U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN

Final Environmental Impact Report

SCH # 99092026

December 29, 2000

Prepared by:

Community Development Department
City of San Bruno

ESA

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CHAPTER I
INTRODUCTION

A. CEQA PROCESS

On October 27, 2000, the City of San Bruno (Lead Agency) released for public review a Draft Environmental Impact Report (Draft EIR or DEIR) on the proposed U.S. Navy Site and Its Environs Specific Plan (SCH # 99092026). The 45-day public review and comment period on the Draft EIR began on October 27, 2000, and closed on December 11, 2000. The San Bruno City Council held a public hearing on December 12, 2000, at which additional public comment was permitted.

The Draft EIR for the U.S. Navy Site and Its Environs Specific Plan ("Specific Plan"), together with this Response to Comments, constitute the Final EIR for the proposed project. The Final EIR is an informational document prepared by the Lead Agency that must be considered by decision makers (the San Bruno City Council) before approving or denying the proposed project. California Environmental Quality Act (CEQA) *Guidelines* section 15132 specifies the following:

The final EIR shall consist of:

- the Draft EIR or a revision of the draft;
- comments and recommendations received on the Draft EIR either verbatim or in summary;
- a list of persons, organizations, and public agencies commenting on the Draft EIR;
- the responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- any other information added by the lead agency.

This documents has been prepared pursuant to the CEQA *Guidelines*. This Final EIR incorporates comments from public agencies and the general public, and contains appropriate responses by the Lead Agency to those comments.

B. METHOD OF ORGANIZATION

This Final EIR for the proposed Specific Plan contains information in response to concerns raised during the comment period.

Following this introductory Chapter I, Chapter II of this document contains text changes to the EIR (initiated by the City of San Bruno Community Development Department staff and those resulting from comments on the Draft EIR) and errata to the Draft EIR.

Chapter III contains a list of persons and organizations that submitted written comments on the Draft EIR. No public comments on the DEIR were received at the public hearing held in San Bruno by the City Council on December 12, 2000.

Chapter IV contains comment letters received during the comment period and the responses to each comment. Each comment is labeled with a number in the margin and the response to each comment is presented immediately after the comment letter.

CHAPTER II
REVISIONS TO THE DRAFT EIR

A. REVISIONS TO THE PROJECT

Since publication of the Draft EIR, the project has been revised. The primary elements of these revisions are to:

1. Shift the proposed land use designations in the Specific Plan area approximately 90 degrees, so that residential uses and the hotel would now be located along El Camino Real, and residential uses would also abut the proposed Roadway "A";

2. Establish a maximum of 500 rooms for the proposed hotel, instead of a range of 400 to 500 rooms, and a maximum height for the proposed hotel that would consist of six stories plus a lobby;

3. Permit some mixed uses (residential and commercial) along Roadway "A" and along El Camino Real;

4. Eliminate the proposed open space along the SFPUC easements and instead establish a pedestrian-oriented linear park along Roadway "A";

5. Add senior residential uses, in addition to assisted senior residential uses;

6. Eliminate the 136-unit portion of the Peninsula Place condominiums from the Specific Plan area;

7. Discuss the possibility that the California Department of Transportation (Caltrans) would not approve the proposed improvements along El Camino Real, in particular the proposed four-legged intersection that would allow left turns from El Camino Real onto the U.S. Navy site and the Tanforan Park Shopping Center;

8. Incorporate another alternative that examines the development proposed as part of the project without a four-legged intersection; and

9. Incorporate the improvements proposed along El Camino Real, between Sneath Lane and I-380, as part of this EIR.

These proposed changes to the project description would result in no new significant impacts in addition to those already identified in the DEIR.

B. REVISIONS TO THE DEIR

The following corrections and changes are made to the Draft EIR and are incorporated as part of the Final EIR. Revised or new language is underlined. Deleted language is indicated by ~~strikethrough~~ text. With the exception of Table S.1, where a change is made as part of a response to a comment on the DEIR, the comment number is noted in brackets at the end of the text change. Where no comment number is given, the change is initiated by the staff of the Community Development Department of the City of San Bruno, California.[1]

Text changes are presented in the order in which the text is organized in the DEIR. The Summary Table, Table S.1 is presented in full.

SUMMARY – REVISIONS AND ADDITIONS

Page S-1: The first paragraph is revised as follows:

> The U.S. Navy Site and Its Environs Specific Plan is proposed for a ~~56-block~~52-acre area in the City of San Bruno, that encompasses the U.S. Navy site and an adjacent commercial strip, the U.S. Navy and Marine Corps Reserve Center, the Federal Archives Building, the San Bruno Office Park, Commodore Park, ~~a 136-unit portion of the Peninsula Place condominium complex,~~ and two San Mateo County public schools. [Staff initiated]

Page S-1: The third paragraph, third sentence is revised and additional text is added as follows:

> In addition, development would include a new internal roadway network at the U.S. Navy site, ~~a new intersection along El Camino Real between Sneath Lane and I-380,~~ landscaping, a new utility infrastructure, and new pedestrian-oriented streetscape. Development proposed as part of the Specific Plan would require voter approval for the buildings proposed to be over three stories or fifty feet in height, as well as the proposed parking structure. [Staff initiated]

Page S-1: A fourth paragraph is added under *Project Description* as follows:

> The project also includes improvements on El Camino Real, along the segment between Sneath Lane and I-380. These improvements include a four-legged, signalized intersection allowing left turns onto the U.S. Navy site, as well as onto Tanforan Park Shopping Center; dedicated turn lanes; widening along the eastern side of El Camino Real; a new median strip; and landscaping. [Staff initiated]

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[1] With the exception of revisions to incorporate the proposed El Camino Real improvements, in most cases the responses to comments provide the location of "primary" text revisions. Most of these "primary" revisions resulted in "secondary" revisions made throughout the EIR text for consistency. These "secondary" revisions are described as "staff initiated."

Page S-2: The first sentence under *ALTERNATIVE 2* is corrected for clarification, as follows:

> Under the Reduced Density Specific Plan (No Voter Approval Required) Alternative, development in the Specific Plan area would be subject to the land use designations proposed by the Specific Plan, but the building heights would not require voter approval, and there would not be any above-ground parking structure. [Staff initiated]

Page S-2: A third alternative is added after *Alternative 2: REDUCED DENSITY SPECIFIC PLAN – NO VOTER APPROVAL REQUIRED* as follows:

> ALTERNATIVE 3: NO SIGNALIZED, FOUR-WAY INTERSECTION ALLOWED
>
> Under the No Signalized Four-Way Intersection Alternative, development proposed as part of the Specific Plan proceeds without the proposed El Camino Real improvements, in particular, without the proposed signalized, four-way intersection proposed midway on El Camino Real, between Sneath Lane and I-380. Proposed building heights, densities and land uses would remain exactly as those proposed as a part of the project. Voter approval would still be required for building heights over 50 feet or three stories, as well as for the proposed parking structure. [Response to Comment No. A-13]

Page S-2: The first three sentences of paragraph under *D. ENVIRONMENTALLY SUPERIOR ALTERNATIVE* are revised as follows:

> The Environmentally Superior Alternative best avoids the environmental impacts of the proposed project~~, and includes a comparison of all of the alternatives, such as any impacts associated with the No Project Alternative~~in comparison to the other alternatives. The No Project Alternative is part of this analysis, and is compared with the other alternatives. For this project, Alternative 2 is marginally the environmentally superior alternative. . . . [Staff initiated]

Pages S-3 through S-13: Table S.1, *SUMMARY OF IMPACTS AND MITIGATION MEASURES*, is revised as follows:

TABLE S.1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
A. SIGNIFICANT UNAVOIDABLE IMPACTS		
Air Quality		
H.2: Development under the proposed Redevelopment Plan would contribute to the cumulative effect of Bay Area development on regional ozone and PM-10 concentrations.	**H.2:** The City shall ensure the implementation, to the extent feasible, of additional TCMs identified in Table III.H.3 into the design of individual Redevelopment Plan projects.	Significant and Unavoidable
B. SIGNIFICANT BUT MITIGABLE IMPACTS		
Land Use, Plans and Policies		
B.2: Development proposed as part of the Specific Plan and the proposed El Camino Real improvements would conflict with the City of San Bruno General Plan and the City of San Bruno Zoning Ordinance.	**B.2:** The City of San Bruno shall concurrently amend its General Plan and Zoning Ordinance with the adoption of the Specific Plan.	Less than Significant
Airport Safety		
C.1: The proposed Specific Plan would expose residents and occupants of project facilities to a negligible level of risk associated with possible aircraft accidents at SFIA.	**C.1a:** The City of San Bruno will require that all building heights and associated roof structures proposed under the Specific Plan be consistent with the height limitations defined by FAR Part 77. ~~Prior to construction,~~Prior to issuance of any demolition or construction permits, the City of San Bruno shall require the project sponsors for any project within the Specific Plan area ~~shall~~to provide appropriate notification to the FAA via FAA Form 7460-1.	Less than Significant
	C.1b: The City of San Bruno shall prohibit the following uses within the Specific Plan area: • Any use that would direct a steady or flashing light of white, red, green, or amber color toward an aircraft engaged in an initial straight climb following takeoff or	Less than Significant

TABLE S.1 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	toward an aircraft engaged in a straight final approach toward a landing, other than FAA-approved navigational lights. • Any use that would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or engaged in a straight final approach toward a landing. • Any use that would generate smoke or rising columns of air. • Any use that would attract large concentrations of birds within approach-climbout areas. • Any use that would generate electrical interference that may interfere with aircraft communications or aircraft instrumentation.	
	C.1c: The City shall require all sponsors of new dwelling units and/or buildings for human occupation to record a notice of fair disclosure, regarding the proximity of the proposed development to San Francisco International Airport and of the potential impacts of aircraft operation, per the recommendations contained in the Final Report of the 1998 San Mateo County Civil Grand Jury, as implemented by the City of San Bruno.	Less than Significant

TABLE S.1 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Traffic, Circulation and Parking		
D.3: Development under the Specific Plan would generate demands for parking.	**D3:** An arrangement would be established by the City of San Bruno by which office parking spaces would be available for hotel workers and guests on weekends	Less than Significant [Each project development would be subject to the City of San Bruno permit review process, at which time compliance with City parking requirements will be assessed.]
D.4: Development proposed as part of the Specific Plan would increase traffic volumes on roadways in the study area, increasing potential safety hazards on the transportation network for pedestrians and bicyclists.	**D.4:** Each substantial project development, as determined by the City, would be required to complete a traffic study that includes an assessment of site-specific impacts on adjacent bicycle facilities and pedestrian access. If significant impacts are identified, due to unique site characteristics that were not anticipated as part of the project, mitigation measures would be identified and implemented.	Less than Significant
D.5: In the event the four-legged, signalized intersection along El Camino Real, approximately midway along the segment between Sneath Lane and I-380, is not approved by Caltrans as proposed in the Specific Plan, within a reasonable time, access to and from the U.S. Navy site and El Camino Real would be provided by right turn only access via an existing driveway.	**D.5:** With the consent of the owner of the U.S. Navy site, in the event that Caltrans does not approve a Project Study Report/Project ("PSR/PR") (jointly or separately) for the four-legged, signalized intersection on El Camino Real within one year after adoption of the Specific Plan (or any later time if the owner of the Navy site requests a reasonable extension(s)), the City shall consider amending the Specific Plan to delete references to the four-way, signalized intersection and provide for right turn access to and from El Camino Real from the existing driveway.	Less than Significant
Public Utilities		

TABLE S.1 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
E.6: Solid waste generated by development proposed as part of the Specific Plan could result in the City of San Bruno not diverting 50 percent of its waste from landfills as mandated under AB 939 (the California Integrated Waste Management Act).	E.6: Prior to the issuance of building permits, the City of San Bruno shall require that all designs for residential and commercial development within the Specific Plan area include adequate storage space for projected recyclable and compostable materials. The City shall require adequate storage space on each floor of each building and in its enclosed garbage areas, as well as adequate loading space, to accommodate the City of San Bruno's recycling program.	Less than Significant
E.7: Demolition in the Specific Plan area and construction of the development proposed for the Specific Plan area could result in the City of San Bruno not meeting the waste diversion requirements of the California Integrated Waste Management Act (AB 939).	E.7: ~~During demolition and construction~~As a condition of project approval and before demolition and construction permits are issued, the City of San Bruno shall require the demolition and construction contractors to maximize diversion of materials remaining from the demolition of structures and the byproducts of construction. The City shall require that project sponsors work with the City of San Bruno's Public Works Department and submit ~~to develop~~a recovery plan for maximizing diversion of construction and demolition materials associated with construction of any project in the Specific Plan area, so that at least 50 percent of the demolition debris is, if feasible, recycled or can be used as alternative landfill cover.	Less than Significant
Public Services		
F.1: The project could result in an incremental increase in calls for City of San Bruno fire protection and emergency medical response calls.	F.1: The City of San Bruno shall install signals that can be pre-empted by fire protection or emergency medical response vehicles. Developers shall contribute a "fair share" portion of the cost of these pre-emptive signals as determined by the City of San Bruno.	Less than Significant

TABLE S.1 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
F.4: Development proposed as part of the Specific Plan could result in an increase in enrollment at Allen Elementary School, Parkside Intermediate School, and Capuchino High School.	F.4: The City of San Bruno shall coordinate payment to the appropriate school districts of the school impact fee required by California Senate Bill 50.	Less than Significant
Biological Resources		
G.1: Development proposed as part of the Specific Plan could result in the removal of, or root damage to, 294 street trees, of which 48 percent constitute tree groves, as defined by the City of San Bruno Tree and Planting Ordinance.	**G.1.a:** The City of San Bruno, to the extent feasible, will avoid removal of, or damage to all street trees, as designated by the City of San Bruno Tree and Planting Ordinance.	Less than Significant

TABLE S.1 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	G.1.b: In the event that tree removal is required, a tree removal permit would be obtained from the City of San Bruno. The City would assure that the conditions contained within the appropriate tree removal permit would be followed. The following measures are also applicable for removed trees. • Tree removal at the U.S. Navy site will not occur during March through June without a bird survey to determine that the tree is unused during the breeding season by avian species that are protected under California Fish and Game Codes 3503, 3503.5, and 3511. If bird species are detected, the District will obtain the necessary permits from California Fish and Game, and will comply with permit conditions for protecting these species, which will likely involve seasonal avoidance or construction "exclusion zones" around nest sites. • A qualified biologist shall conduct bat surveys at the U.S. Navy site prior to construction to determine whether any mature trees that would be removed due to project construction provide hibernacula or nursery colony roosting habitat. Exclusion should be conducted at specific times of the year. Winter roosts are generally occupied between October 15 and January 30, and maternity colonies are generally occupied between February 15 and July 30. Therefore, exclusion, if required, should be conducted generally between August 1 and October 15 and between February 1 and February 14. If bats are using trees that need to be removed, the roosting season of the colony should be determined and the removal of the tree conducted when the colony is using an alternate roost.	Less than Significant

TABLE S.1 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	• The City of San Bruno will require replacement of all removed street trees with native trees and will require that the replaced trees be incorporated into a landscape plan for site development that is submitted to the City for review and approval. • The City of San Bruno shall require the project sponsor to relocate or replace all trees within the footprint of development proposed at the U.S. Navy site; trees that cannot be relocated or replaced on-site must, to the extent feasible, be replaced at a ratio of two trees to every one tree removed (2:1) off-site.	
Air Quality		
H.1: Fugitive dust generated by construction and demolition activities under the proposed Specific Plan could result in health and nuisance-type impacts in the immediate vicinity of individual construction sites.	**H.1.a:** The City shall condition approval of individual development proposals under the Specific Plan on implementation of an appropriate dust abatement program, patterned after the BAAQMD approach described herein.	Less than Significant
	H.1.b: In the case where a specific development proposal under the Specific Plan would entail the demolition of a building containing asbestos materials, the City shall require that the project sponsor consult with BAAQMD staff concerning the specific requirements of BAAQMD Regulation 11, Rule 2.	Less than Significant

TABLE S.1 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Noise		
I.1: Development under the proposed Specific Plan would result in temporary noise impacts related to construction activities.	**I.1:** Noise-generating construction activities shall be limited to reasonable daytime hours, such as between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, and 8:00 a.m. and 6:00 p.m. on Saturdays and Sundays. Information concerning construction-related activities and construction hours should be distributed throughout the affected areas and incorporated into the City of San Bruno web site. Following completion of residential development proposed as part of the Specific Plan, heavy construction activities would be prohibited on Saturdays and Sundays.	Less than Significant
I.3: Under the Specific Plan, new noise-sensitive uses could be developed in areas where noise levels are unacceptable for such uses.	**I.3.a:** The City shall require noise insulation for all residential development proposed under the Specific Plan that would be located in areas where noise, due to aircraft noise impacts, exceeds 65 dBA CNEL, as identified in the most recent version of the San Mateo County CLUP. Noise insulation should be sufficient such that interior noise levels do not exceed 45 dBA, as required under Title 24.	Less than Significant
	I.3.b: All development under the proposed Specific Plan shall be constructed to comply with the relevant noise insulation standards contained in Title 24 of the California Code of Regulations (Part 2, Appendix Chapter 12A).	Less than Significant

TABLE S.1 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	I.3.c: The City shall require all sponsors of new dwelling units (residential and senior housing units) within the Specific Plan area to record a notice of Fair Disclosure, regarding the proximity of the proposed development to San Francisco International Airport and of the potential impacts of aircraft operation, including noise impacts, as per the recommendations contained in the Final Report of the 1998 San Mateo County Civil Grand Jury.	Less than Significant
Historic Resources		
K.1: The development proposed as part of the Specific Plan would result in the demolition of potential historic resources at the U.S. Navy site and within the El Camino Real improvements right-of-way. This could be a significant impact.	**K.1:** The City of San Bruno will: • Fully evaluate and document the existing buildings at the U.S. Navy site, individually and collectively, as a part of the City of San Bruno's Historical Properties Survey, being conducted by the San Mateo County Historical Association. • Work with the U.S. Navy to establish a permanent and publicly visible plaque or other permanent marker that commemorates the role the site played in San Bruno's history.	Less than Significant

