction activities near existing receptors would be temporary and would not result in nuisance odors that would violate BAAQMD Regulation 7. During operation, odors could emanate from vehicle exhaust, and the reapplication of architectural coatings. However, odor impacts would be limited to circulation routes, parking areas, and areas immediately adjacent to recently painted structures. Although such brief exhaust- and paint-related odors may be considered unpleasant, they are temporary and would not affect a substantial number of people. Because the project is not anticipated to result in substantial or long-term odors, the impact would be less than significant.

2.4 Biological Resources

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
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, 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.) or state-protected wetlands, 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?	☐	☐	☐	☒

2.4.1 Environmental Setting

Topography on the project site is generally flat and ranges about 30 to 40 feet above mean sea level. The project site currently consists of a single-story office building and surrounding parking. Minimal landscaping including plants, shrubs, and 16 trees are present on the site. Trees that exceed 48 inches in circumference, when measured at 54 inches above natural grade, qualify as protected trees under the City tree ordinance. Three trees located on the project site qualify as protected size trees. The site is bounded by multi-unit residential buildings to the north and northwest, and commercial businesses and associated parking areas to the east and west, and

Chapin Avenue to the south. A culverted portion of Ralston Creek runs beneath 1435 Bellevue Avenue, approximately 120 feet from the rear property line of the project site.

2.4.2 Regulatory Setting

Federal and State

Regulatory authority over biological resources is shared by federal, state, and local agencies under a variety of laws, ordinances, regulations, and statutes. Primary authority for biological resources lies within the land use control and planning authority of local jurisdictions (in this instance, the City).

The California Department of Fish and Wildlife (CDFW) is a trustee agency for biological resources throughout the State under the California Environmental Quality Act (CEQA) and has direct jurisdiction under the California Fish and Game Code (CFGF). Under the California Endangered Species Act (CESA) and the federal Endangered Species Act (FESA), the CDFW and the U.S. Fish and Wildlife Service (USFWS), respectively, have direct regulatory authority over species formally listed as threatened or endangered (and listed as rare for CDFW). Native and/or migratory bird species are protected under the CFGF Sections 3503, 3503.5, and 3511.

Statutes within the Clean Water Act (CWA), CFGF, and California Code of Regulations (CCR) protect wetlands and riparian habitat. The U.S. Army Corps of Engineers (USACE) has regulatory authority over wetlands and waters of the United States under Section 404 of the CWA. The State Water Resources Control Board and the nine Regional Water Quality Control Boards (RWQCBs) ensure water quality protection in California pursuant to Section 401 of the CWA and Section 13263 of the Porter-Cologne Water Quality Control Act. The CDFW regulates waters of the State under the CFGF Section 1600 et seq.

Special status species are those plants and animals: 1) listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS and the National Marine Fisheries Service (NMFS) under the FESA; 2) listed or proposed for listing as Rare, Threatened, or Endangered by the CDFW under the CESA; 3) recognized as California Species of Special Concern (CSSC) by the CDFW; 4) afforded protection under CFGF; and 5) occurring on Lists 1 and 2 of the CDFW California Rare Plant Rank (CRPR) system.

2.4.3 Impact Discussion

- a) **Would the project 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 Incorporated)**

Due to the highly developed nature of the project site and surrounding area and the lack of suitable habitat for special-status species, no special-status plant or animal species occur, or are expected to occur within the project site.

The project site is approximately 120 feet southeast of a culverted portion of Ralston Creek beneath 1435 Bellevue Avenue. It is not anticipated that implementation of the project would indirectly or directly impact the creek. The creek is outside of the project site and would not be modified or otherwise affected by project construction or operation. Construction of the project could temporarily increase the risk of pollution into nearby waterways if stormwater runoff conveys sediment or other substances into the creek. For more information on nearby waterways and measures to control water quality during construction, please refer to **Section 2.10, Hydrology and Water Quality**. The project would require removal of 21 trees. Despite the lack of riparian habitat, it is possible that on-site trees could provide nesting habitat for migratory birds. The MBTA protects active nests, adults, eggs, and young of most species of birds. Project related tree removal may have a potential impact on nesting birds. Additionally, if nesting birds are present within or adjacent to the project site during construction, construction activities could result in the abandonment of active nests or direct mortality to birds. However, Mitigation Measure BIO-1 would be implemented prior to and during construction activities for the purpose of minimizing risks to migratory birds such as disturbance and other direct and indirect impacts from construction.

Mitigation Measure BIO-1: Activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 31) if feasible. If construction commences during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than 7 days prior to initiation of ground disturbance and vegetation removal. The nesting bird pre-construction survey shall be conducted within the disturbance footprint and a 250-foot buffer for raptors and 100-foot buffer for passerines where access can be authorized. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in San Mateo County.

If nests are found, an avoidance buffer (which is dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within this buffer until the avian biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

Implementation of **Mitigation Measure BIO-1** would ensure protection of nesting birds that may be on site during construction activities, and any project impacts would therefore be less than significant.

- b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations**

**or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
(No Impact)**

The project site is developed with a single-story commercial building, asphalt, and surface parking areas. The site is surrounded by residential and commercial development with limited cover and foraging habitat for wildlife. The closest natural area to the project is a culverted portion of Ralston Creek, approximately 120 feet northwest of the project site. The creek has been modified for flood control purposes and contains very little natural habitat. Therefore, no impact would occur.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) or state-protected wetlands, through direct removal, filling, hydrological interruption, or other means? (No Impact)

Based on a review of the NWI (USFWS 2025), aerial imagery, and project site photographs, no vegetated wetlands or potentially jurisdictional features occur within the project area. No impacts to jurisdictional wetlands or waters would occur.

d) Would the project 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? (No Impact)

The project area consists of developed and disturbed areas with primarily ornamental vegetation. Land use in the vicinity is primarily residential, commercial or office use with no connectivity to natural habitats and is therefore not expected to support wildlife movement. No impacts to wildlife movement corridors would occur.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Less than Significant)

The project would require removal of 21 trees, seven of which are street trees. A total of 12 trees in the project area qualify as Protected trees and 11 of these trees are would be removed. A Protected Tree Removal Permit from the Parks Division will be required to remove these trees. A protected tree is defined as greater than 48 inches in circumference when measured at 54 inches above natural grade (Burlingame Municipal Code 11.06). A Protected Tree Removal Permit requires replacement trees be planted and therefore, this impact would be less than significant.

f) Would the project 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 habitat conservation plans, natural community conservation plans, or other similar plans that govern activities on the project site. Therefore, the proposed project would not conflict with a habitat conservation plan and no impact would occur.

2.5 Cultural Resources

<i>Issues</i> <i>Would the project:</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

2.5.1 Environmental Setting

As part of the cultural resources impact analysis for the proposed project, a study of the cultural resource base maps and records, survey reports, and other materials on file at the Northwest Information Center (NWIC) (File No. 25-0458) was completed by Eileen Barrow & Associates on September 30, 2025 (**Appendix C**). The cultural resources study area encompasses the existing parcel at 1430 Chapin Avenue (APN 029-121-440), encompassing approximately 0.70 acre. The results of this records search are discussed below.

2.5.2 Impact Discussion

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? (Less than Significant)

The existing single-story office building on the project site that is proposed for demolition was constructed in 1974. Though the building meets the age threshold for consideration for the CRHP, based on the characteristics of the building it would not meet any of the criteria to be listed. Therefore, there are not any potentially historic resources on the project site. The impact would be less than significant.

b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5? (Less Than Significant with Mitigation Incorporated)

The project site contains no recorded archaeological resources. Native American and other archaeological resources in this part of San Mateo County have been found in areas marginal to the San Francisco Bayshore, and inland near intermittent and perennial watercourses. The project site and surrounding area is in an alluvial valley approximately 0.5 miles from the historic Bayshore margins and lies immediately adjacent to a creek.

Based on a review of historical literature and maps the CHRIS search also concluded that there is a high potential for unrecorded historic-period archaeological resources in the project area.

Given the high possibility for unrecorded archaeological resources in the project site, this is considered a potentially significant impact. However, implementation of Mitigation Measure CUL-1 would require an archaeological study to be conducted prior to proposed construction work to identify any potential archaeological resource. In addition, **Mitigation Measure CUL-1** would require proper treatment of any archaeological resources found and would ensure that impacts on as-yet unknown cultural resources are preserved and minimized, resulting in a less-than-significant impact. **Mitigation Measure CUL-3** has the same results, but addresses the procedures to follow after construction has commenced. Also, **Mitigation Measure CUL-2** requires cultural sensitivity training to construction personnel prior to the initial grading or excavation activities. Implementation of **Mitigation Measures CUL-1, CUL-2, and CUL-3** below would reduce this potentially significant impact to less-than-significant after mitigation.

Mitigation Measure CUL-1: An archaeological survey shall be conducted after the existing building has been demolished and the parking lot's asphalt removed, but before any additional ground-disturbing work occurs.

If archaeological site indicators are found during the field survey, the preferred treatment of the resource is preservation and protection. The most direct means to preserve archaeological sites is avoidance (not developing within the boundaries of the archaeological site). Alternatively, the project can employ the capping method to protect intact archaeological deposits, which requires placement of sufficient fill over the deposit to protect it during and after construction.

If protection and preservation through the above preservation and protection methods is not possible, then a Subsurface Testing Program shall be conducted to determine if the archaeological site is eligible for inclusion on the CRHP. The Subsurface Testing Program shall be overseen by an archaeologist who meets the Secretary of the Interior's Standards, and it will be outlined in a Subsurface Testing Program Plan for Archaeological Resources.

The Subsurface Testing Program shall include a research design that is appropriate for the archaeological site type, a discussion and rationale of the investigation's field and laboratory methods, and must identify the planned treatment and disposition of any recovered cultural materials. It shall also identify the steps that shall be followed in the event of the discovery of human remains and must be in accordance with California Health and Safety Code Section 7050.5. At the completion of the Subsurface Testing Program, a report shall be prepared that documents the methods of investigation, the types of analyses that were conducted, and a determination of the archaeological site's eligibility for inclusion on the CRHP. The report shall also include completed appropriate DPR 523 forms for the archaeological site. The report shall be submitted to the lead agency (City of Burlingame, CDD, Planning Division) for approval prior to any construction excavation activities taking place on the project site.

If the testing program finds that an archaeological site eligible for listing on the CRHP would be impacted by the project, and protection and preservation is not possible, then data recovery of the locations that will be impacted by the project will be necessary.