TABLE S.1 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Hazardous Materials		
L.1: Development proposed as part of the Specific Plan could result in the inadvertent exposure of construction workers, site residents or the environment to hazardous substances.	**L.1.a:** The City of San Bruno shall require that prior to renovation or demolition of any existing structures, the applicable project sponsor would be responsible for properly removing confirmed asbestos containing materials. Asbestos abatement will be conducted prior to demolition of existing buildings. All identified asbestos-containing materials will be removed and appropriately disposed of by a state certified asbestos contractor, pursuant to an asbestos abatement plan developed by a state-certified asbestos consultant.	Less than Significant
	L.1.b: The City of San Bruno shall require that, prior to demolition, a lead-based paint survey will be conducted prior to demolition and renovation activities in accordance with state, regulations. If peeling or stratified LBP in excess of 1,000 parts per million is identified during the survey, such paint will be abated in accordance with state regulations prior to demolition. If abatement of LBP is required, post-abatement soil sampling shall be performed to ensure that no remnant lead contamination exists in the soil prior to site development.	Less than significant

TABLE S.1 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	L.1.c: The City of San Bruno shall certify that proper removal and disposal of transformers and light tubes has been completed, and subsequent to removal, the City of San Bruno shall require the project applicant to submit the results of soil sample tests prior to any demolition or excavation. Any leaks must be contained to prevent release and exposure, and then eliminated. If construction excavation or grading elsewhere on the site exposes soils that exhibit indications of contamination from substances such as petroleum or PBCs, the soil will be segregated in accordance with applicable federal and state regulations and properly disposed.	Less than significant
	L.1.d: The City of San Bruno will require all proposed project sponsors to submit a Phase II report, and subsequent reports as may be required by the City of San Bruno, completed no more than 18 months prior to approval of a proposed project by City Council to assure no additional contamination is present from overlooked USTs or other unknown sources. The City of San Bruno will require that any project sponsor incorporate the recommendations of the Phase II report into the design of the proposed project.	Less than Significant
	L.1.e: Drums and other containers on the project site that contain liquids or solids shall be categorized and recycled, or disposed of appropriately. Segregation, labeling, shipment and disposal will be conducted by a state-certified hazardous materials contractor, and in accordance with federal and state disposal regulations.	Less than Significant

TABLE S.1 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
C. LESS THAN SIGNIFICANT IMPACTS		
Population		
A.1: Development proposed as part of the Specific Plan would result in an increase in the residential population of the City of San Bruno.	None required.	[Not applicable]
A.2: Development proposed as part of the Specific Plan would result in an increase in the number of employees in the Specific Plan area on weekdays.	None required.	[Not applicable]
Land Use, Plans and Policies		
B.1: Development proposed as part of the Specific Plan could physically divide an established community.	None required.	[Not applicable]
Traffic, Circulation and Parking		
D.1: Development proposed as part of the Specific Plan would generate an increase in traffic volumes through area intersections and on area roadways.	None required.	[Not applicable]
D.2: Development proposed as part of the Specific Plan would generate an increase in transit use.	None required.	[Not applicable]

TABLE S.1 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Public Utilities		
E.1: The Specific Plan would result in an increase in the number of sanitary sewer customers in the City of San Bruno.	None required.	[Developers would be required to pay the City of San Bruno's existing impact fees for the proportionate cost of improvements. In addition, *see* existing Mitigation Measures in the San Bruno Redevelopment Project Area Plan EIR and in Appendix C – Initial Study of this EIR]
E.2: The Specific Plan would result in increased use of the City's storm drain system.	None required.	[Developers would be required to pay the City of San Bruno's existing impact fees for the proportionate cost of improvements. In addition, *see* existing Mitigation Measures in the San Bruno Redevelopment Project Area Plan EIR and in Appendix C – Initial Study of this EIR]
E.3: The Specific Plan would result in an increase in water use in the City of San Bruno.	None required.	[Developers would be required to pay the City of San Bruno's existing impact fees for the proportionate cost of improvements.]
E.4: The Specific Plan would increase the amount of solid waste disposed by the City of San Bruno at the Ox Mountain Sanitary Landfill.	None required.	
E.5: The Specific Plan would require the relocation of some PG&E lines and facilities.	None required.	[Developers would be required to pay the cost of upgrading gas and electrical service at the U.S. Navy site and adjacent commercial strip; costs may include off-site improvements.]

TABLE S.1 (continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Public Services		
F.2: The Specific Plan would result in an increase in the number of calls for police protection services.	None required.	[The Specific Plan would require that office and hotel developments provide building security personnel.]
F.3: The Specific Plan would result in an increase in the number of card holders at the San Bruno Public Library.	None required.	[Developers would be required to pay the City of San Bruno's existing impact fees for its proportionate impact on services.]
F.5: The proposed Specific Plan would result in an incremental increase in the number of park users at Commodore Park.	None required.	[Developers would be required to pay the City of San Bruno's existing impact fees for its proportionate impact on services.]
Noise		
I.2: Project-generated vehicle traffic associated with the Specific Plan would result in an increase in ambient noise levels on local roadways.	None required.	[Not applicable]
Aesthetics		
J.1: ~~The project~~Development proposed as part of the Specific Plan would result in a change in the visual character of the project site and surrounding area as a result of the demolition of the on-site structures and construction of the proposed buildings.	None required.	[Adequate design guidelines are included as part of the Specific Plan]
J.2: ~~The proposed project~~Development proposed as part of the Specific Plan would alter views near the project site.	None required	[Not applicable]

CHAPTER I: INTRODUCTION

Page I-1 – The second and third sentences of the first paragraph are revised to incorporate the proposed improvements to El Camino Real:

> The City is the lead agency for this EIR, which examines the overall effects of the proposed U.S. Navy and Its Environs Specific Plan (referred to throughout this document as the "Specific Plan"), and proposed improvements to the segment of El Camino Real (State Route 82) generally located between Sneath Lane and Interstate 380 (I-380), adjacent of the Specific Plan's eastern perimeter (referred to as the "El Camino Real improvements"). The purpose of this EIR is to~~and~~ indicate~~s~~ the steps needed to avoid any unnecessary significant adverse environmental effects of these proposed projects. [Staff initiated]

Page I-2 – The first sentence of the first paragraph is revised primarily to reflect the elimination of a portion of the Peninsula Place condominium complex from the Specific Plan area, as follows:

> The Specific Plan proposes development of 21.5 acres of ~~a 56~~the 52-acre Specific Plan area~~;~~. ~~all of~~ The entire 21.5 acres proposed for development ~~which~~ would also fall within the boundaries of the San Bruno Redevelopment Plan Project Area ("Redevelopment Plan Project Area").... [Staff initiated]

Page I-3 – A paragraph is added to the end of Section A, *ENVIRONMENTAL REVIEW*, to incorporate the proposed improvements along El Camino Real, between Sneath Lane and I-380, as follows:

> The analysis of the proposed El Camino Real improvements is based on a Preliminary Environmental Study (PES) completed by the City of San Bruno on September 25, 2000, and the results of a field survey conducted by the California Department of Transportation (Caltrans) on October 26, 2000. [Staff initiated]

Page I-4 – The first and third sentences of Section C, *APPROACH TO ANALYSIS*, are revised to incorporate the proposed improvements along El Camino Real, as follows:

> This EIR for the U.S. Navy Site and Its Environs Specific Plan ("Specific Plan") in San Bruno, California analyzes the environmental effects of the implementation of the Specific Plan and the proposed El Camino Real improvements. ... With certain exceptions (such as the proposed El Camino Real improvements), the EIR does not analyze site-specific effects of subsequent development projects, which have not been determined and are not known at this time. ... [Staff initiated]

Page I-4 – An additional sentence is added after the first sentence of the third paragraph of Section C, *APPROACH TO ANALYSIS*, to incorporate a scenario that examines the impact of not receiving Caltrans approval for the proposed improvements along El Camino Real, as follows:

...This EIR also analyzes a second potential development scenario that could occur if the proposed El Camino Real improvements are not approved by Caltrans. ...

Page I-5 – The first paragraph of Section D, *PROJECT OVERVIEW AND BACKGROUND*, is revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium complex from the Specific Plan area, as follows:

> The U.S. Navy Site Specific Plan is proposed for an irregularly-shaped, geographically cohesive project area that encompasses ~~56~~52 acres within the City of San Bruno. The site is generally bounded by Sneath Lane and privately held lands to the north, El Camino Real and Tanforan Park Shopping Center to the east, I-380 and the Bayhill Office complex to the south, and Cherry Avenue and a large ~~portion of a~~ condominium complex to the west. [Staff initiated]

Page I-5 – The first sentence of the second paragraph of Section D, *PROJECT OVERVIEW AND BACKGROUND* is revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium complex and to correct a factual error, as follows:

> The Specific Plan would encompass the approximately 20-acre U.S. Navy Facility (referred to hereinafter as the "U.S. Navy site") clustered on the eastern half of the site, a neighborhood commercial strip adjacent to the U.S. Navy site, a National Archives (Pacific Region), Commodore Park, two public schools, ~~a portion of a condominium complex,~~ a ~~six~~five-building office park, and an above-ground segment of San Bruno Creek. ... [Staff initiated]

Page I-6 – A paragraph is added to the end of Section D, *PROJECT OVERVIEW AND BACKGROUND*, to point out that the proposed improvements along El Camino Real were part of the underlying assumptions used in the analysis of portions of the EIR, as follows:

> The Specific Plan assumes access to El Camino Real, the Tanforan Park Shopping Center, and the BART station east of the shopping center. The improvements proposed for El Camino Real are assumed in both this EIR as well as in the San Bruno Redevelopment Project Area Plan EIR, and these improvements provide the underlying assumption in the traffic and air quality analysis for both documents. [Staff initiated]

Page I-9 – A sentence is added to the end of the first paragraph of Section G, *PROJECT APPROVAL PROCESS*, to further explain why the improvements along El Camino Real have been incorporated in this EIR, as follows:

> ... Because the Specific Plan relies on the El Camino Real improvements, these improvements are also included in this EIR, in order to complete the environmental assessment and to expedite, to the extent feasible, the approval of these improvements by Caltrans. Caltrans has indicated to the City of San Bruno that this EIR can be used to complete the environmental assessment. [Staff initiated]

Page I-10 – Table I.1 is revised to reflect more current information concerning the Specific Plan approval process:

TABLE I.1
CITY OF SAN BRUNO
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN ADOPTION PROCESS

Key Step	Date	Status
Notice of Preparation of a Draft Environmental Impact Report filed with the California State Clearinghouse.	September 1, 1999	Completed
Last Day to Comment on the Notice of Preparation	October 9, 1999 (no later than 30 days after receipt of the Notice)	Completed
Notice of Completion and initiation of 45-day public review period.	October 27, 2000	In process
CAC recommendation to the Planning Commission	November 2, 2000	To be completed
Planning Commission review ~~and recommendation to City Council~~	November 7, 2000 November 21, 2000 December 5, 2000	To be completed
Planning Commission review and recommendation to City Council	December 19, 2000	To be completed
City Council hearing and review of public comments	December 12, 2000	To be completed
City Council adopts Specific Plan and General Plan Amendments	January 9, 2001	To be completed

SOURCE: City of San Bruno; Environmental Science Associates.

[Staff initiated]

CHAPTER II: PROJECT DESCRIPTION – REVISIONS AND ADDITIONS

Page II-1 - The first paragraph is revised as follows:

> The City is the lead agency for this EIR, which examines the overall effects of the proposed U.S. Navy and Its Environs Specific Plan (referred to throughout this document as the "Specific Plan"), and proposed improvements to the segment of El Camino Real (State Route 82) generally located between Sneath Lane and Interstate 380 (I-380), adjacent of the Specific Plan's eastern perimeter (referred to as the "El Camino Real improvements"). The purpose of this EIR is to~~and~~ indicate~~s~~ the steps needed to avoid any unnecessary significant adverse environmental effects of these proposed projects. [Staff initiated]

Page II-1 - A heading is added following *A. PROJECT OBJECTIVES*, as follows:

> **A. PROJECT OBJECTIVES**
>
> U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN [Staff Initiated]

Page II-1 - The first sentence of the third paragraph is revised, as follows:

> The City of San Bruno's objectives for the Specific Plan and the El Camino Real improvements are to: [Staff initiated]

Page II-2 - The headings for *B. PROJECT LOCATION AND SITE LOCATION DESCRIPTION*, are revised as follows:

> **B. PROJECT LOCATION AND SITE LOCATION DESCRIPTION**
>
> SPECIFIC PLAN AND EL CAMINO REAL IMPROVEMENTS VICINITY [Staff Initiated]

Page II-3 – Figure II.1 is revised to incorporate the proposed El Camino Real improvements. The revised Figure II.1 is incorporated in this FEIR at the end of Chapter II. [Staff initiated]

Page II-5 – Figure II.2 is revised to eliminate the 136-unit portion of Peninsula Place from the Specific Plan area, and to incorporate the proposed El Camino Real improvements. The revised Figure II.2 is incorporated in this FEIR at the end of Chapter II. [Staff initiated]

Page II-6 - The first paragraph is revised, and a new paragraph added to the end of the second paragraph to incorporate changes to the project, to reflect the addition of a portion of the Peninsula Place condominium complex to the vicinity of the Specific Plan area and to incorporate the proposed El Camino Real improvements in this EIR, as follows:

The western perimeter of the Specific Plan area is bounded by ~~Cherry Avenue. A condominium complex with 872 units straddles Cherry Avenue; 136 units are within the Specific Plan area and the remaining 736 units are directly across Cherry Avenue, outside of the Specific Plan area.~~ Peninsula Place, a condominium development with 872 units in over 70 buildings straddles Cherry Avenue. The complex includes approximately 201 studios, 476 one-bedroom units, and 195 two-bedroom units. Each unit is deeded one parking space, for a total of approximately 872 resident parking spaces, located on the first floor of each building. The complex also provides a limited number of guest parking spaces, is landscaped and includes a swimming pool area. Entrances are located along northbound Cherry Avenue, and along Commodore Drive. A fenced, open segment of San Bruno Creek runs along the eastern perimeter of the complex.

The northwestern perimeter is bordered by the Airport Trade Center, a five building complex, and a medical building and the property owned by the religious organization, noted above.

EL CAMINO REAL IMPROVEMENTS

As a part of the project, improvements to El Camino Real would be implemented on a segment of El Camino Real located between Sneath Lane and I-380, within the city limits of the City of San Bruno, California. El Camino Real is part of the state highway system, and, as noted above, extends through several municipalities located on the western side of the San Francisco Bay. To the north of this segment of El Camino Real is Sneath Lane, a southwest-northeast thoroughfare that connects Skyline Boulevard (SR 35), I-280 and El Camino Real. Less than one half mile further north is the City of South San Francisco. To the east of this segment of El Camino Real is the 49-acre Tanforan Park Shopping Center. Further east is the San Bruno BART station now under construction. South of this segment of El Camino Real is the central San Bruno area, including its Civic Center and downtown areas. To the west is the U.S. Navy site and the entire Specific Plan area. Further west, uphill, are several residential neighborhoods.

[Staff initiated]

Page II-6 – The first and third sentences of the paragraph for *SPECIFIC PLAN AREA* are revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium complex from the Specific Plan area, as follows:

The Specific Plan area (see Figure II.3) consists of approximately ~~56~~52 acres, generally bounded by Sneath Lane to the north, El Camino Real to the east, I-380 to the south and Cherry Avenue to the west....The largest area, which covers nearly ~~34.5~~30.5 acres, is the area in which no new development is proposed.... [Staff initiated]

Page II-6 – The first sentence of the third paragraph is revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium complex from the Specific Plan area, as follows:

> The ~~34.5~~30.5-acre western and northern portions of the Specific Plan area are built-out and no development is proposed for these areas as part of the Specific Plan.... [Staff initiated]

Page II-6 – The first sentence of the fourth paragraph is revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium complex from the Specific Plan area, as follows:

> This portion of the Specific Plan area contains ~~seven~~six uses: the five-building San Bruno Office Center, ~~a 136-unit portion of Peninsula Place,~~ Palos Verde School, the Education Vocation Center, and the National Archives facility, all located north of Commodore Drive and easements that extend from the eastern end of Commodore Drive; Commodore Park, located south of Commodore Drive, and the U.S. Navy and Marine Corps Reserve Center. [Staff initiated]

Page II-7 – Figure II.3 is revised to eliminate the 136-unit portion of Peninsula Place from the Specific Plan area. The revised Figure II.3 is incorporated in this FEIR at the end of Chapter II.

Page II-8 – The first paragraph is deleted to reflect the elimination of the 136-unit portion of Peninsula Place from the Specific Plan area, as follows:

> ~~Peninsula Place, on Cherry Avenue between Sneath Lane and Commodore Drive, is a condominium development with 872 units in over 70 buildings. Straddling Cherry Avenue, the complex includes approximately 201 studios, 476 one-bedroom units, and 195 two-bedroom units. Each unit is deeded one parking space, for a total of approximately 872 resident parking spaces, located on the first floor of each building. The complex also provides a limited number of guest parking spaces. The 136-unit portion of the complex located within the Specific Plan area, east of Cherry Avenue, consists of six buildings. This portion of the complex also provides an estimated 50 guest parking spaces in surface lots along the northern and eastern perimeter. The development includes landscaping and a swimming pool area. Entrances are located along northbound Cherry Avenue, and along Commodore Drive. A fenced, open segment of San Bruno Creek runs along the eastern perimeter of the complex.~~ [Staff initiated]

Page II-11 – A new section is inserted following the section entitled *COMMERCIAL STRIP DEVELOPMENT AREA* to incorporate proposed improvements to El Camino Real, between Sneath Lane and I-380, as follows:

EL CAMINO REAL

Adjacent to the Specific Plan area, El Camino Real (SR82) is a six-lane roadway with a median strip. Between Sneath Lane and I-380, the roadway allows right turns only. From northbound lanes, vehicles may make a right turn into the Tanforan Park Shopping Center; from southbound lanes, vehicles may make right turns to the gas station, the medical office and the veterinarian office. While there are curb cuts, access to the U.S. Navy site from El Camino Real is blocked by a chain link fence. [Staff initiated]

Page II-12 – A new subheading is added following *C. PROJECT CHARACTERISTICS*, and the first sentence in the first paragraph of Section C is revised to incorporate proposed improvements along El Camino Real, as follows:

C. PROJECT CHARACTERISTICS

SPECIFIC PLAN

The proposed project is the Specific Plan, which is incorporated in this EIR as Appendix F, and improvements proposed along El Camino Real, between Sneath Lane and I-380. [Staff initiated]

Page II-13 – Figure II.4 is revised to eliminate Peninsula Place from the Specific Plan area and to indicate the revised locations of proposed land use designations. The revised Figure II.4 is incorporated in this FEIR at the end of Chapter II. [Response to Comment A-12 and staff initiated]

Page II-14 – Table II.2 is revised as follows:

TABLE II.2
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN
Development Assumptions – Voter Approval Required for Maximum Heights and Parking Structures (Rounded)

	No. of Units	Total Square Feet	No. of Parking Spaces	Maximum Height/No of Stories
Market Rate Residential	160		180	65 feet/ 4 stories (over parking)
Affordable Residential	50		55	65 feet/ 4 stories (over parking)
Assisted Senior/Senior Rental Residential	190		95	75 feet/ 6 stories
Office (2 buildings)		285,000 sq. ft.	810	90 feet/ 5 stories
Retail		20,000 sq. ft.	Not required[1]	Per Zoning
Commercial		15,000 sq. ft.	50-75[2]	Per Zoning
Hotel	~~400~~ Maximum of 500 rooms		~~340~~ Maximum of 425	90 feet/ 6 stories plus lobby (half level underground parking)
Total	Residential: 400 Hotel: ~~400~~ Maximum of 500 rooms	Office, Retail and Commercial: 320,000 sq. ft.	~~1530~~1615-1640	

1 Parking spaces not required for ancillary service.
2 No of parking spaces depends on office/commercial mix. Number of parking spaces could be one space per 200 sq. ft. for medical office space or banks to one space per 300 sq. ft. for general office.

SOURCE: City of San Bruno, ESA

[Staff initiated]

Page II-15 – The last paragraph is revised to incorporate changes to the project description as follows:

> The Specific Plan includes a new 100-foot wide entrance and roadway realignment from El Camino Real to Commodore Drive that includes a new internal roadway system, and ~~an east-west fire lane and~~ a pedestrian walkway. Roadway improvements would include landscaped median strips, and a landscaped buffer separating the proposed development from the Marine Corps Reserve Center. Roadway "A," on ~~an~~ a curving east-west axis, would connect El Camino Real with Commodore Drive. Buildings along Roadway "A" would include mixed commercial/residential structures, residential uses, office structures and the proposed senior assisted and senior rental housing. ~~the hotel and the residential~~

~~structures. Roadway "B," on a north-south axis, would replace the current headquarters buildings C-105, C-107 and B-102, and would connect Roadway "A" to the fire lane and pedestrian walkway. Buildings along Roadway "B" would include the hotel, garage, residential and office buildings.~~ A private driveway would connect the hotel and garage to the entrance. ~~The fire lane/pedestrian walkway would separate the office structures from the residential buildings, and would separate each office structure and each residential structure, producing a quadrangle that would also connect to each roadway, and would provide access to the roadway along the National Archives facility.~~ The SFPUC easement, located on a north-south axis, would border proposed office structures and would separate office uses from proposed residential structures along the southern side of Roadway "A." The project would include a slight realignment at the southern end of Commodore Drive, and a traffic signal at the intersection of Sneath Lane and Commodore Drive. [Response to Comment No. A-12]

Page II-16 – The second and third complete paragraphs are revised to incorporate changes to the project description and additional information concerning activities permitted under the Specific Plan.

Development proposed as part of the Specific Plan may include the demolition of the existing commercial buildings along the west side of El Camino Real, between Sneath Lane and I-380, adjacent to the U.S. Navy site. The City envisions one or more ~~new commercial~~mixed-use buildings for this area, totaling ~~15,000~~30,000 sq. ft., which could include commercial and residential uses. ~~would be built on these adjacent properties.~~ The Specific Plan land use designation for this commercial strip is *Neighborhood Retail.* Development would meet Zoning Ordinance requirements. Permitted uses include restaurants; personal services; miscellaneous retail; finance, insurance and real estate offices; and similar uses. Conditional uses include service stations, medical/dental and professional offices, and other similar uses. Both permitted and conditional uses allow "any other use the planning commission finds is similar in nature, function or operation to the listed permitted uses." Maximum allowable height would be 50 feet or three stories, with a 15-foot minimum setback along El Camino Real, and a minimum lot size of 5,000 sq. ft. (6,000 sq. ft. for corner lots).

Development proposed as part of the Specific Plan would be anticipated to generate an estimated 533 residents and ~~between 1,902 and~~approximately 2,226 employees. [Response to Comment No. A-12 and staff initiated]

Page II-16 – An additional section describing the proposed El Camino Real improvements is added to the end of *C. PROJECT CHARACTERISTICS*, as follows:

EL CAMINO REAL IMPROVEMENTS

The City of San Bruno has applied to Caltrans to approve improvements along El Camino Real, between Sneath Lane and I-380. Because El Camino Real is State Route 82 and

part of the state highway system, the City has submitted a Project Study Report/Project Report ("PSR/PR") for review and approval. Figure II.5 provides a description of these proposed improvements. Construction would take place in two phases and would include the following:

- Widening El Camino Real, between Sneath Lane and I-380, approximately 11 feet on its easterly side;
- Widening eastbound Sneath Lane by 12 feet on its southerly side at the intersection of Sneath Lane and El Camino Real, and a four-foot median strip on each leg of the intersection;
- A new four-legged signalized intersection at the entrance/exit of Tanforan Park Shopping Center, the entrance to the U.S. Navy site, and the north- and southbound lanes of El Camino Real as follows:

  Northbound El Camino Real:
  One right turn only lane (into Shopping Center);
  Three through lanes;
  Two left turn lanes;

  Southbound El Camino Real:
  One combined through and right turn lane;
  Two through lanes;
  Two left turn only, (into Shopping Center);

  Westbound from Tanforan Park Shopping Center:
  One right turn only lane;
  One left turn only lane;

  Eastbound from U.S. Navy Site (Phase Two):
  One right turn only lane;
  One combined through and left turn lane.

The costs of Phase One construction would be funded by a combination of BART, the Congestion Management Agency, and developer funds. The costs of Phase Two construction would be funded solely by the developer of the U.S. Navy site.

The El Camino Real improvements would require minor adjustments to existing storm drainage systems, but is not anticipated to encounter any high risk utilities. The cost of relocating electroliers, water meters, fire hydrants, and other utility-related equipment would be paid for by the City of San Bruno, depending on existing franchise agreements.

The cost of the El Camino Real improvements would include the cost of providing new landscaping to replace landscaping removed as a part of the improvements. There are no structures located within the proposed new right-of-way.

The improvements are scheduled to be completed by December, 2001. [Staff initiated]

Page II-20 -- Figure II.5 is added to describe the proposed improvements along El Camino Real. The revised Figure II.5 is incorporated in this FEIR at the end of Chapter II. [Staff initiated]

CHAPTER III.A: POPULATION – REVISIONS AND ADDITIONS

Page III.A-5 – Table III.A.4 is revised to reflect the elimination of a portion of the Peninsula Place condominium place complex from the Specific Plan area, as follows:

TABLE III.A.4
RESIDENTIAL POPULATION DENSITIES, 1980 and 1990*
SPECIFIC PLAN VICINITY AND CITYWIDE

	Square Miles	1980 Population	1980 Population Density	1990 Population	1990 Population Density
Specific Plan Area	0.09 sq. mi.	~~211~~ ~~persons~~None[1]	2,344 ~~persons per sq. mile~~Not applicable	~~222~~ ~~persons~~None[1]	~~2,467~~ ~~persons per sq. mile~~Not applicable
Specific Plan Area and Vicinity[3~~2~~]	0.9 sq. miles	1,295 persons	1,440 persons per sq. mile	1,525 persons	1,695 persons per sq. mile
San Bruno	5.7 sq. miles	35,417 persons	6,214 persons per sq. mile	38,961 persons	6,835 persons per sq. mile

*2000 projections at a census tract level are not available.

1 ~~Based on 1980 U.S. Census average of 1.55 persons per household for U.S. Census Tract 6041.02 in 136 units. (~~The number of military personnel unknown and negligible.~~)~~

~~2 Based on 1990 U.S. Census average of 1.63 persons per household for U.S. Census Tract 6041.02 in 1365 units (number of military persons unknown and negligible).~~

3~~2~~ Consists of U.S. Census Tract 6041.02, which includes the Tanforan Park Shopping Center, the Towne Center Shopping Center, the Golden Gate National Cemetery, the U.S. Navy site, adjacent commercial and retail uses, the 872-unit Peninsula Place condominium complex, and the approximately 70-unit apartment complex.

SOURCE: Association of Bay Area Governments; California Department of Finance; U.S. Census; ESA.

[Staff initiated]

Page III.A-6 – Table III.A.5 is revised to correct an error in the total estimated weekday clients, visitors or students, in the last row, as follows:

Totals	556	~~1,037+ to~~ 1,077+

[Staff initiated]

Page II.A-7 – The text of Impact A.1 are revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium complex from the Specific Plan area, and the incorporation

of the proposed El Camino Real improvements, (with no change to the significance level of the impact) as follows:

> Development proposed as part of the Specific Plan could result in as many as 160 market-rate residential units, 50 affordable residential units and 190 assisted senior housing units, for a total of 400 residential units. An estimated ~~226~~four persons now live in the Specific Plan area~~; including 222 persons (at 1.63 persons per unit) in the 136-unit portion of the Peninsula Place condominium complex, and the~~ -- a four-member family that occupies the U.S. Navy site. The proposed new residential development would add an estimated 190 seniors (one person per unit), and an estimated 343 persons in the market-rate and affordable housing units (1.63 persons per unit), for a total of ~~755~~533 persons. At the completion of the proposed residential development, the total residential population in the Specific Plan area would be approximately 533 persons, or an estimated density of ~~8,389~~5,922 persons per square mile. This density would be approximately ~~144~~1 percent ~~higher~~lower than estimated densities for the City of San Bruno as a whole in 2000. ~~However, by 2020, the density of the Specific Plan area would only be 3 percent higher than the estimated citywide density.~~
>
> ~~Additionally, if the proposed residential development is factored into citywide densities, the 2000 residential density of San Bruno would increase from 7,368 persons per sq. mi. to 7,462 persons per sq. mi., an increase of only 1.2 percent. This increase in overall residential density in the City of San Bruno would be a less than significant impact.~~
>
> ~~A higher density for a small area is appropriate for the location in which the proposed residential development would be located. The development would be a Transit-Oriented Development, located within walking distance of a BART station, adjacent to an interstate highway (I-380) and an on-ramp, in a discrete area separated from less dense areas of San Bruno by major thoroughfares, a national cemetery, a regional shopping center, and adjacent high density housing. The concentrated higher density would not make use of lands formerly set aside for open space or recreational purposes, nor would it place high density use in the midst of an area designated for single-family dwellings.~~
>
> ~~Lastly, f~~Future residential development in the Specific Plan area would be constrained by the density specifications and the land use restrictions in the Specific Plan. As a result, no further residential development would be permitted under the Specific Plan. Residential development near the Specific Plan area would also be constrained by existing development that includes the Tanforan Park Shopping Center, the Golden Gate National Cemetery, the Federal Archives and a 872-unit condominium complex. These existing uses are constrained by the San Bruno General Plan and the San Bruno Zoning Ordinance.
>
> The proposed El Camino Real improvements would not result in the demolition of any residences or other structures, and would not result in the construction of any residences or other structures. Because the improvements are proposed for a small segment of

El Camino Real, and directly linked to an existing shopping mall and a development site constrained by the proposed Specific Plan, the improvements would not directly or indirectly result in population increases in the City of San Bruno.

Because of the ~~proposed location of the residential development, the~~ small increase in citywide density that would result, the restrictions placed on further residential development by the Specific Plan, and the nature of nearby land uses, the increase in the residential population in the Specific Plan area would result in a less than significant increase in San Bruno's residential population.

[Staff initiated]

Page III.A-8 and III.A-10 – The first and third paragraphs of Impact A.2 are revised to incorporate a change to the project description that replaces a proposed range of hotel rooms with a maximum on the number of hotel rooms, as follows:

Including the 157 employees at the U.S. Navy site, an estimated 556 persons currently work in the Specific Plan area on weekdays. Development in the Specific Plan area would result in an estimated ~~1,900 to~~2,225 persons (number rounded) working in the Specific Plan area, an increase of approximately ~~1,346 to~~1,670 employees, excluding any potential daily visitors to the site. Table III.A.6. lists the anticipated number of employees in the Specific Plan area, following completion of the development anticipated by the Specific Plan. This would represent an estimated ~~242 percent to~~300 percent increase in the number of employees in the Specific Plan area.

...

The City of San Bruno currently has an estimated 16,500 jobs (ABAG, 1999). Between 1990 and 1995, the City of San Bruno lost an estimated 620 jobs, one of the highest losses in San Mateo County,[2] but regained 1,790 jobs between 1995 and 2000, for a net gain of 1,170 jobs. Development proposed as part of the Specific Plan would increase the number of jobs above 2000 levels by ~~9 percent to~~11 percent. By 2020, ABAG estimates that the number of jobs in San Bruno will have increased by 16 percent to 19,180 jobs. The ~~1,500 to~~1,835 (numbers rounded) additional jobs generated by development in the Specific Plan ~~are~~would be well within the ABAG forecast....

[Staff initiated]

Page III.A-9 – The last three rows of Table III.A.6 are revised to incorporate a change to the project description that replaces a proposed range of hotel rooms with a maximum on the number of hotel rooms, as follows:

[2] The cities that lost more jobs include San Mateo (1,600 jobs), Burlingame (980 jobs) and Belmont (640 jobs) (ABAG, 1999).

Hotel	Proposed	Regional Commercial	~~300 to~~Maximum of 625 Employees
	New Development Subtotal		~~1,508~~ Maximum of 1,833 Persons (undetermined number of visitors)
	GRAND TOTAL		~~1,902~~ 2,226 persons

CHAPTER III.B: LAND USE, PLANS AND POLICIES – REVISIONS AND ADDITIONS

Page III.B-1 – The first paragraph is revised to reflect the elimination of a portion of the Peninsula Place condominium complex from the Specific Plan area, and the incorporation of the proposed El Camino Real improvements in the EIR, as follows:

> The U.S. Navy Site and its Environs Specific Plan ("Specific Plan") encompasses approximately ~~56~~52-acres in a northern portion of the City of San Bruno, generally bordered by Sneath Lane and I-380 (north and south), and Cherry Avenue and El Camino Real (east and west). Specifically excluded from this quadrangle are properties in the northwestern portion that belong to a religious organization, ~~and~~ some commercial properties along Sneath Lane, north of Commodore Drive, and the 136-unit portion of the Peninsula Place condominium complex. The El Camino Real improvements are limited to the segment between Sneath Lane and I-380. [Staff initiated]

Page III.B-1 – A sentence is added to the end of the third paragraph to summarize the proposed El Camino Real improvements, as follows:

> ...The El Camino Real improvements include widening along its eastern perimeter, into an existing portion of the Tanforan Park Shopping Center. [Staff initiated]

Page III.B-2 – A paragraph is added to the end of the section entitled *Specific Plan Area* to incorporate a description of the historic development of El Camino Real, as follows:

> **El Camino Real**
>
> El Camino Real, or the King's Highway, has been in use as a roadway at least as early as the mid-1700's when it was used to connect the missions and the western Bay area to the center of the Spanish government in Monterey. (Because El Camino Real crosses areas once at the edge of the Bay that include creeks and wetland areas, the roadway was likely part of a system of trails/roadways in existence before the arrival of the Spanish explorers.) Early development of the City of San Bruno took place along El Camino Real, taking advantage of the importance of El Camino Real to trade along the Peninsula, and travel to and from San Francisco. Other cities also developed along El Camino Real, and later the railroad paralleled the El Camino Real roadway. Both sides of El Camino Real are bordered by paved sidewalks and street trees. [Staff initiated]

Page III.B-2 – The last paragraph is revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium complex, which is not reflected in the *Initial Study and Environmental Checklist Form* (Appendix C), from the Specific Plan area as follows:

> The Specific Plan area is surrounded by development (see Figure III.B.1), and the Specific Plan area is also developed. These land uses are described in detail in the *Initial Study and Environmental Checklist Form*, incorporated in this EIR as Appendix C (see *Project Description*, pages 4 through 18), although the Specific Plan now excludes the 136-unit portion of the Peninsula Place condominium complex. In addition, existing land uses are described in Section II, *Project Description*, of this EIR. [Staff initiated]

Page III.B-3 – A paragraph is added to the end of the page to reflect the incorporation of the proposed El Camino Real improvements in the EIR, as follows:

> *EXISTING LAND USES – EL CAMINO REAL, BETWEEN SNEATH LANE AND I-380*
>
> El Camino Real, between Sneath Lane and I-380, is a six-lane paved highway with a median strip. This segment is surrounded by existing development that includes an entrance and paved parking lot that are part of the 49-acre Tanforan Park Shopping Center along the eastern side. To the west is the U.S. Navy site and three existing commercial buildings (see Section II., *Project Description*). This segment currently does not allow left turns from its southbound or northbound lanes. A three-legged signalized intersection has been approved for the Tanforan Park Shopping Center entrance/exit, that would allow left turns from both northbound and southbound lanes. [Staff initiated]

Page III.B-3 – Figure III.B.1 is revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium place complex from the Specific Plan area, and to incorporate the proposed El Camino Real improvements. A revised Figure III.B.1 is incorporated in the FEIR at the end of Chapter II of the FEIR. [Staff initiated]

Page III.B-4 – The third paragraph is revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium place complex from the Specific Plan area, as follows:

> The General Plan Land Use Element designates ~~three~~two land uses within the Specific Plan area: ~~Residential – High Density;~~ Regional Community/Office; and Park/Open Space. These land uses are described in Table III.B.1, below. [Staff initiated]

Page III.B-5 – Table III.B.1 is revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium complex from the Specific Plan area, as follows:

TABLE III.B.1
LAND USES DESIGNATED BY THE 1984 GENERAL PLAN
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN AREA

General Plan Land Use Designation	Permitted Uses	Maximum Height and Densities	General Location	Existing Land Uses
~~Residential: High Density~~	~~Density of up to 30 units per acre.~~ ~~Permitted uses include multi-family structures; ancillary uses such as rooming and boarding houses; sanitariums, rest homes; uses related to residential use such as schools, churches, child care centers, tot lots.~~	~~*Maximum Height:* 35 ft.~~ ~~*Maximum Density:* 77.10 persons/acre (68.40 persons/acre in 2000)~~	~~Center area along the eastern border of the Specific Plan area~~	~~136-unit portion of 1000-unit condominium complex (Peninsula Place)~~
Regional Commercial/ Office	Intended for commercial and office uses that serve a market area greater than the community. Permitted uses include a large variety of retail sales, services, administrative and professional offices in an area easily accessible by vehicles and public transit.	*Maximum Height*: Regional Commercial – 50 ft. or 3 stories, whichever is less restrictive; Regional Office – 35 ft. but up to 50 ft. with use permit	Majority of land uses in the Specific Plan area	U.S. Navy Site, Federal Archives, two public schools, veterinarian, medical office, gas station
Parks/Open Space	Intended to provide recreational uses and open space for the general community. Permitted uses include public or private open space or recreation.	Subject to use permit	Strip along southeastern border of the Specific Plan area	Commodore Park

SOURCE: *City of San Bruno 1984 General Plan*, ESA.