Data recovery must be performed by an archaeologist who meets the Secretary of the Interior's Standards using appropriate archaeological techniques. Data recovery must include processing and analysis of recovered cultural materials using appropriate archaeological methods, and preparation of the recovered materials for permanent disposition per the requirements of the Archaeological Resources Treatment Plan.

Monitoring may also be recommended by the archaeologist, but the decision to recommend monitoring as a mitigation measure will be dependent upon the findings of the testing program.

Mitigation Measure CUL-2: Prior to the issuance of the first building permit involving grading or excavation, a City-approved archaeologist shall provide at least one cultural sensitivity training to all construction personnel that will be present on site during grading or excavation activities prior to the initial ground-breaking activities. Evidence of the training shall be submitted to the City.

Mitigation Measure CUL-3: As indicated in California Code of Regulations Section 15064.5 (f) of the CEQA Guidelines, if potential historical resources are uncovered during project-related activities, then all ground-disturbing work shall be halted immediately until an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards can evaluate the find. Prehistoric archaeological site indicators include obsidian and chert flakes and chipped stone tools; grinding and mashing implements (e.g., slabs and handstones, and mortars and pestles); bedrock outcrops and boulders with mortar cups; and locally darkened midden soils. Midden soils may contain a combination of any of the previously listed items, with the possible addition of bone and shell remains, and fire-affected stones. Historic period site indicators generally include: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, dumps).

Construction may continue on other parts of the project site while evaluation of the find is being made, provided that ground-disturbing activities are conducted at a minimum of 50 feet away from the location of the potential historical resource while an archaeologist is evaluating its importance. Should the potential historical resource meet eligibility criteria and integrity requirements for inclusion on the CRHP, then the archaeologist shall prepare a plan that confirms that the identified historical resources are protected through resource-specific protocols, including but not limited to avoidance, capping, and data recovery.

**c) Disturb any human remains, including those interred outside of formal cemeteries?
(Less Than Significant with Mitigation Incorporated)**

It is possible that unmarked burials may be unearthed during project construction. This is a potentially significant impact. If human remains are uncovered, the project applicant would comply with the California Health and Safety Code Section 7050.5 regarding human remains, and the California Public Resources Code Section 5097.98 regarding the treatment of Native American human remains. Furthermore, compliance with the California Health and Safety Code

procedures outlined in **Mitigation Measure CUL-4** will reduce the potential impact to less than significant.

Mitigation Measure CUL-4: As stipulated in California Code of Regulations Section 15064.5(d) through (e), if human remains are encountered at any point during the project, all ground-disturbing activities must cease within a minimum of 50 feet of the find while the county coroner is contacted to confirm whether the remains are California Native American remains.

If the coroner determines the remains are California Native American, the coroner will contact the Native American Heritage Commission (NAHC). The NAHC will identify the person or persons believed to be most likely descended (MLD) from the deceased California Native American. The MLD will make recommendations regarding the treatment of the remains with appropriate dignity.

2.6 Energy

<i>Issues</i>		Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>					
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

2.6.1 Environmental Setting

Electricity and Natural Gas

In 2017, California's total statewide electricity consumption was approximately 288,614 gigawatt-hours (GWh). Total natural gas consumption in 2017 was approximately 12,571 million therms statewide. In 2030, it is estimated that Californians will consume up to 354,209 GWh of electricity and 14,190 million therms of natural gas (California Energy Commission (CEC) 2018a). With the projected increase in electricity comes an increase in the need to clean energy sources such as solar, wind, geothermal, hydroelectricity, and biomass. California's Renewable Portfolio Standard (RPS) is among the most ambitious energy policies in the nation, requiring utilities to produce 33 percent of their retail electricity from clean, renewable sources by 2020 and 50 percent by 2030. Increasing California's renewable supplies will diminish the state's dependence on fossil fuels for electric power generation. Pacific Gas and Electric (PG&E) will provide electricity and natural gas to the project site.

Petroleum

Gasoline demand is projected to decline each year through 2030 due to greater numbers of zero-emission vehicles and increasing fuel economy, with forecasted 2030 gasoline demand of up to 12.7 billion gallons; diesel demand is projected to increase modestly, following economic growth, to approximately 4.7 billion gallons in 2030 (CEC 2017).

2.6.2 Impact Discussion

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

Construction Energy Demand

The construction of the project would require temporary use of energy for the manufacture and transportation of building materials, preparation and grading of the project site, and construction of the project including infrastructure. As such, this energy use would be typical of similar construction projects and would not be wasteful, inefficient, or unnecessary. Furthermore, this energy usage would be temporary in duration. Therefore, the impact would be less than significant.

Operational Energy Demand

Operation of the project would require energy use in the form of electricity, natural gas, and gasoline consumption. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, water use, and the overall operation of the project. Gasoline consumption would be attributed to vehicular travel to and from the project site. There would also be indirect electricity usage associated with transporting water to the project and wastewater produced by the project.

While project operation would involve the consumption of fuel, natural gas, and electricity, the project would become more energy efficient in the future. In addition, Pacific Gas and Electric (PG&E) has sufficient supplies to serve the project. Therefore, this 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)**

SB 100 mandates 100 percent clean electricity for California by 2045. Because the project would be powered by the existing electricity grid, the project would eventually be powered by renewable energy mandated by SB 100 and would not conflict with this statewide plan. Additionally, the project would be subject to energy efficiency standards pursuant to California Code of Regulations Title 24 requirements. The increase in future energy efficiency, in addition to Title 24 requirements, will ensure the project would not conflict with or obstruct state or local plans for renewable energy or energy efficiency. Therefore, the impact would be less than significant.

2.7 Geology and Soils

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
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 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

2.7.1 Environmental Setting

A preliminary geotechnical report prepared for the project July 12, 2021, by ENGEO Incorporated (**Appendix D**) determined that the project site is suitable for the planned

development, provided the preliminary conclusions and recommendations are incorporated into future project planning.

Burlingame is in the Coast Ranges geomorphic province, in eastern San Mateo County, adjacent to the San Francisco Bay. The Bay Area is a seismically active area and is subject to the effects of future earthquakes. Most of Burlingame, including the downtown area, is essentially flat (less than one percent slope) and is underlain by geologic materials consisting mostly of dense clay and clayey sand alluvial fan deposits dating 1.6 million to 10,000 years. These soils tend toward general stability and have a low infiltration rate (less than 0.2 inches per hour).

Surface conditions at the exploration locations generally consist of a single-story commercial building, and trees/landscaping surrounding the building. Concrete driveways, parking spaces, and exterior flatwork separate the lots from its surroundings and Chapin Avenue. No bedrock outcrops were encountered, as expected for the mapped geological unit dominating the site. Based on review of the existing topographic maps, the site is generally flat.

2.7.2 Impact 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)

The Bay Area contains numerous active earthquake faults. Nearby active faults include the San Andreas, Pilarcitos, and San Gregorio faults (located approximately 2.7, 4.3, and 6.7 miles from the project site, respectively).

The Alquist-Priolo Earthquake Fault Zoning Act (1972) and the Seismic Hazards Mapping Act (1990) direct the State Geologist to delineate regulatory zones to assist cities and counties in preventing the construction of buildings used for human occupancy on the surface trace of active faults. According to the California Department of Conservation, the project site is not located within an Alquist-Priolo Earthquake Fault Zone, nor is Burlingame affected by Alquist-Priolo Earthquake Fault Zones. Additionally, no known surface expressions of fault traces cross the site. The preliminary geotechnical report further confirmed that there are no indications of active faults at the project site. Therefore, no impact would occur.

ii) Strong seismic ground shaking? (Less than Significant with Mitigation Incorporated)

As discussed under **a) i)**, the project site is located near historically active faults; as such, there is potential for development within the sphere to be subject to strong seismic ground shaking, including the project site. The intensity of earthquake ground motions would depend on the characteristics of the generating fault, distance to the fault and rupture zone, earthquake magnitude, earthquake duration, and site-specific geologic conditions. The San Andreas Fault is

the closest active fault to the project site, located approximately 2.7 miles to the southwest. Numerous active and potentially active Bay Area faults are capable of producing moderate to major earthquakes that could cause severe ground shaking at the site in the future. Given this, implementation of the project would expose people and structures to strong seismic ground shaking if an earthquake were to occur in the area. However, any such impacts would be reduced with compliance with the Burlingame Municipal Code and California Building Code standards. Adherence to **Mitigation Measure GEO-1** would require the project to adhere to the Burlingame Municipal Code and California Building Code, as well as prepare a supplemental geotechnical design-level study to ascertain and minimize impacts from potential seismic ground shaking, which will reduce the potential impact to a less-than-significant level.

Mitigation Measure GEO-1: Project design and construction shall adhere to Title 18, Chapter 18.28 of the Burlingame Municipal Code, and demonstrate compliance with all design standards applicable to the California Building Code Zone 4. Additionally, a supplemental geotechnical design-level study shall be prepared for the redevelopment that shall include specific site recommendations confirming compliance with the California Building Code and reduction of any seismic ground shaking and geotechnical impacts.

iii) Seismic-related ground failure, including liquefaction? (Less than Significant with Mitigation Incorporated)

Some potential for seismic-related ground failure exists given that the project site is located in a seismically active region. The project site is located within a mapped State of California Seismic Hazard Zone for areas that may be susceptible to liquefaction (CGS 2023). If project foundations are reinforced, any potential impact would be reduced. Accordingly, adherence to **Mitigation Measure GEO-2** would reduce this potential impact to a less-than-significant level.

Mitigation Measure GEO-2: Foundations of the project shall be reinforced to tolerate differential soil movement based on specific recommendations of a supplemental geotechnical design-level study.

iv) Landslides? (No Impact)

Downtown Burlingame is relatively flat, without steep or unstable slopes, and does not have an irregular surface. As such, natural slope instability does not affect the project site. Landslides are not considered a hazard in the area. Therefore, no impact would occur.

b) Result in substantial soil erosion or the loss of topsoil? (Less than Significant)

All existing structures on the site would be demolished and removed as part of the project and 17,795 square feet of the 30,327 sf project site would be developed. Construction activities would be required to comply with the provisions in Appendix J of the 2025 California Building Code (CBC) regarding grading, excavating, and earthwork construction. Soil erosion after construction would be controlled by implementation of approved landscape and irrigation plans, as needed.

After construction, the site would be covered with 21,770 square feet of impervious surfaces and 5,695 acres of pervious surface resulting from landscaping. Conformance to the City grading standards and the County Stormwater Management Plan would prevent substantial erosion through the implementation of BMPs including the following:

- All excavation and grading work will be scheduled in dry weather months, or construction sites will be weatherized.
- Stockpiles and excavated soils will be covered with secured tarps or plastic sheeting.
- Ditches will be installed, if necessary, to divert runoff around excavations and graded areas.

These practices would minimize erosion and topsoil loss. Therefore, the impact would be less than significant.

- c) **Be located on 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 with Mitigation Incorporated)**

As previously discussed, the project site is not located in an area with high susceptibility to landslide effects, but the project site may be susceptible to liquefaction due to underlying granular and silty soils. However, with implementation of **Mitigation Measure GEO-2**, the foundation would be reinforced to withstand potential liquefaction, and 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, as it may be revised), creating substantial direct or indirect risks to life or property? (Less than Significant with Mitigation Incorporated)**

The preliminary geotechnical report concluded that surface soils on the project site have moderate to high potential for expansion. The project design and construction, including excavation activities, would be required to comply with Chapter 33 of the CBC, which specifies the safety requirements to be fulfilled for site work and protection of adjacent properties from damage during excavation (**Mitigation Measure GEO-3**). This would include the prevention of subsidence or pavement or foundations caused by dewatering. The project would also be required to adhere to Chapter 18 of the CBC as outlined in **Mitigation Measure GEO-1**, which sets forth building construction standards including, but not limited to, expansive soils. Additionally, the preliminary geotechnical report prepared for the project (**Appendix D**) includes recommendations for supplemental design-level geotechnical exploration to be performed as part of the design process. Adherence to **Mitigation Measures GEO-1, GEO-2, and GEO-3** would reduce the impact to a less-than-significant level.

Mitigation Measure GEO-3: Project design and construction, including excavation activities, shall comply with Chapter 33 of the CBC, which specifies the safety requirement to be fulfilled for site work. Specifically, the project is required to prevent degradation of pavement or foundations caused by dewatering.

- e) **Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (No Impact)**

The project site would dispose of wastewater using existing wastewater infrastructure operated by the City. No aspect of the project would entail any new use of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

- f) **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Less than Significant with Mitigation Incorporated)**

While no known paleontological resources have been recorded at the project site or within the vicinity, construction activities could potentially destroy unknown paleontological resources. This is considered to be a potentially significant impact. In the event that paleontological resources are discovered during site development, implementation of **Mitigation Measure GEO-4** shall require the stoppage of work in the vicinity of any paleontological find during construction, and shall require a professional paleontologist to prepare an appropriate preservation plan to ensure any finds are preserved. Implementation of this mitigation measure will reduce this potentially significant impact to less-than-significant level.

Mitigation Measure GEO-4: A discovery of a paleontological specimen during any phase of the project shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Should loss or damage be detected, a professional paleontologist shall be retained to prepare a plan which confirms that paleontological resources are preserved.

2.8 Greenhouse Gas Emissions

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
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?	☐	☐	☒	☐

2.8.1 Environmental Setting

Atmospheric greenhouse gases (GHGs) absorb and re-emit the majority of outgoing infrared radiation (i.e., heat energy) from the Earth's surface. This natural phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. CO₂ and water vapor are the most abundant GHGs, but others also include methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These GHGs are released into the atmosphere through a variety of natural processes and human activities. The EPA, CARB, and the BAAQMD regulate greenhouse gas emissions within the SFBAAB.

2.8.2 Thresholds

The vast majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]).

According to the CEQA Guidelines, projects can tier off of a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the project's consistency with the GHG reduction policies included in a qualified GHG reduction plan.

The City adopted the Burlingame Climate Action Plan in September 2019 with the goal of reducing the City's GHG emissions to 130,150 MT CO₂e by 2030 (City of Burlingame 2019). However, the Burlingame Climate Action Plan is not a qualified GHG reduction plan, although the City conforms to the state GHG reduction target for 2050 (that GHG emissions would be reduced to 80 percent below 1990 levels) set forth in Executive Order (EO) S-03-05. The City's goals are in line with the States goals and SB 32, which establishes an interim statewide GHG emission reduction target of 40 percent below 1990 GHG levels by 2030. The construction and operation of all new buildings in the City are required to comply with energy efficiency

standards included in Title 24 of the California Code of Regulations. Title 24 identifies specific energy efficiency requirements for building construction and systems operations that are intended to ensure efficient energy usage over the long-term life of the building.

2.8.3 Impact Discussion

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

BAAQMD CEQA Guidelines identify numeric threshold of 1,100 metric tons per year of CO₂e (MTCO₂e /year) for determining whether a land use development project's operational GHG emissions are significant. The CEQA Guidelines do not provide a numeric threshold for determining whether a project's construction-period GHG emissions would result in a significant impact.

GHG emissions associated with development of the proposed project would occur during construction activities, consisting primarily of GHG emissions from equipment exhaust and construction worker and vendor trips. There would also be long-term operational GHG emissions associated with increased vehicular traffic within the project vicinity, energy and water usage, and solid waste disposal. Emissions for the proposed project are discussed in detail below.

Construction

Construction of the project would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. On-site operation of construction equipment, vendor and hauling truck trips, and worker trips typically generate the greatest amount of emissions. Neither BAAQMD nor the City has an adopted threshold of significance for construction related GHG emissions. Emissions generated by construction of the proposed project are estimated at 219 MT of CO₂e. Although discussed for informational purposes in this analysis and estimated in CalEEMod, construction activity is not included in the total emissions calculations. **Table 5** shows the estimated construction GHG emissions associated with the project (**Appendix B**) for each year of construction for informational purposes.

Table 5 Estimated Construction GHG Emissions

Construction Year	Project Emissions (MTCO ₂ e /year)
2026	145.66
2027	73.55
Total	219.21

Source: Illingworth & Rodkin 2026

Operation

As shown in **Table 6** below, combined annual GHG emissions associated with the project (**Appendix B**) would be below the BAAQMD threshold. Therefore, the GHG emissions for the proposed project would have a less-than-significant impact under CEQA. If the project were to start operation beyond 2027, then it is assumed that GHG emissions would remain below the significance threshold since emissions decrease over time due to improvements in vehicle emissions and use of cleaner energy.

Table 6 Combined Annual GHG Emissions

Emission Source	Annual Emissions (MTCO ₂ e /year)
Area	2.0
Energy	108.0
Mobile	621.3
Solid Waste	25.4
Water	9.35
Total	766.1
BAAQMD Threshold	1,100
Exceed Threshold?	No

Source: Illingworth & Rodkin 2026

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

The project would be subject to the most recent requirements under rule making developed at the state and local level regarding GHG emissions and would be subject to local policies that may affect emissions of GHGs. These include the BAAQMD May 2022 CEQA Air Quality Guidelines for GHG emissions, the Burlingame DSP, and the Burlingame Climate Action Plan. These regulations identify emissions levels (1,100 MT of CO₂e per year) for which the project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions. This BAAQMD annual emissions threshold was designed to capture 90 percent of all emissions associated with projects in the SFBAAB so that a considerable reduction in emissions from new projects would be achieved. The project would implement emissions reduction strategies and BMPs as required by the 2025 CALGreen Building Standards. Because the project would implement water and energy efficient measures and would not exceed the applicable threshold (1,100 MT of CO₂e per year), project implementation would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant.

2.9 Hazards and Hazardous Materials

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
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?	☐	☐	☐	☒

2.9.1 Environmental Setting

A Phase I Environmental Site Assessment (ESA) was conducted by ENGEO on May 9, 2022 to identify and evaluate any potential hazards to human health in the vicinity of the project site (**Appendix E**).

The Phase I ESA found no “Recognized Environmental Concerns” (RECs), no “Controlled Recognized Environmental Concerns” (CRECs) and no “Historical Recognized Environmental Concerns” (HREC) in connection with the property. **Table 7** lists all active listed sites located within one eighth of a mile of the project site.

Table 7 Environmental Concerns Near the Project Site

Name	Address	Distance from Project Site (mi)	Listing	Status
Pacific Bell	1480 Burlingame Avenue	0.082	LUST	Closed
AT&T California	1480 Burlingame Avenue	0.082	LUST	Closed
Shell	1490 Burlingame Avenue	0.088	LUST	Closed
Chevron	260 El Camino Real	0.110	LUST EnviroStor	Closed
Arlington Apartments	1401 Floribunda Avenue	0.121	LUST	Closed

Source: Phase I ESA 2022

Notes:

LUST = Leaking Underground Storage Tank (California State Water Resources Control Board GeoTracker Database)

EnviroStor = (Department of Toxic Substances Control EnviroStor Database)

2.9.2 Impact Discussion

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

During construction of the project, paint, building material finishing products, and automotive oil would be used. However, such materials would be used temporarily and typically do not generate hazardous air pollutant emissions or pose a long-term threat to human health or the environment. Improper disposal could increase risk of exposure for nearby residents through direct contact or by adversely affecting soil, groundwater, or other surface waters. However, any hazardous materials transportation, use, and disposal as part of the project would be subject to federal and state hazardous materials laws and regulations. Primary federal laws pertaining to hazardous materials and wastes include the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Responsibility, Compensation, and Liability Act of 1980 (CERCLA). RCRA includes procedures and requirements for managing hazardous materials and for cleanup of hazardous materials releases. CERCLA delineates the liability for contamination between current property owners and others. The Hazardous

Materials Transportation Act regulates the transport of hazardous materials. The federal government delegates enforcement authority to the states.

With adherence to such regulations regarding the transport, use, and disposal of hazardous materials, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, impacts would be less than significant.

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)

According to the Phase I ESA, no documented hazardous material use or storage is associated with the project site. While no contamination is recorded on the project site, asbestos-containing materials, lead based paint, and PCB-containing ballasts are present and could be encountered during construction given the age of the existing structure. Demolition of the structure could expose construction workers, or others, to asbestos, lead-based paint products, and PCB-containing materials if present. Implementation of **Mitigation Measures HAZ 1** through **HAZ-3** would reduce impacts associated with demolition and construction to a less-than-significant level.

Mitigation Measure HAZ-1: The contractor shall comply with Title 8, California Code of Regulations/Occupational Safety and Health Administration (OSHA) requirements that cover construction work where an employee may be exposed to lead. This includes the proper removal and disposal of peeling paint, and appropriate sampling of painted building surfaces for lead prior to disturbance of the paint and disposal of the paint or painted materials.