[Staff initiated]

Page III.B-9 – The first full paragraph is revised to reflect the elimination of the 136-portion of the Peninsula Place condominium complex from the Specific Plan area, and to provide more detail, as follows:

> Although not specifically addressed by the General Plan, the Specific Plan area contains ~~136 units of condominiums (occupied) and~~barracks no longer occupied by military personnel, some of which have been converted to office uses. Currently the U.S. Navy site is occupied by one family of four and the barracks are either unoccupied or in use as offices. [Staff initiated]

Page III.B-9 – A section entitled *General Plan Circulation Element* is inserted at the end of the section entitled *General Plan Housing Element*, as follows:

General Plan Circulation Element

San Bruno's General Plan Circulation Element "identifies current traffic, circulation, parking problems, presents 1983 traffic counts for City arterials and adjoining freeways, and discusses relevant regional transportation plans" (p. 132). The Circulation Element states that while it recommends no new facilities, commuter traffic will continue to be the predominant circulation problem, impacting San Bruno Avenue, El Camino Real and the Sneath Lane/El Camino Real intersection. While most traffic circulation problems occur during the AM peak and PM peak commute hours, there is also a two hour non-peak period from 11 a.m. to 1:00 p.m. that experiences "heavier than average traffic" (p. 133). The Circulation Element looks to public transportation as a solution to easing traffic on certain portions of the San Bruno network.

El Camino Real, or State Route 82 (SR82), is described as a major six-lane boulevard that is also a state highway, with a 16-foot wide median strip and left turn lanes at major intersections. In 1983, El Camino Real averaged 38,500 daily trips, with no problems "except at major intersections" (p. 137). Sneath Lane is described as a two- to four-lane arterial linking Skyline Boulevard, El Camino Real, I-280 and Huntington Avenue. In 1983, Sneath Lane averaged 25,500 vehicles at the intersection of Cherry Avenue, and 25,860 vehicles at El Camino Real. I-380 is a six- to ten-lane freeway that connects I-380 and I-101, and provides direct access to the San Francisco International Airport.

Traffic along El Camino Real now averages as much as 41,000 vehicles per day (north of I-380). Current traffic volumes are discussed in more detail in Section III.D., Traffic, Circulation, and Parking.

Several of the goals and policies found in the Circulation Element are relevant to the development proposed as part of proposed project:

Policy 1: Provide for public safety and efficient operation in the planning, construction and maintenance of circulation facilities. Improve existing facilities building new ones.

Policy 2: Anticipate specific circulation needs and make improvements.

Policy 3: Through the environmental review process, identify and analyze traffic impacts and circulation needs associated with new development. Mitigate identified impacts.

Policy 4: Design transportation programs and parking facilities to be compatible with adjacent land uses to minimize social and economic disruptions to residential and commercial neighborhoods, and to traffic circulation.

Policy 5: Attempt to reduce reliance on private automobiles, and encourage alternative transportation modes including pedestrian, bicycle, ride-sharing and transit.

Policy 9: Undertake periodic reviews of the status of area highway projects and improvements, San Francisco Airport expansion planning, and County and regional transit planning to enable the City to work effectively with area and regional circulation systems of which the City's transportation system is a part. Correspondingly, the City should make clear its position on new circulation proposals to other agencies having jurisdiction in or operating in or near San Bruno.

[Staff initiated]

Page III.B-10 – The second paragraph is revised to reflect the elimination of the 136-portion of the Peninsula Place condominium complex from the Specific Plan area, as follows:

The Specific Plan area falls within ~~four~~three zoning districts: ~~R-4, High Density Residential District;~~ C-N, Neighborhood Commercial; A-R, Administrative and Research District; and O, Open Space and Conservation District. The permitted uses and corresponding General Plan land use designations are described in Table III.B.2, below.

[Staff initiated]

Page III.B-10: A paragraph is added to the end of the section entitled, *City of San Bruno Zoning Ordinance*, that discusses the City of San Bruno's required Transportation System Management (TSM), as follows:

The San Bruno Zoning Ordinance, Chapter 12.150, *Transportation System Management (TSM) Program*, requires "every employer of (25) twenty-five or more employees, and a random sample of firms with less than (25) twenty-five employees" to complete and submit the results of a confidential survey to determine the number of employees at the work place, the city and zip code of each employee's residence, the round trip mileage of each employee from home to work, work hours, and the method used by each employee to commute to work. Employers with more than 25 employees must participate in the TSM Information Program, and employers of over 100 employees must prepare, implement and submit a TSM Program to the City of San Bruno. The goal of the TSM Program is to reduce single occupant vehicle commuting during peak traffic periods.

[Staff initiated]

Page III.B-11 – Table III.B.2 is revised to reflect the elimination of the 136-portion of the Peninsula Place condominium complex from the Specific Plan area, as follows:

TABLE III.B.2
ZONING DISTRICTS
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN

Zoning District	Permitted Uses	Conditional Uses	General Regulations	General Plan Land Use Designation
~~R-4, *High Density Residential District*~~	~~• Single-family dwellings and duplexes;~~ ~~• Apartments;~~ ~~• Accessory buildings and uses;~~ ~~• Small family day care homes;~~ ~~• Special residential care facilities.~~	~~• Conditional uses permitted in the R-1 district;~~ ~~• Roominghouses, boardinghouses;~~ ~~• Sanitariums, rest homes, convalescent homes;~~ ~~• Hospitals;~~ ~~• Landscape public or private lots when adjacent to any C district.~~	~~Min. building site: 5,000-6,000 sq. ft.~~ ~~Min. lot area per dwelling unit: 1,450 sq. ft.~~ ~~Min. useable open space: 200 sq. ft. per unit~~ ~~Max. coverage by structure: 60 percent~~ ~~Max. height: 50' or 3 stories, whichever is more restrictive~~	~~Residential – High Density (maximum 30 units per acre)~~
C-N, *Neighborhood Commercial District*	• Apparel and accessory stores; • Food stores; • Eating places; • Miscellaneous retail; • Finance, insurance and real estate offices; • Personal services (with exceptions); • Any use found to be similar.	• Drive-in eating places; • Automobile service stations; • Medical/dental and professional offices; • An use found to be similar.	Min. building site: 5,000-6,000 sq. ft. Min. lot dimensions: 50-60 feet wide Min. useable open space: Not applicable Max. coverage by structure: 60 percent Min. coverage by impervious material: 90 percent Max. height: 35 feet	Regional Community/Office

TABLE III.B.2 (continued)
ZONING DISTRICTS
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN

Zoning District	Permitted Uses	Conditional Uses	General Regulations	General Plan Land Use Designation
A-R, *Administrative and Research District*	• Printing, publishing and allied industries; • Manufacturing of electrical and electronic machinery, equipment and supplies; • Manufacturing of measuring, analyzing and controlling instruments; medical and optical goods, etc. • Business services; • Finance, insurance and real estate offices; • Administrative, professional, medical and dental offices; • Uses appurtenant to the above; • Printing/copy services, personal services.	• Specified in Chapter 12.84 (General Provisions, Conditions and Exceptions); • Car rental services (south side of W. San Bruno Ave.); • Any use found to be similar.	Min. building site: One acre Min. lot dimensions: 100 feet Min. useable open space: Not applicable Max. coverage by structure: 40 percent Min. coverage by impervious material: 80 percent Max. height: 40 feet	Regional Community/Office
O, *Open Space and Conservation District*	• Crop and tree farming.	• Public and private parks; trails; • Schools; • Cemeteries; • Other uses found to be consistent with the Open Space and Conservation Elements.	Min. lot area: One acre	Park/Open Space

[Staff initiated]

Page III.B-21 – The first and last sentences of the first paragraph are revised to reflect the elimination of the 136-portion of the Peninsula Place condominium complex from the Specific Plan area, and the incorporation of the proposed El Camino Real improvements in the EIR, as follows:

> The proposed El Camino Real improvement, particularly the ~~new~~proposed intersection on El Camino Real and the emphasis on transit-oriented development would link the site to the Tanforan Park Shopping Center and a new BART station across El Camino Real....Development proposed as part of the Specific Plan would also remove *de facto* barriers within the Specific Plan area for residents living west of Cherry Avenue, as well as residents living west of the Specific Plan area~~in the Peninsula Place condominium complex in the western portion of the Specific Plan area~~, by improving circulation and removing the barriers required for security at the U.S. Navy site. [Staff initiated]

Page III.B-21 – The text of Impact B.2 is revised to incorporate the inclusion of the proposed El Camino Real improvements as part of the EIR, as follows:

> **Impact B.2: Development proposed as part of the Specific Plan and the proposed El Camino Real improvements would conflict with the City of San Bruno General Plan and the City of San Bruno Zoning Ordinance. This would be a significant impact.** [Staff initiated]

Page III.B-22 – Table III.B.6 is revised to reflect changes in the project description. These changes are the same as the revisions to **Table II.2, Page II-14**, above. [Response to Comment A-12]

Page III.B-22 – The last sentence is revised to reflect the elimination of the 136-portion of the Peninsula Place condominium complex from the Specific Plan area, and to correct erratum, as follows:

> The City does not currently anticipate new development in the remaining ~~34.5~~ 30.5 acres of the Specific Plan, some of which is also located within the Redevelopment Plan Project Area. [Staff initiated]

Page III.B-23 – A sentence is added to the second paragraph for clarity, as follows:

> ...(Conformity with the CLUP is discussed in Section III.C., *Airport Safety.*) [Staff initiated]

Page III.B-23 – A paragraph is added after Mitigation Measure B.2 to reflect the addition of the proposed El Camino Real improvements to the EIR, as follows:

> The proposed El Camino Real improvements would meet goals of both the San Bruno Redevelopment Project for improving traffic circulation and , and goals of the Circulation Element for improving existing facilities. In addition, the El Camino Real improvements

would help meet Redevelopment Project goals for improving the U.S. Navy site. [Staff initiated]

CHAPTER III.C: AIRPORT SAFETY – REVISIONS AND ADDITIONS

Page III.C-2 – Figure III.C.1 is revised to incorporate the El Camino Real improvements. The revised Figure III.C.1 is incorporated in the FEIR at the end of Chapter II of the FEIR. [Staff initiated]

Page III.C-3 – The sixth sentence (second to last) is revised for clarity, as follows:

> ...Portions of the Specific Plan area are within the "horizontal surface" and the "approach surface:" of SFIA;...[Response to Comment No. D-3]]

Page III.C-4 – Figure III.C.2 is revised to reflect the elimination of a portion of the Peninsula Place condominium place complex from the Specific Plan area, and the incorporation of the proposed El Camino Real improvements in the EIR. A revised Figure III.C.2 is included at the end of Chapter II of the FEIR. [Staff initiated]

Page III.C-8 – The second and third paragraphs of the section entitled, *PLAN CONSISTENCY*, are revised to clarify the potential penetration of the FAR Part 77 "horizontal surface" at some locations within the Specific Plan area where the surface elevation is 71 feet AMSL or greater, as follows:

> Specific building heights under the proposed Specific Plan have yet to be determined. However, the maximum height of any of the proposed buildings would be 90 feet. The airport is at 11 feet above mean sea level (AMSL); San Bruno slopes upwards to the west. Based on U.S. Geological Survey topographic maps, the elevation of the U.S. Navy Specific Plan site is between roughly 50 and 75 feet AMSL where development would occur. At its closest point, the Specific Plan area is roughly 1.5 miles from Runway 10L-28R.
>
> The entire Specific Plan area falls within the "horizontal surface" of SFIA, where the height of objects cannot exceed 161 feet AMSL. The majority of the Specific Plan area, with the exception of the southwestern portion of the site where no development would occur, is also within ~~is within~~the "approach surface," which has a 40:1 height restriction.~~; only the southwestern portion of the site where no development would occur, falls within the "horizontal surface," where the height of objects cannot exceed 161 AMSL.~~ The "horizontal surface" height limitations condition the height of buildings within the Specific Plan area. Based on the maximum height of proposed buildings (up to 90 feet), proposed buildings could penetrate the FAR Part 77 "horizontal surface" at locations on the Specific Plan area where the surface elevation is 71 feet AMSL or greater. Most ~~and the distance from SFIA runways, none of the proposed uses would penetrate any of the FAR Part 77 height limits for SFIA. Therefore,~~ development assumed as part of the

Specific Plan would be at heights well below 90 feet and would be consistent with the imaginary surfaces defined in FAR Part 77 and adopted in the San Mateo County CLUP. The permissible building height is again the difference between the height of the horizontal plane (161 feet AMSL) and the ground elevation AMSL. To determine the consistency of individual projects under the Specific Plan, the maximum building height combined with the elevation above mean sea level at that site could not exceed 161 feet AMSL. [Response to Comment D-3]

Page III.C-10 – The text of Mitigation Measure C.1.a is revised as follows:

Mitigation Measure C.1.a: The City of San Bruno shall require that all building heights and associated roof structures proposed under the Specific Plan be considered with the height limitations defined by FAR Part 77. ~~Prior to construction,~~ Prior to issuance of any demolition or construction permits, the City of San Bruno shall require the project sponsors for any project within the Specific Plan area ~~shall~~to provide notification to the FAA via FAA Form 7460-1. (Identified in This Report)

[Response to Comment D-5]

CHAPTER III.D: TRANSPORTATION, CIRCULATION, AND PARKING – REVISIONS AND ADDITIONS

Pages III.D-2 and III.D-3 – Figures III.D.1 and III.D.2 are revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium place complex from the Specific Plan area, and to incorporate the proposed El Camino Real improvements. Revised Figures III.D.1 and III.D.2 are included at the end of Chapter II of this FEIR. [Staff initiated]

Pages III.D-6 and III.D-7 - Figures III.D.3 and III.D.4 are revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium place complex from the Specific Plan area, and to incorporate the proposed El Camino Real improvements. Revised Figures III.D.3 and III.D.4 are included at the end of Chapter II of this FEIR. [Staff initiated]

Page III.D-11 - Figure III.D.5 is revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium place complex from the Specific Plan area, and to incorporate the proposed El Camino Real improvements. A revised Figures III.D.5 is included at the end of Chapter II of this FEIR. [Staff initiated]

Page III.D-12 – The first two paragraphs are deleted to reflect the incorporation of the proposed El Camino Real improvements into the project description for this EIR, as follows:

~~Regional Routes of Significance~~

~~*El Camino Real Improvements between Sneath Lane and I-380 Westbound On-Ramps*~~

~~Several improvements are already planned along El Camino Real, between Sneath Lane and I-380, and are not part of the development proposed as part of the Specific Plan. These improvements include, the widening of the east side of El Camino Real to accommodate new exclusive right turn lanes. At the El Camino Real/Sneath Avenue Intersection, the east and west legs of Sneath Lane are to be modified to accommodate two left turn lanes, two through lanes, and one right turn lane. The southbound approach lanes are to be restriped in order to increase the width of the right turn lane. Dual left turn pockets will be added along southbound El Camino Real for access to Tanforan Park Shopping Center at the El Camino Real/Tanforan Park Shopping Center Entrance.~~

~~Additional improvements may be required by the City of San Bruno as part of a development agreement with potential developers. Near the current right-turn-in / right-turn-out driveway at El Camino Real and the Tanforan Park Shopping Center Entrance, a break in the median is to be added to enable full access to the new developments at the existing Navy Site. As a part of the development, the Navy property owner would be responsible for the installation of the fourth leg.) This intersection is to be signalized.~~

[Staff initiated]

Page III.D-14 - Figure III.D.6 is revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium place complex from the Specific Plan area, and to incorporate of the proposed El Camino Real improvements. A revised Figures III.D.6 is included at the end of Chapter II of this FEIR. [Staff initiated]

Page III.D-16 – The third paragraph is revised to reflect changes in the project description, as follows:

> The Project condition consists of the No Project condition plus potential changes in traffic volumes and roadway improvements proposed by the Specific Plan. Under the Project condition, the proposed project site would be developed with 285,000 square feet of office development, 210 ~~apartment~~residential units, 20,000 square feet of retail space to be located within the office complexes and/or the hotel, 15,000 square feet of commercial space, a 190-unit senior assisted-living/senior rental facility, and a 500-room (maximum) hotel. In addition, the Sneath Lane/Commodore Drive intersection would be signalized as part of the proposed project.
>
> [Staff initiated]

Page III.D-20 – A paragraph is added under the section entitled, *Parking Conditions*, to reflect the incorporation of the proposed El Camino Real improvements in this EIR, as follows:

The removal of parking spaces as a result of the expansion of El Camino Real has been assumed in this analysis, and would not have an impact on parking, since development proposed at Tanforan Park Shopping Center includes replacement parking spaces. [Staff initiated]

Page III.D-23 – Impact D.5, a less than significant impact, and Mitigation Measure D.5, a voluntary mitigation measure, are added after Impact D.4, to describe the impact if the proposed El Camino Real improvements are not approved by Caltrans, as follows:

Impact D.5: In the event the four-legged, signalized intersection along El Camino Real, approximately midway along the segment between Sneath Lane and I-380 is not approved by Caltrans as proposed in the Specific Plan within a reasonable time, access to and from the U.S. Navy site and El Camino Real would be provided by right turn only access via an existing driveway. This is a less than significant impact.