Mitigation Measure HAZ-2: The applicant shall contract a Certified Asbestos Consultant to conduct an asbestos survey prior to disturbing potential asbestos containing building materials and following the Consultant's recommendations for proper handling and disposal.

Mitigation Measure HAZ-3: Workers handling demolition and renovation activities at the project site will be trained in the safe handling and disposal of any containments with which they are handling or disposing of on the project site.

Operation

The proposed project would connect to the existing municipal services, which would not involve the extraction of groundwater for supply. With implementation of the above-mentioned mitigation measures, impacts associated with reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be reduced to a less-than-significant level.

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

There are no schools within one-quarter mile of the project site. Burlingame High School is the nearest school to the project site, approximately 0.35 miles northeast.

During construction, demolition of the existing building would potentially involve the handling and disposal of hazardous waste products, including asbestos, lead, motor and transmission oils, etc. Most of these substances are typically found within commercial sites. Additionally, the excavation and grading associated with construction activities at the project site could result in the encounter of potentially contaminated soils, soil vapors, and groundwater. Handling of such substances would be regulated by federal and state hazardous materials laws that would minimize the risk of exposure to nearby land uses, including schools.

During operation, the project would be used for commercial uses. Common chemicals and materials used at the site would be typical of such uses and would not be considered hazardous. Given that there are no schools within one-quarter mile of the project site, impacts would be less than significant.

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)

According to a review of all applicable federal, state, and local databases related to hazardous material and/or cleanup listings completed as part of the Phase I ESA, the project site is not included on the Cortese list compiled pursuant to Government Code Section 65962.5. Therefore, no impact would occur.

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? (No Impact)

San Francisco International Airport (SFO) is approximately 2.2 miles north of the project site; however, the project site does not fall within any of the airport's "safety compatibility zones" and is, therefore, not considered as being within an area of potential danger involving the operation of SFO (C/CAG 2012). Therefore, no impact would occur.

There are no private airstrips within the project vicinity. Therefore, there would be no safety hazard impacts to people residing or working in the project area due to operations at private airstrips.

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

The project would be located on previously developed commercial land. Access points to the site would be constructed connecting to Chapin Avenue to ensure proper access for emergency

vehicles. The City does not have an established evacuation plan. However, the proposed project would adhere to the guidelines established within the Safety Element of the General Plan. Additionally, the Safety Operations Plan between the City of Burlingame and Town of Hillsborough would be implemented in case of an emergency, and the project would comply with procedures determined by the Safety Operations Plan, if such an event arose (City of Hillsborough 2024). Furthermore, the project plans would be subject to review and approval by the City and the Fire Department prior to issuance of a building permit. Therefore, the project would not conflict with an adopted emergency response or evacuation plan, and any 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? (No Impact)

The project site and surrounding vicinity are entirely developed. The area does not contain, nor is it adjacent to, wildlands. Accordingly, implementation of the project would not result in the exposure of people or structures to significant loss, injury, or death involving fire. No impact would occur.

2.10 Hydrology and Water Quality

<i>Issues</i>		Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>					
a)	Violate any water quality standards or waste discharge requirements? or otherwise substantially degrade surface or groundwater 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?	☐	☐	☐	☒

2.10.1 Environmental Setting

San Mateo County is within the San Francisco Bay portion of the Coast Range Geologic Province. Annual average precipitation in San Mateo County is reported at approximately 18.8 inches (WRCC 2010). The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB) monitor water quality in the Bay Area. These agencies oversee the implementation of the National Pollutant Discharge Elimination System (NPDES) stormwater

discharge permits. The City participates in the San Mateo Countywide Pollution Prevention Program (STOPPP) and is required to implement Low Impact Development (LID) BMPs under Municipal Regional Stormwater Permit (MRP) (Provision C.3.b.). LID practices include source control BMPs, site design BMPs, and stormwater treatment BMPs on site or at a joint stormwater treatment facility.

Burlingame Water Division of the Public Works Department, which purchases treated water from the San Francisco Public Utilities Commission, provides potable water to the project site. Approximately 85 percent of the water supply comes from the Hetch Hetchy watershed in the Sierra Nevada Mountains and approximately 15 percent comes from local watersheds (BAWSCA 2024). The project area does not contain any natural surface drainage. Stormwater runoff is entirely contained within a storm drainage system that utilizes Burlingame Creek, Ralston Creek, and Terrace Creek for drainage purposes (City of Burlingame 2019b). Each of these waterways are located within 0.5 mile of the project site. The project site does not include any surface waters; the nearest body of surface water to the subject property is the San Francisco Bay, located approximately one mile east of the project site. Groundwater is estimated to be present at a depth of 14 feet below grade. Fluctuations in the level of ground water can occur due to variations in rainfall, landscaping, underground drainage patterns, and other factors. It is also possible that perched ground water conditions could develop in the soils during and after significant rainfall or due to landscape watering at the property and the upslope areas. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the project site is located within Zone X which is an area subject to inundation by a 0.2 percent annual chance flood event (FEMA 2025).

2.10.2 Impact Discussion

a) Violate any water quality standards or waste discharge requirements? or otherwise substantially degrade surface or groundwater quality? (Less than Significant)

Construction of the project would include typical activities such as site grading, excavation for building foundations, concrete work, framing, and interior and exterior architectural coatings. Groundwater depth is estimated at 14 feet. Fluctuations in the level of groundwater may occur due to variations in rainfall, irrigation practice, and other factors not evident at the time measurements were made. Furthermore, watering conditions of nearby properties can produce varying groundwater conditions. Perched groundwater and seeps from the adjacent properties may be encountered during excavations during construction activities.

Construction activities also have the potential to result in runoff that contains sediment and other pollutants that could degrade water quality if not properly controlled. Sources of pollution associated with construction include chemical substances from construction materials and hazardous or toxic materials, such as fuels. Because the project would disturb less than one acre of soil during construction, the project would not be subject to a State NPDES General Construction Permit.

Implementation of the project would result in approximately 6,565 sf of pervious area throughout the project site and 20,900 sf of impervious area. Under existing conditions, there is

approximately 5,853 sf of pervious on the project site and 21,612 sf of impervious surfaces. Construction and operation of the project would not substantially interfere with groundwater recharge. Therefore, 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? (No Impact)

The project site is partially paved and developed and does not directly contribute to groundwater recharge. The project does not include plans to use groundwater. Because there is no plan to create water wells on the site and the site would continue to receive municipal water from the City of Burlingame Water Division of Public Works, the project would not substantially deplete groundwater. Therefore, no impact would occur.

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; (Less than Significant)

There are no natural drainage features within downtown Burlingame. The existing drainage pattern entails the use of lined channels, culverts, and underground pipes, all of which eventually drain into the San Francisco Bay. Project construction would involve ground disturbing activities. Because the project size is below the 1-acre threshold (0.78 acre in total), project construction would not be subject to the NPDES General Construction Permit.

Implementation of the project would include the construction of a new on-site stormwater drainage system to collect and convey stormwater runoff. The existing stormwater system has been designed to accommodate the new building and comply with the City's stormwater requirements. The construction of new drainage is included in the overall construction footprint and construction equipment assumptions for the project. As described under question "a" above, the project would increase the amount of pervious surface on the project site by approximately 712 sf. With the construction of new drainage and stormwater infrastructure, the project would help offset the amount of stormwater runoff by lessening the stormwater volume entering the City's storm drains and larger stormwater conveyance system.

No new water-intensive activities are proposed that would contribute substantial additional runoff that could exceed the capacity of stormwater drainage systems in the area. Additionally, with compliance to state and local regulations and the implementation of BMPs, impacts to drainage patterns and surface runoff, resulting in erosion or siltation would be minimized. As such, the project would not contribute substantial amounts of sediment to storm drain systems or alter existing drainage patterns to the extent that would result in flooding on-or off-site. The impact would be less than significant.

- ii) **Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; (Less than Significant)**
- and
- 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? (Less than Significant)**

Implementation of the project would include the construction of a new on-site stormwater drainage system to collect and convey stormwater runoff. This system would comply with all City stormwater regulations and would utilize BMPs. These stormwater management improvements would ensure that drainage and surface runoff in the area would not be substantially increased such that flooding would result. Additionally, this system would treat stormwater runoff prior to draining into the local stormwater drainage system such that the project would not be an additional source of polluted runoff. Therefore, this impact would be less than significant.

- iv) **Impede or redirect flood flows? (Less than Significant)**

According to the Federal Emergency Management Agency (FEMA), the Project site is categorized by FEMA as Zone X which is an area subject to inundation by a 0.2 percent annual chance flood event. As described above, the flooding risks associated with the project would be further reduced with implementation of a stormwater drainage system that would meet all City requirements. Given the low risk of flooding on the project site and the inclusion of a stormwater drainage system in the project design, the potential to impede or redirect flood flows would be low, and the impact would be less than significant.

- d) **In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (Less than Significant)**

The closest dam to the project site is Crystal Springs Dam, located approximately 3.5 miles southwest of the project site. Due to the distance of the dam to the project site, it does not pose extensive safety hazards to the project; the four mile distance would significantly reduce the velocity of moving water, and consequently any possible impacts in the unforeseen incidence of dam failure would not expose people or structures within the project vicinity to a significant risk of loss, injury, or death. Additionally, in 2016 the dam underwent completed renovations to enhance the safety of the structure in the event of a major earthquake (County of San Mateo 2020). Implementation of the project would not significantly change the existing conditions or expose people or structures to significant risk due to failure of a levee or a dam. Therefore, impacts due to development in Flood Hazard Areas would be less than significant.

Tsunamis are large ocean waves generated by earthquakes and can be damaging to lowland coastal areas. The project site is approximately 8.5 miles away from the Pacific coast, and the risk of damage due to a tsunami is low, as mountain ranges separate the Pacific Ocean from the City. Large earthquakes can also generate oscillating waves in enclosed bodies of water (seiche), such as bays, lakes, and reservoirs. The project site is located approximately one mile west of

the San Francisco Bay, and three miles northeast of the Crystal Springs Reservoir. Since the project site is not located in the immediate vicinity of any bays, lakes, or reservoirs, the probability of a seiche from either the San Francisco Bay or the Crystal Springs Reservoir having enough momentum to affect the property site is low. Furthermore, as no steep slopes are in close proximity to the project site, the possibility of inundation by landslides or mudflows would be remote. Therefore, the impact would be less than significant.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (No impact)

Because the project would disturb less than one acre of soil during construction, the project would not be subject to a State NPDES General Construction Permit. All the groundwater basins within San Mateo County are designated as very low priority basins and thus, a sustainable groundwater management plan is not required for these basins. Therefore, the project would not conflict with a water quality control plan or sustainable groundwater management plan, and no impact would occur.

2.11 Land Use and Planning

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
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?	☐	☐	☒	☐

2.11.1 Environmental Setting

The project site is within the “Chapin Avenue area” planning and zoning district of the Burlingame DSP, which designates the area primarily for office and retail uses. As described in the DSP, the Chapin Avenue area (CAC) planning and zoning district is characterized by a concentration of financial institutions, real estate, and other office uses. The project would include an amendment to the DSP (Chapin Avenue area) to increase the maximum allowed building height with a Special Permit to 75 feet with a Special Permit.

2.11.2 Impact Discussion

a) Physically divide an established community? (No Impact)

As previously discussed, the proposed project would replace an existing office building and develop a new five-story complex with mixed office and retail use. The project would include retail and office uses on the ground floor that would be consistent with surrounding retail uses while the office uses on the upper stories would be consistent with the office uses along Chapin Avenue. Given this, the project would not result in physical division of an established community; therefore, 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? (Less than Significant)

As previously discussed, the “Chapin Avenue area (CAC)” of the DSP allows new commercial and office uses. Therefore, the use proposed by the project is consistent with the zoning code and DSP. However, the project would include an amendment to the DSP (Chapin Avenue area) to increase the maximum allowed building height with a Special Permit to 75 feet with a Special Permit. The DSP includes various Goals and Policies to guide growth and development in Downtown Burlingame. The project is consistent with permitted land uses for the Chapin Avenue area listed under Table 3-1 of the DSP, which permits downtown retail and office uses. With the review and approval of amendments to the DSP and procurement of a Special Use

Permit, the project would not conflict with any applicable land use plans or policies, and the impact would be less than significant.

The site is located in a highly developed and urbanized area, and is not part of or near an existing Habitat Conservation Plan, Natural Community Conservation Plan, or any other local, regional, or state habitat conservation plan. As such, the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact would occur.

2.12 Mineral Resources

<i>Issues</i> <i>Would the project:</i>		Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
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?	☐	☐	☐	☒

2.12.1 Environmental Setting

The California Geological Survey (CGS) is responsible under the Surface Mining Control and Reclamation Act (SMARA) for classifying land into Mineral Resource Zones (MRZs) based on the known or inferred mineral resource potential of that land. Based upon available data, the project site and area surrounding the project limits have been classified as MRZ-1, which is defined as “areas where geologic information indicates no significant mineral deposits are present”. This finding is reflected in the San Mateo County General Plan Mineral Resources map (County of San Mateo 1986).

2.12.2 Impact 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? (No Impact)**

and

- 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)**

The project site is currently developed and not used for mineral recovery activities. In addition, no known mineral resources exist within the project site or surrounding area, as indicated by the Mineral Resource Zones and Resource Sectors San Francisco and San Mateo Counties Maps and the San Mateo County General Plan (County of San Mateo 1986; DOC 2025b). Implementation of the project would not result in the loss of availability of a known mineral resource of value to the region and residents of the state, nor of a locally important mineral resource recovery site. Therefore, no impact would occur.

2.13 Noise

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

As part of the noise impact analysis for the proposed project, a Noise and Vibration Assessment was prepared by Illingworth & Rodkin, Inc. on February 3, 2026, to address the potential noise and vibration impacts associated with the project (**Appendix F**).

2.13.1 Environmental Setting

Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound's physical intensity is doubled, the sound level increases by three dBA, regardless of the initial sound level. For example, 60 dBA plus 60 dBA equals 63 dBA. Where ambient noise levels are high in comparison to a new noise source, the change in noise level would be less than three dBA. For example, when 70 dBA ambient noise levels are combined with a 60 dBA noise source, the resulting noise level equals 70.4 dBA.

The time period in which noise occurs is important since noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a 10-dBA

penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a 10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. Noise levels described by L_{dn} and CNEL typically do not differ by more than one dBA. In practice, CNEL and L_{dn} are often used interchangeably.

Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance. A large object or barrier in the path between a noise source and a receptor can substantially attenuate noise levels at the receptor. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receptor, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can significantly reduce noise levels. Walls are often constructed between a source and a receptor specifically to reduce noise. A barrier that breaks the line of sight between a source and a receptor will typically result in at least five dBA of noise reduction. The manner in which buildings in California are constructed generally provides a reduction of exterior-to-interior noise levels of approximately 25 dBA with closed windows (Federal Transit Administration [FTA] 2006).

Regulatory Setting

The Burlingame 2040 General Plan Community Safety Element includes goals and policies related to noise to guide development and to protect citizens from the harmful and irritating effects of excessive noise. The element establishes land use compatibility categories of new uses within the on-site noise environment. For office uses, the City considers noise levels less than 65 dBA CNEL acceptable.

Construction activities generate considerable amounts of noise, especially during earth-moving activities when heavy equipment is used. The hauling of excavated materials and construction materials would generate truck trips on local roadways, as well. For the proposed project, pile driving is not proposed. The typical range of maximum instantaneous noise levels for the proposed project would be 70 to 90 dBA L_{max} at a distance of 50 feet from the equipment (Table 8).

Table 8 Construction Equipment 50-foot Noise Emission Limits

Equipment	Peak Noise Level (dBA) at 50 feet ^{1,2}
Earthmoving	
Front loaders	80
Backhoes	80
Dozers	85

Equipment	Peak Noise Level (dBA) at 50 feet ^{1,2}
Tractors	84
Scrapers	85
Graders	85
Trucks	84
Pavers	85
Materials Handling	
Concrete mixers	85
Concrete pumps	82
Cranes	85
Stationary	
Pumps	77
Generators (25 kVA or less)	70
Generators	82
Compressors ³	70
Compressors (other)	80
Impact	
Pile drivers	105
Jackhammers	85
Rock drills	85
Pneumatic tools	85
Other	
Concrete saw	90
Concrete vibrators	80

Source: Illingworth & Rodkin 2026.

Notes:

Equipment	Peak Noise Level (dBA) at 50 feet ^{1,2}
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¹ Measured at 50 feet from the construction equipment, with a “slow” (1 sec.) time constant.

² Noise limits apply to total noise emitted from equipment and associated components operating at full power while engaged in its intended operation.

³ Portable Air Compressor rated at 75 cfm or greater and that operates at greater than 50 psi.

The City of Burlingame Municipal Code Chapter 18.07.110 states that the allowable hours of construction in the City are between 8:00 a.m. and 7:00 p.m. on weekdays, 9:00 a.m. and 6:00 p.m. on Saturdays. No construction is allowed on Sundays and holidays.

Project Site Noise Environment

The noise environment at the site and in the surrounding area results primarily from vehicular traffic along State Route 82 (El Camino Real) and local traffic along Chapin Avenue and other nearby roadways. Aircraft associated with San Francisco International Airport also contribute to the existing noise environment.

To determine ambient noise levels in the project site vicinity, two long-term noise measurements (LT-1 and LT-2) and one short-term noise measurement (ST-1) were taken beginning on December 15, 2025 and concluding on December 17, 2025. **Table 9** below shows the location of the long-term and short-term on site noise measurements, and the noise measurement results.

Table 9 Project Noise Monitoring Results

Measurement Location	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	Leq[hr] (dBA)	Lmax (dBA)
LT-1	Southeastern Corner of the Project Site	12:00 a.m. – 11:59 p.m.	55 feet	65	89
LT-2	Northwestern Corner of the Project Site	12:00 a.m. – 11:59 p.m.	190 feet	60	84
ST-1	Southwestern Corner of the Project Site	1:20 p.m. – 1:30 p.m.	65 feet	56	68

Source: Illingworth & Rodkin 2026.

2.13.2 Impact 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 with Mitigation Incorporated)**

The project would demolish the existing structure and construct a new five-story office building containing retail and office uses on the project site. A significant noise impact would occur if the project would generate a temporary or permanent noise level increase over ambient noise levels and would exceed applicable noise standards presented in the General Plan or Municipal Code at existing noise sensitive receptors around the project site.

Temporary Construction Noise

Construction of the proposed project is expected to start at the beginning of December 2026 and would be concluded by the end of January 2028, lasting for a total of about 14 months.

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

While noise thresholds for temporary construction are not provided in the City's General Plan or Municipal Code, this analysis uses the noise limits established by the Federal Transit Administration (FTA) to identify the potential for impacts due to substantial temporary construction noise. The FTA identifies construction noise limits in the Transit Noise and Vibration Impact Assessment Manual. During daytime hours, an exterior threshold of 80 dBA L_{eq} shall be applied at residential land uses, 85 dBA L_{eq} shall be applied at commercial land uses, and 90 dBA L_{eq} shall be applied at industrial land uses.

Construction activities generate considerable amounts of noise, especially during earth-moving activities when heavy equipment is used. The hauling of excavated materials and construction materials would generate truck trips on local roadways, as well. For the proposed project, pile driving is not proposed. The typical range of maximum instantaneous noise levels for the proposed project would be 70 to 90 dBA L_{max} at a distance of 50 feet from the equipment (Table 5 in **Appendix F**).

When focused near the center of buildings adjacent to the project site, construction noise levels would typically range from 69 to 80 dBA L_{eq} at the surrounding residential receptors (95 feet) and from 64 to 82 dBA L_{eq} at the surrounding commercial retail uses (80 feet).

While construction noise levels would not exceed the FTA's 85 dBA L_{eq} threshold at the surrounding commercial uses, construction noise levels would potentially exceed the exterior

threshold of 80 dBA L_{eq} at the residential uses adjoining the site to the north by up to 4 dBA when construction activities occur within 50 feet of the shared property line. As the project falls within the DSP Initial Study/Mitigated Negative Declaration, **Mitigation Measure NOI-1** (Mitigation Measure J-1 of the DSP Initial Study/Mitigated Negative Declaration) shall be implemented to ensure best practices are adhered to during project construction in order to fully mitigate the potential for significant noise impacts from project construction.

Mitigation Measure NOI-1: The City shall incorporate the following practices into the construction documents to be implemented by the project contractor.

- Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures:
 - Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site;
 - Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors;
 - Locate stationary equipment to minimize noise impacts on the community; and
 - Minimize backing movements of equipment.
- Use quiet construction equipment whenever possible.
- Impact equipment (e.g., jack hammers and pavement breakers) shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Compressed air exhaust silencers shall be used on other equipment. Other quieter procedures, such as drilling rather than using impact equipment, shall be used whenever feasible.
- Prohibit unnecessary idling of internal combustion engines.
- Select routes for movement of construction-related vehicles and equipment in conjunction with the Burlingame Community Development Department so that noise-sensitive areas, including residences and schools, are avoided as much as possible.
- The project sponsor shall designate a “disturbance coordinator” for construction activities. The coordinator would be responsible for responding to any local complaints regarding construction noise and vibration. The coordinator would determine the cause of the noise or vibration complaint and would implement reasonable measures to correct the problem.
- The construction contractor shall send advance notice to neighborhood residents within 50 feet of the project site regarding the construction schedule

and including the telephone number for the disturbance coordinator at the construction site.

Implementing **Mitigation Measure NOI-1** would reduce construction noise from the site, limit construction hours, and minimize disruption and annoyance. By incorporating these measures as project conditions of approval and recognizing that construction-related noise will occur for a temporary period, the temporary increase in ambient noise levels would be reduced to a less-than-significant level.

Permanent Noise Level Increase

A significant impact would occur if the permanent noise level increase due to project-generated traffic was 3 dBA CNEL or greater for future ambient noise levels exceeding 60 dBA CNEL or was 5 dBA CNEL or greater for future ambient noise levels at or below 60 dBA CNEL. Existing ambient measurements made in the project site vicinity indicate that existing and future ambient noise levels at the noise-sensitive receptors in the project site vicinity would result in noise levels over 60 dBA CNEL. Therefore, a significant impact would occur if project-generated traffic and operations increased levels by 3 dBA CNEL or more.

Peak hour trips generated by the proposed project would be 113 during both peak AM and peak PM hours. Compared to the existing volumes along Chapin Avenue and the existing noise environment at the project site, these peak hour trips would result in a noise level increase of less than 1 dBA CNEL.

The project includes a transformer located on the exterior of the proposed building in the southwestern corner of the project site. Additionally, the roof shows a mechanical equipment area, which includes condensing units. However, hourly average noise levels generated by mechanical equipment at the project site would not exceed the City's daytime, evening, or nighttime ambient noise levels by 3 dBA L_{eq} or more at the surrounding land uses (Table 9 in **Appendix F**). For the nearby noise-sensitive receptors, the noise level increase due to mechanical equipment noise would not be measurable or detectable (0 dBA CNEL increase). This would not exceed the conservative 3 dBA CNEL threshold.

Therefore, operational noise levels from the project would not exceed the City's ambient noise levels by 3 dBA L_{eq} or more. This impact would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels? (Less than Significant with Mitigation Incorporated)

Vibration from project construction could be perceptible at existing structures near the project site when heavy construction is located along property lines. While the City does not specify a construction vibration limit, the California Department of Transportation (DOT) recommends a vibration limit of 0.5 in/sec peak particle velocity (PPV) for new residential and modern/commercial structures, 0.3 in/sec PPV for older residential structures, and a conservative limit of 0.25 in/sec PPV for historic and some old buildings.

The office building adjoining the site to the west of the project site is considered to be a structure built to modern construction standards, and the 0.5 in/sec PPV threshold would apply

to vibration generated by project construction at this building. Conservatively, the 0.3 in/sec PPV threshold would be applied to the remaining buildings surrounding the site. There are no known historic buildings located within 200 feet of the project site.

Table 10 presents vibration levels from construction equipment at the reference distance of 25 feet and summarizes the distances to the 0.3 in/sec PPV threshold for older conventional buildings and to the 0.5 in/sec PPV threshold for newer buildings constructed to modern standards.

Table 10 Vibration Levels for Construction Equipment at Various Distances

Equipment		PPV at 25 ft. (in/sec)	Minimum Distance to Meet 0.3 in/sec PPV (feet)	Minimum Distance to Meet 0.5 in/sec PPV (feet)
Clam shovel drop		0.202	18	11
Hydromill (slurry wall)	0.008	1	<1	0.022
	0.017	2	2	0.047
Vibratory Roller		0.210	19	12
Hoe Ram		0.089	9	6
Large bulldozer		0.089	9	6
Caisson drilling		0.089	9	6
Loaded trucks		0.076	8	5
Jackhammer		0.035	4	4
Small bulldozer		0.003	<1	<1

Source: Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration, September 2018 as modified by Illingworth & Rodkin, 2025.

The residential buildings to the north would be approximately 20 feet from the nearest project site boundary and would be exposed to vibration levels below 0.27 in/sec PPV. The office buildings to the east and west are 15 and 5 feet, respectively, from the shared property lines. As indicated in **Table 10**, equipment such as clam shovel drops, and vibratory rollers would exceed the 0.5 in/sec PPV at the nearest west office building adjacent to the site when excavators, dozers, and graders are used along the shared property line.

As the project falls within the DSP Initial Study/Mitigated Negative Declaration, **Mitigation Measure NOI-2** (Mitigation Measure J-2 of the DSP Initial Study/Mitigated Negative Declaration) shall be implemented to ensure best practices are adhered to during project construction in order to fully mitigate the potential for significant groundborne noise and vibration impacts from project construction.

Mitigation Measure NOI-2: The City shall require project sponsors to incorporate the following practice into the construction documents to be implemented by construction contractors:

The project sponsors shall require that loaded trucks and other vibration-generating equipment avoid areas of the project site that are located near existing residential and office uses to the maximum extent compatible with project construction goals.

As construction conditions permit, heavy vibration-producing equipment such as hoe rams and drill rigs shall be located at least 20 feet away from the office building to the west. If this type of equipment is required inside 20 feet, alternative techniques that rely on smaller equipment types shall be used where feasible. If the use of heavy vibration-producing equipment is required within 20 feet of the office building to the west, the project sponsor shall first demonstrate, based on published reference vibration source levels (Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual), that the equipment proposed for such work would not exceed the applicable Caltrans structural damage threshold at the nearest adjacent structure (0.5 in/sec PPV for modern commercial structures). Equipment that screens below the threshold may be used without further measures. For any equipment that cannot be screened below the threshold and for which no feasible alternative exists, a qualified consultant shall monitor vibration levels at the nearest adjacent structure during its operation to confirm the threshold is not exceeded. A designated coordinator shall be responsible for handling and responding to any complaints received during construction, and a reporting program shall document complaints received and actions taken.

With the incorporation of **Mitigation Measure NOI-2** as a project condition of approval, this impact would be reduced to 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? (Less than Significant)**

SFO is a public-use airport located over 2.2 miles north of the project site. Based on the results of the noise monitoring survey (see **Project Site Noise Environment** above), aircraft-related noise is noticeable at the project site. However, the project site lies outside the 65 dBA CNEL noise contour shown in the SFO 14 CFR Part 150 Study. Aircraft noise levels less than 70 dBA CNEL would be considered compatible at exterior use areas proposed by the project. Therefore, this impact would be less than significant.

2.14 Population and Housing

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
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?	☐	☐	☐	☒

2.14.1 Environmental Setting

According to the California Department of Finance (DOF) the population of Burlingame in 2024 was 30,768, increasing by 2.5 percent by 2025 to 31,552. Jobs in the City are expected to increase by 6,340 between 2010 and 2030 (DOF 2025). While population has been relatively stable in recent years, Burlingame was ranked 7 out of 10 fastest growing cities with populations over 30,000 in the state from 2024 to 2025. The 2019 General Plan anticipates a population of approximately 36,600 by 2040 due to areas of the City being reclassified or upzoned to allow additional residential development.

2.14.2 Impact 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)**

The DOF estimates that the current population of Burlingame is 31,552 with 13,991 housing units and an average of 2.26 persons per household. The project site does not include existing residences. The project is not adding residential facilities on-site and would not result in a direct net population growth. The introduction of new employees to the area would not constitute substantial population growth. Furthermore, the project site is completely urbanized and would not require the extension of roads or infrastructure into previously undeveloped areas. Therefore, this 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 site does not include existing residences and would not introduce new residences. In addition, the project would not disrupt or displace residential developments in its vicinity. Therefore, no additional replacement housing would be required. Therefore, there would be no impact.

2.15 Public Services

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services?:				
i) Fire protection	☐	☐	☒	☐
ii) Police protection	☐	☐	☒	☐
iii) Schools	☐	☐	☒	☐
iv) Parks	☐	☐	☒	☐
v) Other public facilities	☐	☐	☒	☐

2.15.1 Environmental Setting

The Central County Fire Department (CCFD) provides fire protection services for Burlingame, Millbrae, and Hillsborough. Currently, the department operates six Engine Companies and one Truck Company out of six fire stations, with two stations in each city. CCFD's daily staffing consists of seven captains, seven firefighter/paramedics, eight firefighters, and one battalion chief on duty to provide fire, emergency medical services (EMS), and rescue services to approximately 70,000 residents and visitors (Central County Fire District (Central County Fire District, 2025a). The closest fire station, Burlingame Fire Department No.34, is located 0.2-mile northwest of the project site at 799 California Drive. This station houses two fire engines, one fire truck, and two battalions with a total of seven employees (Central County Fire District, 2025b). CCFD's general standard for emergency response times is seven minutes; however, a realistic average response time for the project site would be significantly less due to the proximity of the fire station.

The Burlingame Police Department (BPD) provides emergency services to the City. BPD has one police station located at 1111 Trousdale Drive. The BPD employs 69 total employees, including 40 full-time sworn officers, 19 full-time non-sworn professional staff, and 10 part-time non-sworn professional staff (City of Burlingame, 2025b).

Burlingame contains five neighborhood schools that serve Kindergarten through grade 5 (K-5) with 3,320 enrolled students, one middle school for grades 6 through 8, and one high school (EdData, 2025). San Mateo Unified High School District (SMUHSD) serves Burlingame High

School, which has approximately 1,450 students (Burlingame High School, 2025). The State of California has determined that housing units yield approximately 0.7 students per unit, resulting in about 613 to 862 new students added to the Burlingame School District (BSD) and/or the SMUHSD under the DSP by 2030. According to the BSD, the school district has not been at capacity and, as district policy, would not turn away students as long as they show proof of residency in the City.

Burlingame is served by Burlingame Public Library, which has two branches across the city. The City has one hospital within its boundary, which is Mills-Peninsula Medical Center (Burlingame Campus). There are two preschools and two childcare facilities located in Burlingame.