Caltrans must approve an Encroachment Permit for the installation of the four-legged, signalized intersection on El Camino Real (SR82), which the Specific Plan identifies as a critical access point to provide access to the Navy site. The City has submitted an application to Caltrans, in the form of a Project Study Report/Project Report ("PSR/PR") for review and approval. While approval is anticipated, in the event that Caltrans does not approve the four-legged, signalized intersection within a reasonable time, access to El Camino Real would have to be provided via an existing driveway on the U.S. Navy site slightly to the south of the planned intersection. This existing access point would allow right turns only between El Camino Real and the U.S. Navy site.

With access to El Camino Real restricted to right turns only, project traffic would be diverted, primarily to the intersection of El Camino Real and Sneath Lane. An intersection level of service analysis was conducted to evaluate the effects of this diverted traffic. Project traffic turning left to the site from El Camino Real was reassigned as either a northbound U-turn or left-turn at Sneath Lane (and turning right into the site or left from Sneath Lane into the site) and traffic turning left out of the project site was reassigned to turn right out of the project site on Sneath Lane and make a left-turn onto El Camino Real to head north. As discussed in Chapter V. Alternative 3 and summarized in Table V.8, intersection levels of service were recalculated at the intersection of El Camino Real and Sneath Lane with the added northbound U-turns/left-turns and eastbound left-turns. The level of service standard for this intersection is LOS E. The intersection is projected to operate at acceptable levels of service during the three weekday peak hours. It is projected to operate at LOS F during the weekend peak hour. However, the V/C ratio is less than the V/C ration for No Project conditions, indicating that this is a less-than-significant impact.

Although there is no significant impact to the traffic network, a contingent mitigation measure, subject to the consent of the owner of the U.S. Navy site, is proposed to permit

amendments to the Specific Plan to allow access to the U.S. Navy site via the existing driveway, if approval for the intersections cannot be obtained within a reasonable amount of time.

Mitigation Measure D.5: With the consent of the owner of the U.S. Navy site, in the event that Caltrans does not approve a Project Study Report/Project ("PSR/PR") (jointly or separately) for the four-legged, signalized intersection on El Camino Real within one year after adoption of the Specific Plan (or any later time if the owner of the Navy site requests a reasonable extension(s)), the City shall consider amending the Specific Plan to delete references to the four-way, signalized intersection and provide for right turn access to and from El Camino Real via the existing driveway.

Significance with or without Mitigation: Less than Significant.

[Response to Comment No. A-13]

CHAPTER III.E: PUBLIC UTILITIES – REVISIONS AND ADDITIONS

Page III.E-1 – A sentence is added to the end of the first paragraph of the section entitled, *INTRODUCTION*, to reflect the incorporation of the El Camino Real improvements into this EIR, as follows:

...The proposed El Camino Real improvements are not anticipated to affect the provision of public utilities. [Staff initiated]

Page III.E-4 – The last paragraph is revised to provide additional information, as follows:

The 173-acre Ox Mountain facility is a Class III landfill (nonhazardous waste) owned by Allied Waste Industries, Inc., located in Half Moon Bay. This facility is open from 8:00 a.m. to 4:00 p.m. for big rigs. All trucks are prohibited from making left turns across Highway 92 to the landfill until after 9:00 a.m. to avoid a.m. peak hour traffic. The Ox Mountain landfill is permitted to accept 3,598 tons of waste per day and, in 1997, received an average of 2,587 tons per day. . . . [Response to Comment No. G-4]

Page III.E-5 – The second sentence of the second full paragraph is revised to provide additional information as follows:

The 45-acre Hillside Landfill is also a Class III landfill owned by Amloc Companies, Inc. and Cypress Abbey Company, and operated by Cypress Amloc Land Company, Inc. Located in Colma, The Hillside Landfill is restricted from accepting wet garbage, and therefore accepts construction and demolition waste, residential dry rubbish, dry commercial waste, tires, bulky items and green waste. . . . [Response to Comment No. G-3]

Page III.E-8 – The third sentence of the last paragraph is revised for clarity as follows:

> Assuming residential uses at 1 person per senior assisted unit, and 1.63 persons per household for the other residential units,[3] the development proposed as part of the Specific Plan would generate an estimated 39,923 gallons of wastewater per day from proposed residences.... [Staff initiated]

Page III.E-9 – The first sentence of the first full paragraph is revised for clarity as follows:

> Development proposed as part of ~~T~~the Specific Plan would therefore result in an estimated increase in wastewater flows.... [Staff initiated]

Page III.E-13 – Table III.E.3 is revised to reflect changes to the project description, as follows:

[3] The Association of Bay Area Governments (ABAG) estimates that the current average household size for the City of San Bruno is estimated at 2.79 persons per household citywide (ABAG, 2000). However, the average household size in the U.S. Census tract in which the Specific Plan is located is estimated at 1.63 persons per household. This Census tract consist of apartments and condominiums, as would the residential development proposed as part of the Specific Plan.

TABLE III.E.3
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN
ESTIMATED SOLID WASTE (TONS PER YEAR)
FROM PROPOSED NEW DEVELOPMENT

Development Proposed by Specific Plan	No of Proposed Units, Square Feet or Rooms	CIWMB Disposal Rate: Tons/Employee-Resident/Year	Estimated No. of Residents or Employees	Estimated Tons of Solid Waste/Year
Market Rate Residential	160 units	0.44 tons per resident[1]	261 residents[2]	115 tons/year
Affordable Residential	50 units	0.44 tons per resident	82 residents	36 tons/year
Assisted Senior and Senior Residential	190 units	0.44 tons per resident	190 residents	84 tons/year
Office Buildings (2)	285,000 sq. ft.	2.04 tons per employee[4]	1,400 employees[3]	2,856 tons/year
Retail	20,000 sq. ft.	2.5 tons per employee[5]	57 employees[6]	142 tons/year
Commercial	15,000 sq. ft.	0.36 tons per employee[7]	43 employees[8]	1.5 tons/year
Hotel	~~400~~ Maximum of 500 rooms	1.17 tons per employee	~~100 to 150~~Maximum of 625 employees	~~117 to 176~~731 tons/year
Total				~~3,352 to 3,411~~Maximum of 3,966 tons/year

1 Based on 1997 Estimated disposal rates for California residents.
2 Based on projected average household size of 1.63, estimated for the U.S. Census tract in which the Specific Plan is located (1990).
3 Based on estimate of 275 sq. ft. per employee.
4 Using estimate for Finance/Insurance/Real Estate/Legal services.
5 Using estimate for restaurants (highest).
6 Based on estimate of 350 sq. ft. per employee.
7 Using estimate for Retail Trade – General Merchandise.
8 Based on estimate of 350 sq. ft. per employee.

[Staff initiated]

Page III.E-14 – The first paragraph is revised to reflect changes in the project description as follows:

As presented in Table III.E.3, development proposed as part of the Specific Plan could be anticipated to generate an estimated maximum of ~~3,350 to 3,410~~3,966 tons per year of solid waste, or (based on 312 operating days per year at the Ox Mountain Sanitary Landfill) an estimated stream of ~~10.8 to 10.9~~ a maximum of 12.7 tons of solid waste per day. In 1999, the City of San Bruno disposed of approximately 32,680 tons (91 percent of its solid waste) at the Ox Mountain Sanitary Landfill, and 3,168 tons (9 percent) at the Hillside Landfill. The additional ~~3,350 to 3,410 (rounded)~~ 3,966 tons per year, as a result of the development proposed as part of the Specific Plan, represents ~~an~~a maximum increase of ~~10.3 percent to 10.4 percent~~12.1 percent in San Bruno's total deposits at the Ox Mountain landfill. However, Hillside Landfill would likely be closed by the time proposed development is completed as part of the Specific Plan, and the waste disposed of at Hillside would have been added to the Ox Mountain deposits, making the total tonnage closer to 35,850 tons per year from San Bruno. The increase in San Bruno's waste stream disposed of at the Ox Mountain Sanitary Landfill as a result of the development proposed as part of the Specific Plan would be even less: a maximum of ~~9.3 percent to 9.5 percent~~11.0 percent. [Staff initiated]

Page III.E-14 – The third sentence in the second paragraph is revised to reflect changes in the project description, as follows:

...The potential increase to San Bruno's waste stream would represent an increase of approximately ~~0.4~~0.5 percent to the total tonnage received at the Sanitary Landfill.... [Staff initiated]

Page III.E-15 The first paragraph of Impact E.7 is revised to provide additional information concerning the amount of construction debris that could be generated by demolition at the U.S. Navy site, as follows:

...Both the demolition and construction debris would be removed from the site and most likely disposed of by truck at the Ox Mountain Sanitary Landfill, or the Hillside Landfill (if still open). (Demolition and construction debris could, however, be taken to any landfill in the Bay Area.) Although ~~the~~exact estimates of the amount of solid waste the development would generate are unknown, ~~the debris would be a substantial amount~~the demolition of approximately 30 structures at the U.S. Navy site would result in an estimated minimum of 8,200 tons of debris.[8] Implementation of the following mitigation measure could reduce any potential for this debris to result in the City of San Bruno being unable to meet the 50 percent diversion rate requirements of the California Integrated Waste Management Act.

[8] This estimate uses debris generation rates suggested by the Environmental Protection Agency and calculated by using a demolition debris rate of 101 lbs./sq. ft. for office buildings, 36 lbs./sq. ft. for warehouse buildings, 111 lbs./sq. ft. for single-family residences, and 358 lbs./sq. ft. for industrial buildings (Environmental Protection Agency, 1998). The U.S. Navy site encompasses a variety of structures, totaling approximately 160,000 sq. ft.

[Response to Comment No. G-3]

Page III.E-16 – Mitigation Measure E.7 is revised as follows:

> **Mitigation Measure E.7: ~~During demolition and constrution,~~As a condition of project approval and before demolition and construction permits are issued, the City of San Bruno shall require the demolition and construction contractors to maximize diversion of materials remaining from the demolition of structures and the byproducts of construction. The City shall require that project sponsors work with the City of San Bruno's Public Works Department and submit~~to develop~~ a recovery plan for maximizing diversion of construction and demolition materials associated with construction of any project in the Specific Plan area, so that at least 50 percent of the demolition debris is, if feasible, recycled or can be used as alternate landfill cover.** [Staff initiated]

Page III.E-17 – Additional references are added as follows:

> Environmental Protection Agency, *Characterization of Building-Related Construction and Demolition Debris in the United States*, http://EPA.gov/Region09/waste/solid/debris.htm, accessed December 13, 2000.
>
> Shirle, Greg, Health Services Department, San Mateo County, personal communication, December 13, 2000.
>
> [Response to Comment No. G-3]

CHAPTER III.F: PUBLIC SERVICES – REVISIONS AND ADDITIONS

Page III.F-1 – A footnote is added to the first sentence of the first paragraph to incorporate the El Camino Real improvements in this EIR, as follows:

> [1] The proposed El Camino Real improvements are not anticipated to impact the provision of public services, either operationally or during construction.
>
> [Staff initiated]

Page III.F-6 – The second paragraph is revised to incorporate a change to the project description as follows:

> This analysis assumes that the proposed 210 residential units could result in an estimated population of approximately 343 persons[7] and that the 190 units of assisted senior/senior housing would result in an estimated senior population of 190.
> [Response to Comment No. A-12]

Page III.F-7 – The first and fourth sentences of the first paragraph are revised to incorporate changes to the project description and the proposed El Camino Real improvements, as follows:

> Emergency access by emergency medical response personnel would be improved by athe proposed four-legged intersection at El Camino Real and an entrance from El

Camino Real, at a point approximately midway between the I-380 on-ramp and Sneath Lane....~~A new road~~An entryway, constructed along a north-south axis would provide immediate access to the hotel, parking garage, one of the office buildings and one of the residence towers.... [Staff initiated]

Page III.F-11 – The first sentence of the first paragraph of Impact F.5 is revised to reflect a change in the project description, as follows:

The proposed Specific Plan would result in development of 210 new residential units and an estimated 190 assisted senior/senior residential units with an estimated population of approximately 533 residents.... [Staff initiated]

CHAPTER III.G: BIOLOGICAL RESOURCES – REVISIONS AND ADDITIONS

Page III.G-1 – The first half of the second paragraph is revised to incorporate a recent tree evaluation within the proposed El Camino improvements right-of-way, as follows:

On October 12 and October 13, 1999, Environmental Science Associates (ESA) conducted a tree evaluation at the U.S. Navy and U.S. Marine Corps facilities in San Bruno, California, for the City of San Bruno. The tree evaluation included the U.S. Navy site, the adjacent U.S. Marine Corps Reserve Center, and the adjacent commercial strip along the western portion of El Camino Real. On December 12, 2000, ESA conducted a tree evaluation along the eastern portion of El Camino Real. This EIR document presents results for the U.S. Navy site and adjacent commercial strip only, and also includes the eastern and western portions of El Camino Real....

[Staff initiated]

Pages III.G-1 – The third paragraph is revised to reflect the incorporation of a tree evaluation performed within the proposed El Camino Real improvements right-of-way, as follows:

A total of ~~344~~372 trees were evaluated; an inventory of the surveyed trees is attached to this EIR as Appendix E. [Staff initiated]

Pages III.G-2 and III.G-3 - Figures III.G.1 and III.G.2 are revised to reflect changes in the location of proposed Specific Plan land use designations, and the incorporation of the proposed El Camino Real improvements. Revised Figures III.G.1 and III.G.2 are included at the end of Chapter II of this FEIR. [Staff initiated]

Page III.G-4 – The first paragraph is revised to reflect the incorporation of a tree evaluation performed within the right-of-way for the proposed El Camino Real improvements, as follows:

In general, ~~96~~95 percent of the trees are in good health, and are able to ward off disease and/or insect attacks. A total of ~~13~~17 trees have fair health. These trees

include: cherry/plum, tags #16, 17, 18, 24; blue gum, tags #55, 56, 92, 269, 270, 271, 272; red iron bark gum, tag #261; redwood, tag #273f; and myoporum tags #319, 322, 323, 326. These trees are recommended for removal unless they are a part of a grove, i.e., tags #16,17,18, 24, 55, 56, and 92, 273f. None of the trees in the area proposed for development as part of the Specific Plan are in poor health or are dead. Groves of trees occur in the following areas: [Staff initiated]

Page III.G-4 – Table III.G.1 is deleted to reflect a shift in the proposed Specific Plan land use designations that, in a worst case scenario, would require nearly all tree to be demolished. [Staff initiated]

Page III.G-6 – Impact G.1 and the two paragraphs of discussion of Impact G.1 are revised to reflect the incorporation of a tree evaluation performed within the proposed El Camino Real improvements right-of-way, and a shift in the proposed Specific Plan land use designations that, in a worst case scenario, would require nearly all tree to be demolished, as follows:

Impact G.1: Development proposed as part of the Specific Plan could result in the removal of, or root damage to, ~~294~~372 street trees, of which ~~48~~38 percent constitute tree groves, as defined by the City of San Bruno Tree and Planting Ordinance (Title 8: *Trees, sidewalks and rights of way*). This would be a significant impact.

Development proposed as part of the Specific Plan, including the expansion of El Camino Real, could remove approximately ~~294~~372 ornamental trees; ~~48~~38 percent (140 individuals) of these trees are part of a grove. Excepting seventeen trees ~~with tags#261, 269, 270, 271~~, which have fair health, the ornamental~~these~~ trees are in good health and have been recommended for preservation. These trees may be considered street trees as defined by the City of San Bruno (Section 8.24.010). Removal of these trees without a permit could conflict with the City of San Bruno Tree and Planting Ordinance, and could result in a significant impact under CEQA Guidelines.

~~The remaining approximately 50 street trees may not be removed and could be preserved during project construction. These trees include tags #1-11, 16-18, 24-29, 123-127, 137-148, 155-163, 273a, 273b, 273h-273j, and comprise the narrow area of trees between 2nd Street West and 3rd Street West.~~

[Staff initiated]

Pages III.G-7 and III.G-8 – Portions of Mitigation Measure G.1.b are revised to provide clarity and an additional component of this mitigation measure, as follows:

- **Tree removal at the U.S. Navy site will not occur during March through June without a bird survey to determine that the tree is unused during the breeding season by avian species that are protected under California Fish**

and Game Codes 3503, 3503.5, and 3511. If bird species are detected, the District will obtain the necessary permits from California Fish and Game, and will comply with permit conditions for protecting these species, which will likely involve seasonal avoidance or construction "exclusion zones" around nest sites.