2.15.2 Impact Discussion

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

- i) **Fire protection (Less than Impact)**

OR

- ii) **Police protection (Less than Impact)**

While the project could increase demands for fire and police protection services, such demands would not require the provision of new or physically altered facilities, or the need for new or physically altered governmental facilities that could res. Therefore, impacts would be less than significant.

- iii) **Schools (Less than Significant)**

The project would not include any residential uses, and there would not be a significant increase in residential population. Additionally, the employment opportunities generated by the project would not significant increase the demand for schools. Therefore, impacts would be less than significant.

- iv) **Parks (Less than Significant)**

The project does not include new park space, but it is located approximately 0.37 miles northeast from Washington Park. The project would not result in any new residents, and would not lead to significant additional demand of parks and recreational facilities. Therefore, impacts would be less than significant.

and

v) Other Public facilities (No Impact)

The proposed project would not add residents and would not significantly increase the demand for other public facilities such as libraries, childcare centers and hospitals. Therefore, impacts would be less than significant.

2.16 Recreation

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Would the project 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) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

2.16.1 Environmental Setting

As listed in the section above, Burlingame has approximately 20 recreation sites that consist of 14 parks and open space, 12 playgrounds, a community garden, bocce ball courts, soccer fields, a golf range, a recreation center, and an aquatic center. Heritage Park (0.4 acre) is located approximately 0.30 miles south of the project site. Washington Park (18.9 acres) is located approximately 0.37 miles northeast of the project site. Pershing Park (1.1 acres) is located approximately 0.38 miles southeast of the project site.

2.16.2 Impact Discussion

- a) **Would the project 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? (Less than Significant)**

and

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Less than Significant)**

The project would not create any new residential housing units and would not result in new residents. The project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, impacts would be less than significant.

2.17 Transportation

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
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 a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

The following transportation analysis is based on Transportation Analysis Report prepared by Hexagon Transportation Consultants, Inc. on February 9, 2026 (**Appendix G**).

2.17.1 Environmental Setting

Transit Service

Bus services near the project site are provided SamTrans, with Caltrain providing rail transit services (**Table 11**). The nearest bus stops to the project are located at the intersection of El Camino Real and Chapin Avenue, approximately 0.1 miles from the project site, and El Camino Real and Burlingame Avenue, approximately 0.2 miles from the project site. These bus stops are served by SamTrans routes ECR and 397. The project site is located approximately 0.3 miles from the Burlingame Caltrain Station, which is served by Caltrain's local service, approximately every 30 minutes throughout the day.

Roadways

Freeway access to the project site is provided via El Camino Real (SR 82). Local roadways including Burlingame Avenue, Primrose Road, Douglas Avenue, Bellevue Avenue, and Ralston Avenue feed into Chapin Avenue from residential and commercial parts of the City.

Bicycle Facilities

Bicycle facilities in the vicinity of the project site primarily consist of bike routes (Class III Facilities), though some nearby roadway segments include bike lanes (Class II Facilities).

Near the project, the following bicycle facilities are provided:

- Class II Facilities

- Carolan Avenue between Oak Grove Avenue and Broadway
- Howard Avenue between Myrtle Road and Humboldt Street
- Class III Facilities
 - Chapin Avenue between Primrose Road and Howard Avenue
 - Howard Avenue west of East Lane
 - Primrose Road between Howard Avenue and Floribunda Avenue
 - Floribunda Avenue between Primrose Road and Walnut Avenue
 - Ansel Road along its entire length
 - Walnut Avenue along its entire length
 - East Lane along its entire length
 - North Lane along its entire length
 - California Drive between North Lane and Oak Grove Avenue
 - Highland Avenue between Howard Avenue and Peninsula Avenue

Pedestrian Facilities

Pedestrian facilities accessing the project site include sidewalks, marked crosswalks, and pedestrian signals at signalized intersections. Continuous sidewalks are available on all streets in the project vicinity.

Table 11 Transit Services Near the Project Site

Service	Route Description	Nearest Stop to the Project	Weekday Hours of Operation	Headway (Minutes)
ECR	Daly City BART – Palo Alto Transit Center	El Camino/ Burlingame	4:40am – 1:10am	15
397	San Francisco – Palo Alto Transit Center	El Camino/ Burlingame	2:00am – 5:40am	60 ¹
292	San Francisco – Hillsdale Mall	California/ North	12:20pm – 5:30pm	30
46	Quesada/Trousdale – 1060 at Carolan	California/ North	7:52am – 8:25am 2:20pm – 3:49pm	N/A ²
Caltrain Local	San Francisco – San Jose Diridon/Tamien	Burlingame Station	4:10am – 1:50pm	30

Source: Hexagon 2026

Notes:

¹ Limited nighttime-only service. 3 northbound trips and 4 southbound trips each weekday morning.

² School-oriented route. Two northbound trips on weekday mornings, two southbound trips on weekday afternoons.

2.17.2 Impact Discussion

- a) **Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (Less than Significant)**

The project would not preclude, modify or otherwise affect existing or proposed transit projects or policies, nor is it expected to materially increase delays in transit service.

The project would not preclude, modify or otherwise affect existing or proposed freeway and local roadway projects or policies. The project is not expected to result in significant increases in VMT (**threshold (b)**) which may result in delays, and therefore would not conflict with any congestion management plans.

The project would provide a bike storage room on the ground floor for long-term bicycle parking. Access to the bike storage room would be via side and central walkways. Four short-term bicycle racks would be installed along the sidewalk.

According to 2025 CALGreen Building Standards (which has been adopted by the City for standards pertaining to bicycle parking), non-residential buildings should provide secure long-term bicycle parking for 10 percent of the tenant-occupants with a minimum of one bicycle parking facility in addition to short-term bicycle parking for 20 percent of the peak daily visitors with a minimum of one two-bike capacity rack. The project proposes four short-term bike racks, which are assumed to be large enough to meet the requirements. The project would not affect any existing bicycle facilities, nor would it conflict with any bicycle plans.

Entrances to all project uses would be located along a pedestrian walkway going through the center of the project, accessible from the Chapin Avenue frontage as well as a walkway on each side leading to the rear of the project. The project would not remove any pedestrian facilities, nor would it conflict with any adopted plans or policies for new pedestrian facilities.

Impacts would be less than significant.

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

Pursuant to Senate Bill (SB) 743, the CEQA 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project.

It is estimated that the project would generate 722 net new daily vehicle trips, with 113 net new trips during the AM peak hour and 113 net new trips during the PM peak hour (**Table 12**).

Table 12 Trip Generation Summary

Land Use	Size (sf)	Daily Trips	AM Peak Hour			PM Peak Hour		
			Rate	Trips In/Out	Total	Rate	Trips In/Out	Total
Existing								
Chase Bank ²	6,220	(470)				(21) / (26)		(47)
Proposed								
General Office Building	83,143	722	1.36	99 / 14	113	1.36	18 / 95	113
Walk-In Bank ^{1,2}	3,841	470				12.13	21 / 26	47
Net Project Trips		722		99 / 14	113		18 / 95	113

Source: Hexagon 2026

Notes

¹Daily and AM Peak Hour Trip Generation Rates are not available for Walk-In Bank. It is estimated that the daily trip generation would be ten times the PM peak hour trip generation.

²The existing site contains a 6,220 square foot Chase Bank. The proposed 3,841 square foot ground floor retail is expected to be a similar use of a smaller size. It is presumed no net new trips would be generated from a similar, but smaller use resulting in a conservative estimate for trip generation purposes.

The City of Burlingame has not adopted a city-specific policy establishing impact criteria, thresholds, or screening criteria pertaining to VMT. As such, this assessment considers guidelines set forth by the County of San Mateo, which are based on recommendations set forth by the Governor's Office of Land Use and Climate Innovation (LCI). Screening criteria are intended to identify when a project can be determined to cause a less-than-significant impact to VMT without conducting a detailed VMT evaluation based on project size and type. Projects that meet any of the following criteria may be presumed to have a less-than-significant impact to VMT, absent substantial evidence that would indicate otherwise:

- The project is located within 0.5 mile of a high-quality transit stop or rail station, and
 - Has a floor-area ratio (FAR) of less than 0.75, and
 - Does not replace affordable residential units with a smaller number of moderate/high income housing units, and
 - Does not provide more parking than is required, and
 - Is consistent with Sustainable Communities Strategies
- The project provides 100 percent affordable housing units in an infill location
- The project is a small project that generates/attracts fewer than 110 trips per day and is consistent with the General Plan

- The project is located within a Low-VMT area where the per-capita (for residential projects) or per-employee home-based work trip (for office projects) VMT is below the county average
- The project is a local-serving retail project of less than 50,000 sf

The project site is located within 0.5 mile of the Burlingame Caltrain station. The project would have a FAR of greater than 0.75, but would not replace any housing, would not provide more parking than is required, and would be consistent with Sustainable Communities Strategies. Thus, the project would have a less than significant impact on VMT per the above screening criteria.

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

The project would have one driveway on Chapin Avenue to access the parking garage. The project driveway and other street system features would be designed in accordance with City standards. The project would generate mostly passenger vehicles, and the surrounding roadway system is designed to accommodate these vehicles. Furthermore, the project proposes office and retail uses. The surrounding area already contains both land use types, and therefore the project would not introduce incompatible uses.

The minimum acceptable sight distance is considered according to the Caltrans recommended stopping sight distance. Sight distance requirements vary depending on roadway speeds. The Caltrans recommended stopping sight distance on Chapin Avenue is 200 feet based on a conservative estimate design speed of 30 mph. Thus, a driver must be able to see 200 feet in either direction on Chapin Avenue to locate a sufficient gap to make a turn out of the driveway. There are no roadway curves or structures that obstruct a driver's ability to see down the road on Chapin Avenue. However, the public amenity plazas proposed directly to the left and right of the driveway, would impede sight distance. **Mitigation Measure TRANS-1** shall be implemented to ensure vehicles exiting from the project site have adequate vision of oncoming pedestrian, bicyclists, and vehicles traveling along Chapin Avenue in order to avoid safety hazards. Implementation of this mitigation measure will reduce this potentially significant impact to less than significant.

Mitigation Measure TRANS-1: The public plaza designs immediately to the left and right of the project driveway shall have re-designed dimensions and tree planting location to ensure adequate sight distance. The project driveway shall be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on Chapin Avenue. Any landscaping and signage shall be located in such a way to ensure an unobstructed view for drivers exiting the site.

d) Result in inadequate emergency access? (Less than Significant)

The project would not change the existing roadway system. The project site would be easily accessible via Chapin Avenue should emergency vehicles be called to the site. Vehicle access to the project site would be provided via one proposed full-access driveway on Chapin Avenue. It is estimated that 113 trips during each peak hour would utilize the project driveway. This calculates to about two cars per minute entering or exiting the driveway during each peak hour. The security gate would be installed at the base of the garage ramp, which is 118 feet from the sidewalk. The gate would remain open during business hours, and as such would not impede vehicle flow into and out of the garage. Loading and trash pickup vehicles would temporarily back into the building's vehicular entrance for access. Encroachment into the public right-of-way along Chapin Avenue would be limited in duration and would not extend beyond the adjacent plaza areas. Additionally, there is no median along Chapin Avenue, and emergency vehicles en route can cross the yellow lane divider line if necessary. This impact would be less than significant.

2.18 Tribal Cultural Resources

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of 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 listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	☐	☒
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

2.18.1 Environmental Setting

A study of the cultural resource base maps and records, survey reports, and other materials on file at the Northwest Information Center (NWIC) (File No. 25-0458) was completed by Eileen Barrow & Associates on September 30, 2025 (**Appendix C**). The cultural resources study area encompasses the existing parcel at 1430 Chapin Avenue (APN 029-121-440), encompassing approximately 0.70 acre.

Information in this section was incorporated from a Sacred Lands File (SLF) search requested from the NAHC completed for the project site received on September 8, 2025, providing a list of Native American tribal contacts. Letters were sent by Eileen Barrow to the tribal contacts to request for consultation. On October 20, 2025, the Indian Canyon Band of Costanoan Ohlone People responded via email expressing interest in consulting with the City on the project. Additionally, pursuant to AB 52 and SB 18, the City circulated letters to applicable tribal contacts on February 4, 2026. A consultation request from the Indian Canyon Band of Costanoan Ohlone People was received via email on February 11, 2026 and the consultation took place on April 24, 2026.

2.18.2 Impact Discussion

- i. **Cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? (No Impact)**

As stated above in **Section 2.5, Cultural Resources**, according to a records search completed in September 16, 2025, there are no recorded historic resources present on the project site. Therefore, no impact would occur.

- ii. **Cause a substantial adverse change in the significance of a tribal cultural 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? (Less than Significant with Mitigation Incorporated)**

While no tribal cultural resources have been identified on the site, the implementation of the project could result in unknown tribal cultural resources which is considered a potentially significant impact. In addition to completing the tribal consultation process, implementation of **Mitigation Measures CUL-1, CUL-2, CUL-3, and CUL-4** would ensure any previously unidentified tribal cultural resources or remains encountered during construction are handled appropriately. With implementation of these mitigation measures, impacts to tribal cultural resources would be less than significant.

2.19 Utilities and Service Systems

<i>Issues</i> <i>Would the project:</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater 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 which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity 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?	☐	☐	☒	☐

2.19.1 Environmental Setting

The Burlingame Public Works Department administers the City's water system. Burlingame Water Division of the Public Works Department, which purchases treated water from the San Francisco Public Utilities Commission, provides potable water to the project site. Approximately 85 percent of the water supply comes from the Hetch Hetchy watershed in the Sierra Nevada Mountains and approximately 15 percent comes from local watersheds (BAWSCA 2024). The City also uses well water and recycled water for supplying non-potable water used for irrigation. According to the City of Burlingame 2020 Urban Water Management Plan, the City's average water demand is 3.48 million gallons per day (mgd). Burlingame has a moderate commercial, industrial, and institutional (CII) base, which together accounted for approximately 30 percent of potable water demand for the 2016-2020 period. The commercial and industrial sectors accounted for 14 percent and 13 percent of the total Burlingame water demand, respectively, while the institutional and governmental sector accounted for 3 percent of the total water

demand. On average, irrigation and fire sprinkler services respectively accounted for 5 percent and 0.04 percent of the total water demand (City of Burlingame, 2020).

The City's Public Works Department services the project site's water and wastewater system. Wastewater flows are carried to the Wastewater Treatment Plant (WWTP) at 1103 Airport Boulevard, which serves the entire City as well as approximately one-third of the Town of Hillsborough. In 2020, the wastewater treated is 2.57 mgd (City of Burlingame, 2020).

Burlingame's stormwater system conveys runoff from upstream residential tributary areas through the Downtown area and east towards the San Francisco Bay. The Street and Sewer Division of the Burlingame Department of Public Works maintains the stormwater infrastructure within the City. Storm drains in Burlingame are separate from the sanitary sewer system. There is no stormwater inlet along Chapin Avenue (City of Burlingame, 2025c).

Recology San Mateo (Recology) provides solid waste, recycling, and organic materials collection, transportation, and disposal services to the City. Recology hauls recyclables and organic solid waste to the Shoreway Environmental Center in San Carlos for sorting. The solid waste and recyclables are processed and sent to the appropriate facility. Solid waste is sent to the Ox Mountain Landfill (Corinda Los Trancos Landfill) in Half Moon Bay. This facility has a maximum throughput of 3,598 tons per day and has a remaining capacity of 17,240,000 cubic yards (as of June 2025). Ox Mountain Landfill is estimated to cease operations by January 2034 (CalRecycle, 2025).

2.19.2 Impact Discussion

- a) **Require or result in the relocation or construction of new or expanded water, wastewater 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)**

and

- b) **Have enough water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (Less than Significant)**

and

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

The project would increase the water use and wastewater generation compared with existing conditions. Because the project would increase sewer flows, the project sponsor is required to coordinate improvements to the existing sanitary sewer infrastructure with the City Engineer. However, construction of the expanded wastewater infrastructure would not cause a significant impact.

The increase in demand for water and as well as wastewater treatment, which would be minimal, could be served by the existing water supply and the remaining capacity at the WWTP. The project would not require the relocation or construction of new or expanded water or wastewater treatment facilities because there is adequate water and wastewater treatment capacity available to serve the project. Impacts would be less than significant.

Implementation of the project would include the construction of a new on-site stormwater drainage system to collect and convey stormwater runoff. The existing stormwater system has been resigned to accommodate the new building and comply with the City's stormwater requirements. Impacts would be less than significant.

The installation of new or expanded electric, gas and/or telecommunications lines on the project site would require excavation, trenching, soil movement, and other activities that are typical during the construction of development projects. Operation of the project is not anticipated to result in the construction or expansion of electric power, natural gas, or telecommunications facilities. Existing electric, gas, and telecommunications lines in the vicinity of the Project site would serve the project. However, they may be upgraded, if necessary, to meet the needs of the project. Impacts 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)

Construction activities such as demolition, utility trenching, and foundation excavation would generate construction debris and excavated materials on-site. Where feasible, such material would be used on-site or recycled to reduce impacts on local and regional landfills. Material that cannot be feasibly used on-site or recycled would be hauled off-site by trucks to nearby landfills.

The project would adhere to the City's recycling and waste reduction programs. Given this adherence, and the fact that the project would be served by a landfill with sufficient capacity, this 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)

The Ox Mountain Landfill had a remaining capacity of 17 million tons as of June 2025. There is currently a 10-year agreement for this facility, which will expire in 2029. According to Republic Services, which owns and operates the Ox Mountain Landfill, the landfill has a remaining life period that extends beyond the existing 10-year agreement at current disposal rates. The proposed project would increase the overall solid waste generation. However, such an increase would be negligible, and the landfill would continue to have ample capacity for such an increase. Therefore, impacts related to solid waste disposal would be less than significant.

The project would maintain and increase its current use as offices and commercial facilities and therefore would not result in the generation of unique types of solid waste that would conflict with existing regulations applicable to waste disposal. The project would be required to comply with Burlingame's solid waste disposal requirements, including recycling programs established

under Assembly Bill (AB) 939. As a result, the project would comply with federal, state, and local statutes and regulations related to solid waste and impacts would be less than significant.

2.20 Wildfire

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
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?	☐	☐	☒	☐

2.20.1 Environmental Setting

The project site is located in a developed urbanized area in the northwestern portion of the downtown area. The project site consists of one parcel which contains a single-story commercial structure at the center of the lot surrounded by a surface parking lot and landscaping. The California Department of Forestry and Fire Protection identifies fire hazards based on relevant factors such as fuels, terrain, and weather. The project site is not located within a Fire Hazard Severity Zones (FHSZ) or a Local Responsibility Area (LRA).

2.20.2 *Impact Discussion*

- a) **Substantially impair an adopted emergency response plan or emergency evacuation plan? (Less than Significant)**

and

- 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? (Less than Significant)**

and

- 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? (Less than Significant)**

and

- 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? (Less than Significant)**

As mentioned above in **Section 2.9, Hazards and Hazardous Materials**, there are no formal evacuation routes or emergency response plans near the project site that would be impacted by the project. The existing land uses local to the project preclude factors such as slopes or strong winds from exacerbating wildfire risk. The topography of the surrounding area is generally flat and dense development prevents strong winds. Similarly, post-fire impacts such as drainage changes and landslides would not occur as the project site and its surroundings are highly urbanized and flat and do not have any steep slopes or hillsides that would be susceptible to landslides or flooding. The project would not require the installation or maintenance of infrastructure that may exacerbate fire risk. Further, the project site is not located within a FHSZ. Therefore, this impact would be less than significant.

2.21 Mandatory Findings of Significance

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
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 which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

2.21.1 Impact 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 Incorporated)**

The project site is located in a densely developed area and contains no sensitive habitats. While trees located on and near the site may provide habitat for nesting birds, **Mitigation Measure BIO-1** would ensure that impacts to biological resources would be less than significant. There is also a possibility of encountering buried cultural resources during construction; however, **Mitigation Measures CUL-1 through CUL-3** would ensure that any potentially significant cultural resources impacts would be less than significant.

- 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 with Mitigation Incorporated)**

The project would have potential impacts to aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, and tribal cultural resources. Incorporation of mitigation measures identified in this Initial Study would reduce these impacts to less-than significant. Therefore, with mitigation, the project would not result in any cumulatively considerable impacts.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Less than Significant with Mitigation Incorporated)**

The implementation of the mitigation measures identified herein would reduce all potential impacts to less than significant. Therefore, the project would thus not result in impacts that would cause substantial adverse effects on human beings, either directly or indirectly.

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