- **A qualified biologist shall conduct bat surveys at the U.S. Navy site prior to construction to determine whether any mature trees that would be removed due to project construction provide hibernacula or nursery colony roosting habitat. Exclusion should be conducted at specific times of the year. ...**

- **The City of San Bruno shall require the project sponsor to relocate all trees within the footprint of development proposed at the U.S. Navy site; trees that cannot be relocated must, to the extent feasible, be replaced at a ratio of two trees to every one tree removed (2:1) off-site.**

[Response to Comment No. H-1 and staff initiated]

CHAPTER III.H: AIR QUALITY – REVISIONS AND ADDITIONS

Page III.H-1 – An introduction is added as the first paragraph to this chapter to incorporate the proposed El Camino Real improvements, as follows:

INTRODUCTION

This section analyzes the impact of development proposed as part of the Specific Plan on air quality and assumes the proposed El Camino Real improvements.

[Staff initiated]

Page III.H-8 – The first full paragraph is revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium complex from the Specific Plan area, as follows:

There are several sensitive receptors located within the boundaries of the Specific Plan site or within close proximity (see Figure III.B.1 in Section III.B, Land Use, Plans and Policies). These include Commodore Park, Palos Verde Special School, and El Portal Vocational School in the western portion of the site. The Peninsula Place ~~C~~condominiums complex ~~are~~is located ~~within~~adjacent to the project site's western boundaries~~y~~ and across Cherry Lane. [Staff initiated]

CHAPTER III.I: NOISE – REVISIONS AND ADDITIONS

Pages III.I-3 and III.I-4 – Figures III.I.1 and III.I.2 are revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium complex from the Specific Plan area, and to incorporate the proposed El Camino Real improvements. Revised Figures III.I.1 and III.I.2 are included at the end of Chapter II of this FEIR. [Staff initiated]

Page III.I-6 – Figure III.I.3 is revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium complex from the Specific Plan area, and to incorporate the proposed El Camino Real improvements. A revised Figure III.I.3 is included at the end of Chapter II of this FEIR. [Staff initiated]

Page III.I-8 - Figure III.I.4 is revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium complex from the Specific Plan area, and to incorporate the proposed El Camino Real improvements. A revised Figure III.I.4 is included at the end of Chapter II of this FEIR. [Staff initiated]

Page III.I-11 – The third sentence of the second paragraph in the section entitled, *SENSITIVE RECEPTORS*, is revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium complex from the Specific Plan area, as follows:

> There are several sensitive receptors located within the boundaries of the Specific Plan site or within close proximity (see Figure III.B.1 in Section III.B, Land Use, Plans and Policies). These include Commodore Park, Palos Verde Special School, and El Portal Vocational School in the western portion of the site. The Peninsula Place ~~C~~condominiums complex ~~are~~is located ~~within~~adjacent to the project site's western boundaries~~y~~ and across Cherry Lane. [Staff initiated]

Page III.I-12 – A paragraph is added at the end of the section entitled, SIGNIFICANCE CRITERIA, to reflect the incorporation of the proposed El Camino Real improvements in this EIR, as follows:

> This analysis assumes the El Camino Real improvements, which are assumed in the traffic analysis. This segment of El Camino Real is not adjacent to residential uses or to other sensitive receptors. [Staff initiated]

Page III.I-16 – The first sentence of the first paragraph under Impact I.3 is revised to reflect changes in the project description, as follows:

> The Specific Plan could result in the construction of a number of noise-sensitive land uses. These include an estimated 210 multi-family residential units, 190 assisted senior and senior rental housing units, and a ~~400 to~~ maximum 500-room hotel. [Staff initiated]

CHAPTER III.J: AESTHETICS – REVISIONS AND ADDITIONS

Page III.J.1 – The first sentence of the first paragraph is revised for clarity and a footnote is added that refers to the proposed El Camino Real improvements, as follows:

> This section addresses existing visual conditions and the potential for the project to affect those conditions, focusing on visual character of the ~~project site~~Specific Plan area and views from surrounding public areas.[1] . . .

[1] This section does not include a discussion of the proposed El Camino Real improvements, which include replacement of all existing landscaping in the path of the right-of-way. El Camino Real would remain nearly the same visually, with the exception of a new surface and a smaller median strip. Photographs of El Camino Real are included throughout this section. See figures III.J.1, J.2, J.9, J.10, J.11, J.12 and J.13.

[Staff initiated]

Page III.J-1 – The first heading under *VISUAL CHARACTER* is revised for clarity, as follows:

Vicinity of the ~~Site~~Specific Plan Area

[Staff initiated]

Page III.J-1 – The first sentence of the third paragraph is deleted, as follows:

~~Directly adjoining the site to the east is El Camino Real, a six-lane roadway that is one of the main thoroughfares serving San Bruno and nearby cities.~~ … [Staff initiated]

Page III.J-3b – The first full paragraph is revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium complex from the Specific Plan area, as follows:

Directly west of the project site, ~~west of~~along both sides of Cherry Avenue, is Peninsula Place Condominiums, a large condominium complex consisting of multiple two-story wood-framed buildings. ~~(several Peninsula Place Condominium structures are within the western portion of the project site, on the east side of Cherry Avenue).~~ [Staff initiated]

Page III.J-3 – The heading *Project Site* and the first sentence after the heading are revised for clarity, as follows:

~~*Project Site*~~*Specific Plan Area*

The ~~project site~~Specific Plan area contains a number of small, distinct areas, each different in appearance and character. Along El Camino Real, the ~~project site~~Specific Plan area is occupied by low-rise commercial structures of a variety of styles and materials, typically one to two stories in height with associated parking areas (see Figures III.J.9 through 13). …

[Staff initiated]

Page III.J-10 – The third sentence of the third paragraph is deleted and the fourth sentence revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium complex from the Specific Plan area, as follows:

...~~West of these schools are several residential structures of the Peninsula Place Condominium complex. The buildings are two-story wood framed structures, with parking areas.~~ A fenced segment of San Bruno Creek separates the school area from the adjacent condominium complex. [Staff initiated]

Page III.J-11 – The heading *VIEWS OF THE SITE* and the first sentence after the heading are revised for clarity, as follows:

VIEWS OF THE ~~SITE~~SPECIFIC PLAN AREA

The ~~project site~~Specific Plan area is primarily visible from three public roads: Sneath Lane at the northern perimeter of the site, El Camino Real at the eastern perimeter, and Cherry Avenue at the western perimeter. ... [Staff initiated]

Page III.J-14 – The first sentence is revised for clarity, as follows:

The ~~project site~~Specific Plan area, although visible, is not clearly discernible from medium-range (one-quarter to three quarters of a mile) views, including views along El Camino Real. ... [Staff initiated]

Page III.J-14 – The first sentence of the first paragraph under the heading entitled, *Short-Range Views*, is revised for clarity, as follows:

The ~~project site~~Specific Plan area is most visible from short-range perspectives (adjacent to any portion of the project site), such as those from El Camino Real, Sneath Lane, and Cherry Avenue. ... [Staff initiated]

Page III.J-15 – Impact J.1 and the first sentence of Impact J.1 are revised for clarity, as follows:

Impact J.1: ~~The project~~Development proposed as part of the Specific Plan would result in a change in the visual character of the project site and surrounding area as a result of the demolition of the on-site structures and construction of the proposed buildings. This would be a less-than-significant impact.

From medium ranges, views of the ~~project site~~Specific Plan area would change from an undeveloped and indiscernible part of the suburban landscape to a more identifiable part of the landscape. ... [Staff initiated]

Page III.J-17 – Impact J.2 and the first sentence of Impact J.2 are revised for clarity, as follows:

Impact J.2: ~~The proposed project~~Development proposed as part of the Specific Plan would alter views near the project site. This would be a less-than-significant impact.

~~The proposed project~~Development proposed as part of the Specific Plan would be visible from Sneath Lane, a designated Scenic Corridor. ... [Staff initiated]

Page III.J-17 – The second sentence of the second paragraph of Impact J.2 is revised for clarity, as follows:

> ...With the proposed ~~project~~development, it is likely that portions of the upper floors of some of the new buildings would be visible from the park, above the heights of the mature trees. ... [Staff initiated]

Page III.J-17 – The third paragraph of Impact J.2 is revised for clarity, as follows:

> ~~The proposed project~~Development proposed as part of the Specific Plan would be visible from a variety of private vantage points, most noticeably from immediately adjacent private properties, and the mall parking lot across El Camino Real. The upper portions of proposed buildings may be visible from Bayhill Office Park, which lies just south of Interstate 380. The proposed ~~project~~development would not substantially affect views from these properties, and, in any event, impacts upon private views would not be considered a significant environmental effect. [Staff initiated]

CHAPTER III.K: HISTORICAL RESOURCES – REVISIONS AND ADDITIONS

Page III.K-1 – The first paragraph is revised to reflect incorporation of the proposed El Camino Real improvements in this EIR, as follows:

> This section analyzes the potential historic resources within the Specific Plan area, specifically in the areas proposed for development as part of the Specific Plan: the U.S. Navy site and the adjacent commercial strip along El Camino Real. This section also analyzes the potential for historic or cultural resources within the proposed El Camino improvements right-of-way. [Staff initiated]

Page III.K-5 – The first paragraph under the heading *Specific Plan Areas Outside of the U.S. Navy Site* is revised to eliminate the 136-unit portion of the Peninsula Place condominium complex, as follows:

> Structures and open space located within the Specific Plan boundaries, but outside of the U.S. Navy site, include a commercial strip along El Camino Real and adjacent to the U.S. Navy site; the U.S. Marine Corps Reserve Center; Commodore Park; the Federal Archives; two San Mateo County schools; ~~a portion of a condominium complex;~~ and the six two-story buildings that constitute the San Bruno Office Park, located east of Commodore Drive, along Sneath Lane. All of these buildings and the park were constructed after 1960. [Staff initiated]

Page III.K-5 – A new section is added after *Specific Plan Areas Outside of the U.S. Navy Site* to incorporate the proposed El Camino Real improvements in this EIR, as follows:

El Camino Real

El Camino Real, between Sneath Lane and I-380 is part of the El Camino Real, or the "King's Highway" that linked the early California missions and the Spanish government's center of government in Monterey. Early development of the City of San Bruno took place along El Camino Real, taking advantage of the importance of El Camino Real to trade along the Peninsula, and travel to and from San Francisco. Other cities also developed along El Camino Real, and later the railroad paralleled the El Camino Real roadway. [Staff initiated]

Page III.K-12 – The second paragraph is revised to reflect the incorporation of the El Camino Real improvements in this EIR, as follows:

Neither the Tanforan Racetrack nor site referred to as the beginning of the state highway system are located within the Specific Plan area or within the right-of-way for the proposed El Camino Real improvements. The site of the Tanforan Racetrack is located adjacent to the Specific Plan area and the proposed El Camino Real improvements, and is tied historically to the U.S. Navy site, which was once an extension of the military facilities located at the Racetrack. The plaque commemorating the importance of the Tanforan Racetrack is not within the right-of-way of the proposed El Camino Real improvements.

[Staff initiated]

Page III.K-13 – Impact K.1 is revised and a paragraph added to the being of the discussion under Impact K.1 to reflect the incorporation of the proposed El Camino Real improvements in this EIR, as follows:

Impact K.1: The development proposed as part of the Specific Plan would result in the demolition of potential historic resources at the U.S. Navy site and within the El Camino Real improvements right-of-way. This could be a significant impact.

There are no structures located within the proposed El Camino Real right-of-way. The proposed improvements would result in excavation along the eastern side of El Camino Real, at the existing and proposed locations of the median strip, and at the Tanforan Park Shopping Center entrance/exit. However, a detailed preliminary records search[11] (Origer, 2000) of an area within a one-mile radius of the proposed improvements indicates that there is no potential for disturbance of archaeological resources. The right-of-way is already extensively disturbed. San Bruno Creek was originally located further south of the area. Excavation is estimated to be a maximum of four feet deep, and would therefore be very unlikely to impact potential paleontological resources. If resources are inadvertently unearthed or located, it is already the California State Department of Transportation's policy to cease

construction until a qualified archaeologist makes an assessment of the resource (Origer, 2000). ...

"The archaeological report is preliminary because the results of letters to tribes listed by the California Native American Heritage Commission as being in the general area of the improvements are not yet known. If the tribes state that the right-of-way passes through a known burial ground, the proposed El Camino Real improvements would have a significant impact under CEQA.

[Staff initiated]

Page III.K-17 – A reference is added to reflect an archaeological/historic resources report completed in the right-of-way for the proposed El Camino Real improvements, as follows:

Tom Origer & Associates, *Historic Property Survey Report – Negative Findings* (Preliminary), December 14, 2000.

[Staff initiated]

CHAPTER III.L: HAZARDOUS MATERIALS – REVISIONS AND ADDITIONS

Page III.L-1 – The first paragraph is revised to incorporate the right-of-way for the proposed El Camino Real improvements and a Phase I completed on October 30, 2000 for the proposed right-of-way area, as follows:

This section focuses on the potential for hazardous materials and contamination at the U.S. Navy site and adjacent commercial area within the proposed Specific Plan area and the proposed El Camino Real improvements right-of-way. This analysis relies on an evaluation conducted by the Engineering Field Activity, West ("EFA West"), which presently occupies a portion of the U.S. Navy site and a recent assessment specifically prepared for the El Camino Real improvements (PES Environmental, Inc., 2000). The resources used for ~~this~~the U.S. Navy site report are extensive and include USGS Historical Topographic Maps from 1892, 1914, 1939, 1946, 1956 and 1979, Underground Storage Tank Closure Reports, letters from the San Mateo County Health Department; aerial photos, and U.S. Navy Master Plans for the U.S. Navy site. This report examined existing site conditions and compliance with environmental regulations pertaining to the generation of hazardous waste and contamination of the property. In addition, for adjacent properties, a records search was conducted. The resources used for the El Camino Real improvements right-of-way include the 1994 Phase I completed for the Sneath Lane/El Camino Real intersection improvements, the EFA West report, and a Environmental Data Resources Report, completed on October 30, 2000.

[Staff initiated]

Page III.L-1 – The fourth paragraph is revised to provide further information, as follows:

A site reconnaissance of the U.S. Navy site was conducted on February 11, 1999 by EFA West to assess current environmental conditions. [Response to Comment Nos. F-1 and F-2]

Page III.L-2 – A paragraph was added at the end of the section entitled, *SOURCES OF HAZARDOUS MATERIALS*, to incorporate the results of a Phase I completed for the area within the proposed El Camino Real improvements right-of-way, as follows:

An assessment completed in October, 2000 for the proposed El Camino Real improvements (PES Environmental, Inc., 2000) states:

> No hazardous waste sites are known to be present at the project area or in the immediate vicinity. Although fuel storage sites (e.g., gas stations) are located to the west (upgradient with respect to the groundwater flow direction), no groundwater contamination plumes are known to be present. Consequently, because of the lack of known historical or current hazardous waste sites and groundwater contamination at or in the vicinity of the project, it is unlikely that hazardous materials will be encountered during construction.

The report recommends that "reasonable and prudent efforts be made during construction of the project to observe soil conditions (e.g., odors, discoloration) that may indicate subsurface contamination, if present. However, no additional assessment is recommended.

[Staff initiated]

Page III.L-2 – The paragraph under the heading entitled, *Polychlorinated Biphenyls (PCBs) and Fluorescent Light Tubes*, is revised and a new paragraph added to provide further information, as follows:

~~Removal of fluorescent light tubes could result in exposure to mercury vapors if the lights are broken.~~ The EFA West report states that an inspection and sampling of electrical transformers was performed by EFA West Personnel. Inspection of the site indicated that there are pad-mounted transformers at a location between Building B-100 and B-101 and at a location near Building A-212. The pad-mounted transformers were marked as being sampled on 1/5/94 for PCBs. The sampling results showed that PCB levels were between 5 and 499 ppm. Since these levels are below the Federal threshold of 500 ppm, frequent inspection is not required to satisfy the Federal regulations. There were no signs of leakage during the 1999 inspection. However, sampling should be conducted to verify that no leakage has occurred resulting in spillage on the soil.

The removal of fluorescent light bulbs could result in exposure to mercury vapors if the lights are broken. Care should therefore be taken to handle light tubes carefully

when removed or replaced since exposure to mercury vapors could occur by workers handling the bulbs.

[Response to Comment Nos. F-1 and F-2]

Page III.L-2 – Additional text is added to the end of the paragraph under the heading entitled, *Lead-Based Paint* to provide further information, as follows:

...Although not mentioned in EFA West's report, any of the buildings were re-sided (see Section III.K., *Historic Resources*). While most re-siding would not result in disturbance of paint surfaces, some soil contamination could potentially have occurred near buildings, but is unlikely to have resulted in contamination of groundwater, which is located at a depth of 100 to 500 feet below ground surface.

[Response to Comment Nos. F-1 and F-2]

Page III.L-3 – The two paragraphs under the heading entitled, *Areas of Potentially Hazardous Substances*, are revised to provide further information, as follows:

There has been no evidence of past industrial activity, disposal or spill sites, or waste dumping on the site. All known fuel underground storage tanks have been removed, except for a 5,000 gallon unleaded gasoline storage tank, which presently is under compliance.

There were 13 leaking underground storage tanks within one half mile of the site, 9 underground/ above ground storage tanks within one quarter mile, and 12 Cortese sites (properties with hazardous wastes) within one half mile of the site. Contamination from these neighboring sites may have migrated onto the project site. Preliminary soil sampling should be carried out before carrying out construction activities that would involve excavation and disturbance of soil that may have been contaminated by these neighboring sites. ~~The report states that there is no evidence of past or present industrial activity, disposal or spill sites, or dumping. This conclusion was based on records searches and on reconnaissance.~~

[Response to Comment Nos. F-1 and F-2]

Page III.L-7 – Text is added to the end of the first paragraph, to provide further information as follows:

...Sampling of the painted surfaces should be conducted before a building is demolished to determine if lead levels exceed 1,000 ppm and if disposal methods that are unique to lead contaminated soils should be adopted. [Response to Comment Nos. F-1 and F-2]

Page III.L-7 – Text is added to the end of the fourth paragraph, under the heading entitled, *Polychlorinated Biphenyls (PCBs) and Fluorescent Light Tubes*, to provide further information as follows:

> ...Since measured PCB levels in the transformers exceed 5 ppm, there is a potential that spillage could occur which would result in soil contamination and exposure levels that would exceed the 5 ppm limit. This would therefore be a significant impact for which mitigation measures would be required. [Response to Comment Nos. F-1 and F-2]

Page III.L-10 – The following reference is added to Hazardous Materials - References:

> PES Environmental, Inc., *Hazardous Materials Assessment, El Camino Real Widening Project, San Bruno, California*, December 12, 2000.
>
> [Staff initiated]

CHAPTER IV: IMPACT OVERVIEW – REVISIONS AND ADDITIONS

Page IV-2 – Text additions are made to the third full paragraph, with new third and last sentences as follows:

> Development proposed as part of the Specific Plan would also result in new infrastructure near and at the U.S. Navy site, replacing existing infrastructure that has not been improved in over 40 years. In addition, the proposed El Camino Real improvements would result in a new roadway segment....The proposed El Camino Real improvements are expected to ease poor circulation for existing and planned development. [Staff initiated]

Page IV-2 – The first sentence of the first paragraph under the heading entitled, *D. EFFECTS FOUND NOT TO BE SIGNIFICANT*, is revised in order to incorporate the El Camino Real improvements as part of the analysis, as follows:

> The environmental effects of the proposed Specific Plan and the El Camino Real improvements are identified and discussed in detail in Chapter III and are summarized in the Summary.... [Staff initiated]

CHAPTER V: ALTERNATIVES – REVISIONS AND ADDITIONS

Page V-2 - The first sentence of the first paragraph is revised in order to incorporate the El Camino Real improvements as part of the analysis, as follows:

> The Project Objectives for the Specific Plan area, as set forth in the proposed Specific Plan, and for the El Camino Real improvements are as follows: [Staff initiated]

Page V-3 – The last paragraph is revised in order to add a third alternative that discusses the impact of the development proposed by the Specific Plan if the proposed signalized, four-legged intersection is not approved by Caltrans, as follows:

> In view of the factors presented above, the following alternates were selected to be addressed in this EIR:
>
> 1. No Project Alternative; ~~and~~
> 2. Development Allowed Without Voter Approval; and.
> 3. No Approval of Signalized, Four-Way Intersection.
>
> [Staff initiated]

Page V-11 – A new section is added following ALTERNATIVE 2: REDUCED INTENSITY – NO VOTER APROVAL REQUIRED, as follows:

> **G. ALTERNATIVE 3: NO SIGNALIZED FOUR-WAY INTERSECTION ALLOWED**
>
> Under this alternative, general land uses would remain the same as those proposed under the Specific Plan. However, the signalized, four-way intersection, which would provide primary access to and from the U.S. Navy site and El Camino Real, would not be allowed. Access would be via Sneath Lane and Commodore Drive and via an existing driveway onto El Camino Real, which would allow right in/right out access only. Building heights and separate parking structure could still be developed with voter approval pursuant to City Ordinance No. 1284. Table V.3 describes the land uses permitted for Alternative 3.

TABLE V.3
ALTERNATIVE 3
NO SIGNALIZED FOUR-WAY INTERSECTION ALLOWED
Development Proposed at the U.S. Navy Site and Adjacent Commercial Strip
U.S. Navy Site and Its Environs Specific Plan

Proposed Use	Proposed size or Number of Units	Estimated Parking Spaces
Hotel	500 rooms (maximum)	425
Office	285,000 sq. ft.	810
Residential	210 units	235
Senior Assisted/Senior Housing	190 units	95
Retail	20,000 sq. ft.	Dependent on Proposed Use
Commercial	15,000 sq. ft.	Dependent on Proposed Use

SOURCE: City of San Bruno, ESA

Development proposed under Alternative 3 would be essentially the same as the proposed project, except that no four-way, signalized intersection would be installed. Alternative 3 would result in many of the same impacts as development proposed as part of the Specific Plan. Development would still result in demolition of all existing structures at the U.S. Navy site and the adjacent commercial strip. As a result, both biological and historic resources would be impacted, and any potential hazardous materials would require analysis and potential remediation. Proposed development would generate the same number of parking spaces that would be generated the Specific Plan. As a result, there would be no substantial change to air quality or noise levels because of the reduced number of vehicles.

Alternative 3 would result in the same number of children added to nearby schools, as well as the same impacts to the wastewater, water and solid waste services.

Aesthetics: Development may exceed a height of three stories or 50 feet, but would likely blend in with surrounding buildings, such as those in the San Bruno Office Park, the National Archive facility, and the existing condominiums to the west. If it were to exceed three stories or 50 feet voter approval would be required. In addition, the Specific Plan design guidelines would regulate exterior design, landscaping and other design features.

Air Quality: Development proposed as part of Alternative 3 would result in some impacts to air quality. As with the No Project Alternative and with development

proposed as part of the Specific Plan, development proposed as part of Alternative 3 would contribute to the cumulative effect of Bay Area development on regional ozone and PM-10 concentrations, which would be a significant impact. Even with the implementation of BAAQMD Transportation Control Measures (TCMs), the resultant impact to air quality would be significant and unavoidable.

Airport Safety: Development proposed as part of Alternative 3 could expose residents and occupants of project facilities to a certain level of risk. As with the No Project Alternative, the City of San Bruno would require all building heights and roof structures to be consistent with the height limitations defined by FAR Part 77, as well as require all project sponsors to provide appropriate notification to the FAA. In addition, any uses that produce glare or flashing light, smoke or any uses that attracts large concentrations of birds are prohibited. There is no appreciable difference in exposure to risk from development proposed under the Specific Plan, the No Project Alternative or development proposed as part of Alternative 3.

Biology: Development proposed as part of Alternative 3 could result in impacts to bat species potentially living in trees or buildings at the U.S. Navy site, and other potential habitats. As a result, the City of San Bruno would require a wetland delineation, an erosion control plan, and a survey for bats before any demolition at the U.S. Navy site occurs. There are no appreciable difference in impacts to biological resources from development proposed as part of the Specific Plan, the No Project Alternative or development proposed as part of Alternative 3.

Cultural Resources: Development proposed as part of Alternative 3 could result in changes to historic resources or uncovering archaeological resources. The City of San Bruno would require that construction sites be left undisturbed until proper evaluation by a qualified cultural resource consultant, and an evaluation of any potential historic resource. Because development under any scenario would result in demolition of existing structures, there would be no appreciable difference between potential impacts to historic resources as a result of development proposed by the Specific Plan, the No Project Alternative or Alternative 3.

Geology, Soils and Seismicity: Development proposed as part of Alternative 3 could expose persons and property to seismic-related hazards, as well as expansive soils and differential settlement. The City of San Bruno would require that all new construction comply with applicable City policies and appropriate engineering investigation practices to reduce the damaging effects of groundshaking, ground failure, expansive soils, differential settlement and erosion. Because all development proposed under any scenario would be required to meet the same standards, and because geologic conditions would be the same under any scenario, there would be no appreciable difference between potential geologic impacts as a result of development proposed by the Specific Plan, the No Project Alternative or Alternative 3.

Hazardous Materials: Development proposed as part of Alternative 3 would result in the same similar excavation and demolition, and would involve the same hazardous materials as under Alternatives 1 and 2. There is therefore no appreciable difference in potential impacts from hazardous materials under the Specific Plan, the No Project Alternative or Alternative 3.

Hydrology, Water Quality and Flooding: Development proposed as part of Alternative 3 would result in increases in local storm runoff, as well as increases in nonpoint pollution entering stormwater runoff. The City of San Bruno would require a variety of mitigation measures that prevent or minimize stormwater runoff. Because development proposed as part of Alternative 3 would have roughly the same footprint or occupy the same amount of ground area as development proposed by the Specific Plan, Alternative 3 would result in similar increases in storm runoff. The No Project Alternative could result in greater increases because of the higher intensity of development permitted under the No Project Alternative.

Land Use, Plans and Policies: Development under Alternative 3 would not physically divide an established neighborhood, and would be required to comply with the San Mateo Comprehensive Airport Land Use Plan. As with development proposed under the Specific Plan, proposed residential development would require an amendment to the General Plan and the Zoning Ordinance.

Noise: Development proposed as part of Alternative 3 would result in temporary construction-related noise, project-generated traffic that would increase ambient noise levels, and new noise-sensitive uses in areas where noise levels are unacceptable for such uses. The City of San Bruno would restrict construction to reasonable daytime hours, and require noise insulation where needed. As a TOD project, there would be less traffic, which would lessen some noise impacts, but ambient noise levels are already high as a result of I-380, the airport, and El Camino Real. Therefore, there would be no appreciable difference in noise impacts as a result of development proposed under the Specific Plan, the No Project Alternative, and Alternative 3.

Parks, Recreation and Open Space: Similar to development proposed as part of the Specific Plan and the No Project Alternative, development proposed as part of Alternative 3, which would generate fewer residents and employees, would not contribute to an existing shortage in parklands and would not, by itself, contribute to the deterioration of park facilities.

Population: Development would displace one family. Alternative 3 assumes construction of development proposed as part of the Specific Plan, and as a result the impacts would be the same as the those under the Specific Plan.

Public Services and Utilities: Development proposed as part of Alternative 3 would require new infrastructure, similar to the infrastructure required under the Specific Plan and under the No Project Alternative.

Traffic, Circulation and Parking: Vehicle-trip generation for Alternative 3, which is the same as the Project Condition, is provided in Tables V.4 through V.7. For comparative purposes, No Project, Project Condition, and Alternative 2 (No Voter Approval) trip generation for the U.S. Navy site are also included in this table. As indicated, Alternative 3 would generate 859 AM peak hour vehicle-trips, 918 PM peak hour vehicle-trips, 742 midday peak hour vehicle trips, and 770 weekend peak hour vehicle trips. As compared to the Project, No Project Conditions, and Alternative 2, Alternative 3 would generate the same amount of traffic as the Project, less than the No Project, and slightly more than Alternative 2. With access to El Camino Real restricted to right turns only, project traffic would be diverted, primarily to the intersection of El Camino Real and Sneath Lane. An intersection level of service analysis was conducted to evaluate the effects of this diverted traffic. Project traffic turning left into the site from El Camino Real was reassigned as either a northbound U-turn or left-turn at Sneath Lane (and turning right into the site or left from Sneath Lane into the site) and traffic turning left out of the project site was reassigned to turn right out of the project site on Sneath Lane and make a left-turn onto El Camino Real to head north. Intersection levels of service were recalculated at the intersection of El CaminoReal and Sneath Lane with the added northbound U-turns/left-turns and eastbound left-turns.

The results are summarized in Table V.8. The level of service standard for the intersection of El Camino Real and Sneath Lane is LOS E. Under Alternative 3, this intersection is projected to operate at acceptable levels of service during the three weekday peak hours. It is projected to operate at LOS F during the weekend peak hour. However, the V/C ratio is less than the V/C ratio for No Project conditions, indicating that the impact is less-than significant. It would therefore create the less impacts to the local transportation facility network than the No Project alternative, and approximately the same as the development proposed as part of the Specific Plan.

Alternative 3 achieves the density the City of San Bruno envisioned, but does not reduce any potentially significant impact.

[Response to Comment No. A-13]

Page V-11 – The heading *G. ENVIRONMENTALLY SUPERIOR ALTERNATIVE* is revised as follows:

~~G.~~H. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

[Response to Comment No. A-13]

Pages V-12 through V-15 – Tables V.3 through V.6 are renumbered to Tables V.4 through V.7 and revised for clarity, and a new table, V.8, is added, as follows:

[Response to Comment No. A-13]

TABLE V.34
A.M. PEAK HOUR NAVY SITE VEHICLE-TRIP GENERATION COMPARISON TABLE

Description	Project/Alternative 3 Condition				No Project Condition					No Voter Approval Alternative				
	Size and Unit [1]	Total	In	Out	Size and Unit	Total	In	Out	Difference versus Total of Project	Size and Unit	Total	In	Out	Difference versus Total of Project
Hotel [3]	500 rooms	335	194	141	800 rooms	536	311	225	-201	250 rooms	168	97	71	167
Apartments [4]	210 du	107	17	90					107	158du	81	13	68	26
Office [5]	150 ksf	234	206	28	600 ksf	936	824	112	-702	112.5 ksf	176	154	22	58
Office [6]	135 ksf	211	186	25					211	82.5 ksf	129	113	16	82
Retail [2,10]					150 ksf	77	47	30	-77					
Senior Assisted Living	190 units	32	14	18					32	57 units	10	6	4	22
Specialty Retail [2,8]	20 ksf	10	6	4					10	20 ksf	5	3	2	0
Commercial [8]	15 ksf	15	9	6					15	15 ksf	11	6	5	0
Convention Center [7]					85 ksf	133	117	16	-133					
US Navy Site [9]	-155 emp	-85	-76	-9	-155 emp	-85	-76	-9	0	-155 emp	-85	-76	-9	0
TOTAL		859	556	303		1,597	1,223	374	-738		495	316	179	364

[1] Dwelling Unit (du), thousand square feet (ksf), employees (emp)
[2] A 50% internal capture trip generation rate reduction factor was applied to account for internal trips made by patrons who travel to and from other on-site facilities.
[3] ITE Land Use # 310
[4] ITE Land Use # 220
[5] ITE Land Use # 310
[6] ITE Land Use # 710
[7] ITE Land Use # 714
[8] ITE Land Use # 820
[9] ITE Land Use # 733
[10] ITE Land Use #820

SOURCE: DKS Associates, 2000

TABLE V.45
MIDDAY PEAK HOUR NAVY SITE VEHICLE-TRIP GENERATION COMPARISON TABLE

Description	Project/Alternative 3, No Intersection Conditions				Alternative 1, No Project Condition					Alternative 2, No Voter Approval Alternative				
	Size and Unit	Total	In	Out	Size and Unit	Total	In	Out	Difference versus Total of Project	Size and Unit	Total	In	Out	Difference versus Total of Project
Hotel [3]	500 rooms	274	126	148	800 rooms	438	202	237	-164	250 rooms	137	63	74	137
Apartments [4]	210 du	50	27	24					50	158du	38	20	18	12
Office [5]	150 ksf	219	101	118	600 ksf	874	402	472	-655	112.5 ksf	164	75	89	55
Office [6]	135 ksf	197	90	106					197	82.5 ksf	120	55	65	77
Retail [2,10]					150 ksf	274	142	132	-274					
Senior Assisted Living	190 units	20	11	9					20	57 units	6	3	3	14
Specialty Retail [2,8]	20 ksf	25	11	14					25	20 ksf	25	11	14	0
Commercial [8]	15 ksf	38	16	22					38	15 ksf	38	16	22	0
Convention Center [7]					85 ksf	124	57	67	-124					
US Navy Site [9]	-155 emp	-81	-39	-42	-155 emp	-81	-39	-42	0	-155 emp	-81	-39	-42	0
TOTAL		742	343	399		1,629	764	865	-887		447	204	243	295

1 Dwelling Unit (du), thousand square feet (ksf), employees (emp)

2 Trip Generation rate was reduced by 50% to account for internal capture vehicle trips

3 ITE Land Use # 310

4 ITE Land Use # 220

5 ITE Land Use # 310

6 ITE Land Use # 710

7 ITE Land Use # 714

8 ITE Land Use # 814

9 ITE Land Use # 733

10 ITE Land Use # 820

11 The ITE *Trip Generation* manual does not contain weekday midday peak hour trip generation data for non-retail developments. Midday peak hour trip generation rates for the hotel, office, senior assisted living facility, and Navy site land uses were extrapolated from the PM peak hour vehicle trip generation rates provided in the ITE Manual. Based on a comparison of midday peak to pm peak hour production and attraction rates provided in the SacMet travel demand model, it was assured that the midpeak hour vehicle trip generation rates for the office, Navy site, Hotel, and Convention Center land uses would equal to 97.8% of the PM peak hour trip generation rate. For the apartment and senior assisted living, land uses, it was assumed that 38.7% of the PM peak rate applied during the mid peak hour.

SOURCE: DKS Associates, 2000

TABLE V.65
P.M. PEAK HOUR NAVY SITE VEHICLE-TRIP GENERATION COMPARISON TABLE

Description	Project/Alternative 3, No Intersection Conditions				Alternative 1, No Project Condition					Alternative 2, No Voter Approval Alternative				
	Size and Unit [1]	Total	In	Out	Size and Unit	Total	In	Out	Difference versus Total of Project	Size and Unit	Total	In	Out	Difference versus Total of Project
Hotel [3]	500 rooms	355	174	181	800 rooms	568	278	290	-213	250 rooms	178	87	91	177
Apartments [4]	210 du	130	87	43					130	158du	98	66	32	32
Office [5]	150 ksf	224	38	186	600 ksf	894	152	742	-670	112.5 ksf	167	28	139	57
Office [6]	135 ksf	201	34	167					201	82.5 ksf	123	21	102	78
Retail [2,10]					150 ksf	280	134	146	-280					
Senior Assisted Living	190 units	52	29	23					52	57 units	16	9	7	36
Specialty Retail [2,8]	20 ksf	26	11	15					26	20 ksf	26	11	15	0
Commercial [8]	15 ksf	39	17	22					39	15 ksf	39	17	22	0
Convention Center [7]					85 ksf	127	22	105	-127					
US Navy Site [9]	-155 emp	-109	-34	-75	-155 emp	-109	-34	-75	0	-155 emp	-109	-34	-75	0
TOTAL		**918**	**356**	**562**		**1,760**	**552**	**1,208**	**-842**		**538**	**205**	**333**	**380**

[1] Dwelling Unit (du), thousand square feet (ksf), employees (emp)
[2] A 50% internal capture trip generation rate reduction factor was applied to account for internal trips made by patrons who travel to and from other on-site facilities.
[3] ITE Land Use # 310
[4] ITE Land Use # 220
[5] ITE Land Use # 310
[6] ITE Land Use # 710
[7] ITE Land Use # 714
[8] ITE Land Use # 814
[9] ITE Land Use # 733
[10] ITE Land Use #820

SOURCE: DKS Associates, 2000

TABLE V.76

WEEKEND PEAK HOUR NAVY SITE VEHICLE-TRIP GENERATION COMPARISON TABLE

Description	Project/ Alternative 3, No Intersection Conditions				Alternative 1, No Project Condition					Alternative 2, No Voter Approval Alternative				
	Size and Unit	Total	In	Out	Size and Unit	Total	In	Out	Difference versus Total of Project	Size and Unit	Total	In	Out	Difference versus Total of Project
Hotel [1]	500 rooms	436	218	218	800 rooms	696	348	348	-261	250 rooms	218	109	109	218
Apartments [4]	210 du	110	55	55					109	158du	82	41	41	28
Office [5]	150 ksf	61	33	28	600 ksf	246	133	113	-184	112.5 ksf	46	25	21	15
Office [6]	135 ksf	55	30	25					55	82.5 ksf	34	18	16	21
Retail [2,10]					150 ksf	446	231	215	-446					
Senior Assisted Living	190 units	52	26	26					51	57 units	15	8	7	37
Specialty Retail [2,8]	20 ksf	42	22	20					52	20 ksf	42	22	20	0
Commercial [8]	15 ksf	63	33	30					63	15 ksf	63	33	30	0
Convention Center [7]					85 ksf	35	19	16	-35					
US Navy Site [9]	-190 emp	-49	-25	-24	-190 emp	-49	-25	-24	0	-190 emp	-49	-25	-24	0
TOTAL		770	392	378		1,374	706	668	-604		451	231	2190	319

[1] Dwelling Unit (du), thousand square feet (ksf), employees (emp)
[2] A 50% internal capture trip generation rate reduction factor was applied to account for internal trips made by patrons who travel to and from other on-site facilities
[4] ITE Land Use # 310
[5] ITE Land Use # 220
[6] ITE Land Use # 310
[7] ITE Land Use # 710
[8] ITE Land Use # 714
[9] ITE Land Use # 814
ITE Land Use # 733
[10] ITE Land Use #820

SOURCE: DKS Associates, 2000

TABLE V.8
SNEATH/EL CAMINO REAL LOS RESULTS

Peak Hour	No Project		Project		Alternative 3[1]	
	V/C	LOS	V/C	LOS	V/C	LOS
AM	0.66	B	0.65	B	0.77	C
Midday	0.74	C	0.74	C	0.79	C
PM	0.81	D	0.80	C	0.88	D
Weekend	1.10	F	1.09	F	1.09	F

[1] This scenario assumes right-turn access only to El Camino Real for the U.S. Navy site and full access to El Camino Real for Tanforan Shopping center via a 3-way intersection with El Camino Real.

Source: Fehr & Peers, 2000.

Page D-5, Appendix D - Table D.4 is revised to provide further clarification, as follows: [Response to Comment B-7]

TABLE D.4
EXISTING INTERSECTION LEVEL OF SERVICE (LOS) RESULTS

Intersection	Weekday AM Peak Hour [1]		Weekday Midday Peak Hour [1]		Weekday PM Peak Hour [1]		Weekend Peak Hour [1]	
	V/C [2]	LOS	V/C [2]	LOS	V/C [2]	LOS	V/C [2]	LOS
1. El Camino Real/ Noor Avenue [3,4,6]	-	B	-	D	-	E	-	F
2. El Camino Real/ Sneath Lane[6]	0.65	B	0.60	A	0.70	B	0.90	E
3. El Camino Real/Tanforan Shopping Center Drwy[4,7]	-	A	-	B	-	C	-	D
4. El Camino Real/ I-380 WB off-ramp[6]	0.52	A	0.54	A	0.61	B	0.50	A
5. El Camino Real/ I-380 EB off-ramp[6]	0.40	A	0.48	A	0.40	A	0.48	A
6. El Camino Real/ San Bruno Avenue [5,6]	0.42	A	0.50	A	0.60	A	0.66	B
7. Sneath Lane/ I-280 SB on-/ off-ramps[6]	0.73	C	0.43	A	0.72	C	0.68	B
8. Sneath Lane/ I-280 NB on-/ off-ramps[6]	0.39	A	0.19	A	0.58	A	0.35	A
9. Sneath Lane/ Cherry Avenue[6]	0.42	A	0.38	A	0.47	A	0.50	A
10. Sneath Lane/ Commodore Drive [4,6]	-	D	-	E	-	F	-	F
11. Cherry Avenue/Commodore Avenue[4,7]	-	A	-	A	-	C	-	C

1 The weekday a.m. peak hour, midday, and p.m. peak hour are the one-hour periods that occur during the two-hour peak periods, from 7:00 to 9:00 a.m., from 11:00 a.m. to 1:00 p.m., and from 4:00 to 6:00 p.m., respectively. The weekend peak hour is the one hour period that occurs during the two-hour-peak between 11:00 a.m. and 1:00 p.m. on a given weekend day.

2 Volume to Capacity (V/C) Ratio.

3 Intersection located in the City of South San Francisco.

4 Stop-controlled intersection.

5 CMP Intersection.

6 AM and PM peak hour LOS calculations were based on traffic counts provided in the 1999 San Bruno Redevelopment Plan EIR. These counts were conducted in February, November, and December 1998. Midday and weekend peak hour traffic volumes were based on counts conducted in June 2000.

7 AM and PM peak hour LOS calculations were based on traffic counts conducted in June 2000.

SOURCE: DKS Associates, 2000.

Page D-7, Appendix D – Text is added to the first paragraph of the section entitled, *INTERSECTION TURNING MOVEMENT VOLUMES*, to provide a clearer discussion of methodology, as follows:

> AM and PM peak-hour traffic volumes for the No Project Condition were developed using the CCAG/San Mateo travel forecast model, as outlined in Appendix D-3 of the 1999 *San Bruno Redevelopment Project Area Final Environmental Impact Report*. The year 2020 CCAG/San Mateo travel forecast model accounted for growth due to background regional traffic growth, development of the proposed project site with the land uses designated under the No Project Condition, and all of the approved/planned project developments planned as part of the San Bruno Redevelopment Plan except for the 400-room hotel planned at the Lumberyard triangle site and the 100 apartment units planned along El Camino Real. Estimated growth factors for each intersection were developed based on the CCAG/San Mateo travel forecast model and were applied to existing traffic volumes in order to predict future year 2020 traffic volumes. Traffic that would be generated with development of the approved/planned Redevelopment Plan projects not accounted for in the CCAG/San Mateo travel forecast model were added to the base 2020 CCAG/San Mateo travel forecast model as outlined in the trip generation and distribution and traffic assignment sections below. [Response to Comment No. B-1]

Page D-8, Appendix D – Text is added to the first paragraph of the section entitled, *TRIP DISTRIBUTION AND ASSIGNMENT*, to provide a clearer discussion of trip distribution assumptions, as follows:

> Vehicle trips generated by the developments listed in Table D.5 were distributed through the local roadway network based on the trip distribution percentages for office, residential, and retail land use types as listed in Table D.6. These trip-distribution rates were established based on travel patterns established in the CCAG/San Mateo travel forecast model. In this analysis, the "residential" trip distribution rates were applied to apartments proposed under the Redevelopment Plan, the "office" trip distribution rates were applied to the office, hotel and convention center land uses, and the "retail" distribution rates were applied to the retail development. [Response to Comment No. B-2]

Page 18, Appendix E – The last page of Appendix is revised to add trees currently located in the proposed El Camino Real improvements right-of-way, as follows: [Staff initiated]

Tree Evaluation -U.S. Navy Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

Tag	Common Name *Scientific Name*	Circumference (inches)	Diameter at Breast Height (inches)	Location	Health Assessment	Notes
273a	Redwood *Sequoia sempervirens*	50	16	East of Bldg. B-101	Good	Tagged as grove
273b	Redwood *Sequoia sempervirens*	47	15	East of Bldg. B-101	Good	Tagged as grove
273c	Redwood *Sequoia sempervirens*	25	8	East of Bldg. B-101	Good	Tagged as grove
273d	Redwood *Sequoia sempervirens*	31	10	East of Bldg. B-101	Good	Tagged as grove
273e	Redwood *Sequoia sempervirens*	31	10	East of Bldg. B-101	Good	Tagged as grove
273f	Redwood *Sequoia sempervirens*	38	12	East of Bldg. B-101	Fair	Tagged as grove; lots of dead branches; very poor leader
273g	Redwood *Sequoia sempervirens*	38	12	East of Bldg. B-101	Good	Tagged as grove; poor leader
273h	Redwood *Sequoia sempervirens*	57	18	East of Bldg. B-101	Good	Tagged as grove; poor leader
273i	Redwood *Sequoia sempervirens*	50	16	East of Bldg. B-101	Good	Tagged as grove
273j	Redwood *Sequoia sempervirens*	38	12	East of Bldg. B-101	Good	Tagged as grove
301	Monterey pine *Pinus radiata*	38	12	East side of El Camino Real	Good	Untagged
302	Monterey pine *Pinus radiata*	25	8	East side of El Camino Real	Good	Untagged
303	Monterey pine *Pinus radiata*	31, 28	10, 9	East side of El Camino Real	Good	Untagged
304	Monterey pine *Pinus radiata*	47, 22	15, 7	East side of El Camino Real	Good	Untagged; needs pruning
305	Myoporum *Myoporum laetum*	16	5	East side of El Camino Real	Good	Untagged
306	Myoporum *Myoporum laetum*	16	5	East side of El Camino Real	Good	Untagged
307	Myoporum *Myoporum laetum*	44	14	East side of El Camino Real	Good	Untagged
308	Myoporum *Myoporum laetum*	13, 9, 13	4, 3, 4	East side of El Camino Real	Good	Untagged
309	Myoporum *Myoporum laetum*	13, 16	4, 5	East side of El Camino Real	Good	Untagged

? = [illegible] information.

Tag [illegible]s are consecutive, except those between 301 to 1099. These numbers were not used

Tree Evaluation -U.S. Navy Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

Tag	Common Name *Scientific Name*	Circumference (inches)	Diameter at Breast Height (inches)	Location	Health Assessment	Notes
310	Myoporum *Myoporum laetum*	19, 19, 9	6, 6, 3	East side of El Camino Real	Good	Untagged
311	Myoporum *Myoporum laetum*	44	14	East side of El Camino Real	Good	Untagged
312	Myoporum *Myoporum laetum*	13, 6, 6, 6, 9	4, 2, 2, 2, 3	East side of El Camino Real	Good	Untagged
313	Myoporum *Myoporum laetum*	19, 6, 6, 9	6, 2, 2, 3	East side of El Camino Real	Good	Untagged
314	Myoporum *Myoporum laetum*	19, 13	6, 4	East side of El Camino Real	Good	Untagged
315	Pine *Pinus* sp.	10, 10, 13, 13, 10, 6	3, 3, 4, 4, 3, 2	East side of El Camino Real	Good	Untagged; in planter box
316	Myoporum *Myoporum laetum*	44	14	East side of El Camino Real	Good	Untagged
317	Myoporum *Myoporum laetum*	3, 3, 3, 3, 3, 3, 3, 3, 6, 6, 6	1, 1, 1, 1, 1, 1, 1, 1, 2, 2, 2	East side of El Camino Real	Good	Untagged
318	Myoporum *Myoporum laetum*	47	15	East side of El Camino Real	Good	Untagged
319	Myoporum *Myoporum laetum*	31	10	East side of El Camino Real	Fair	Untagged; leaning, some bark loss
320	Myoporum *Myoporum laetum*	38	12	East side of El Camino Real	Good	Untagged
321	Myoporum *Myoporum laetum*	57	18	East side of El Camino Real	Good	Untagged; needs pruning few broken branches
322	Myoporum *Myoporum laetum*	44	14	East side of El Camino Real	Fair	Untagged; very thin canopy
323	Myoporum *Myoporum laetum*	41	13	East side of El Camino Real	Fair	Untagged; thin canopy
324	Myoporum *Myoporum laetum*	47	15	East side of El Camino Real	Good	Untagged
325	Myoporum *Myoporum laetum*	44	14	East side of El Camino Real	Good	Untagged; gnarled trunk
326	Myoporum *Myoporum laetum*	38	12	East side of El Camino Real	Fair	Untagged; thin canopy
327	Myoporum *Myoporum laetum*	63, 63	20, 20	East side of El Camino Real	Good	Untagged
328	Myoporum *Myoporum laetum*	44	14	East side of El Camino Real	Good	Untagged; gnarled trunk

? = Missing information.

Tag numbers are consecutive, except those between 301 to 1099. These numbers were not used.

Tree Evaluation -U.S. Navy Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

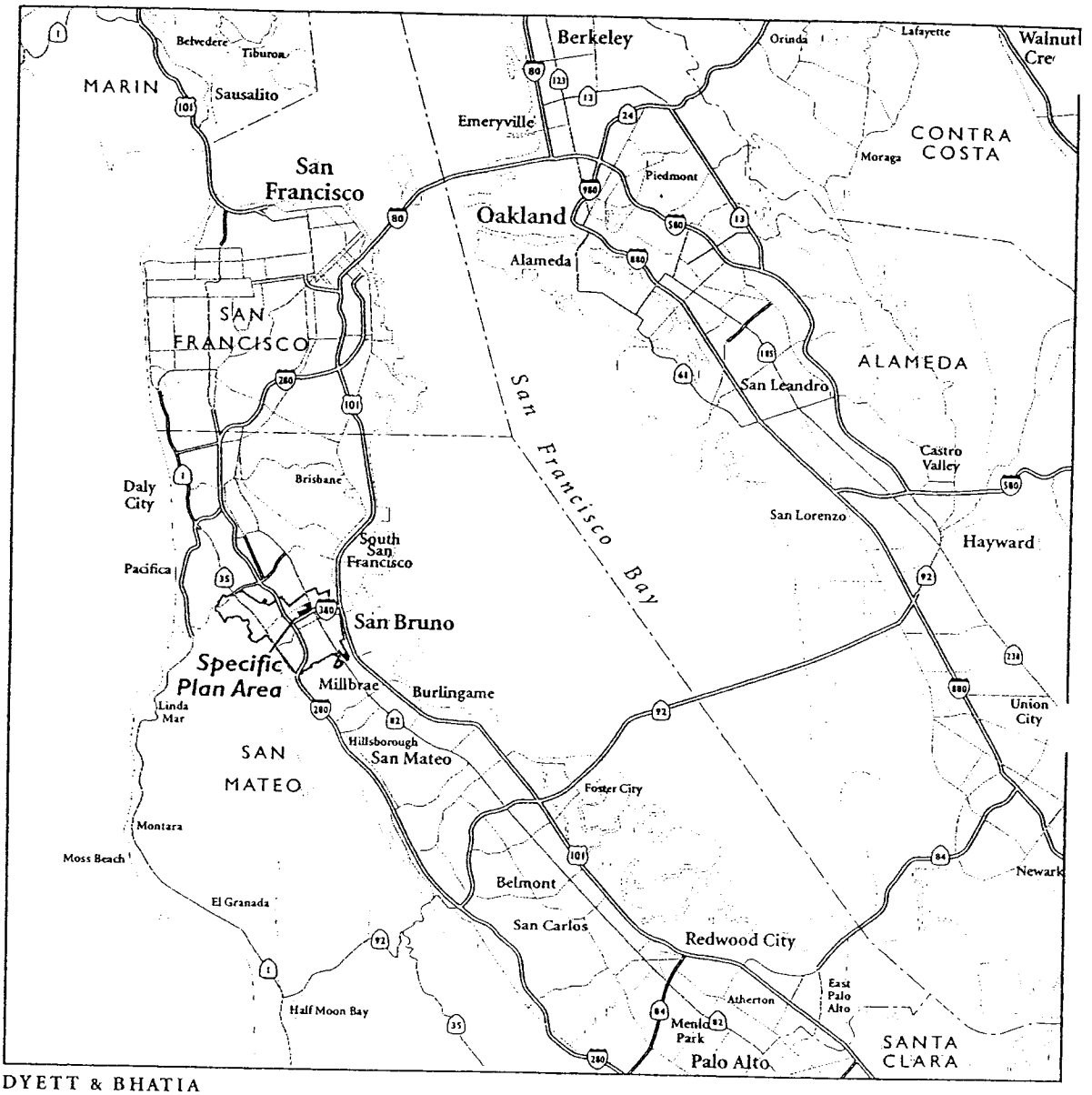
Tag	Common Name *Scientific Name*	Circumference (inches)	Diameter at Breast Height (inches)	Location	Health Assessment	Notes
1122	Myoporum *Myoporum laetum*	56	18	East of Bldg. B-204	Good	
1124	Myoporum *Myoporum laetum*	39	12	East of Bldg. B-204	Good	
1125	Myoporum *Myoporum laetum*	14	4	East of Bldg. B-204	Good	
1134	Bottlebrush Myrtaceae family	35	11	East of Bldg A-207	Good	
1135	Bottlebrush Myrtaceae family	56	18	East of Bldg A-207	Good	
1136	Myoporum *Myoporum laetum*	36	11	North of Bldg. A-212	Good	
1137	Myoporum *Myoporum laetum*	36	11	North of Bldg. A-212	Good	

? = information.

Tag nu are consecutive, except those between 301 to 1099. These numbers were not used

REVISED FIGURES AND NEW FIGURE II.5

U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN EIR

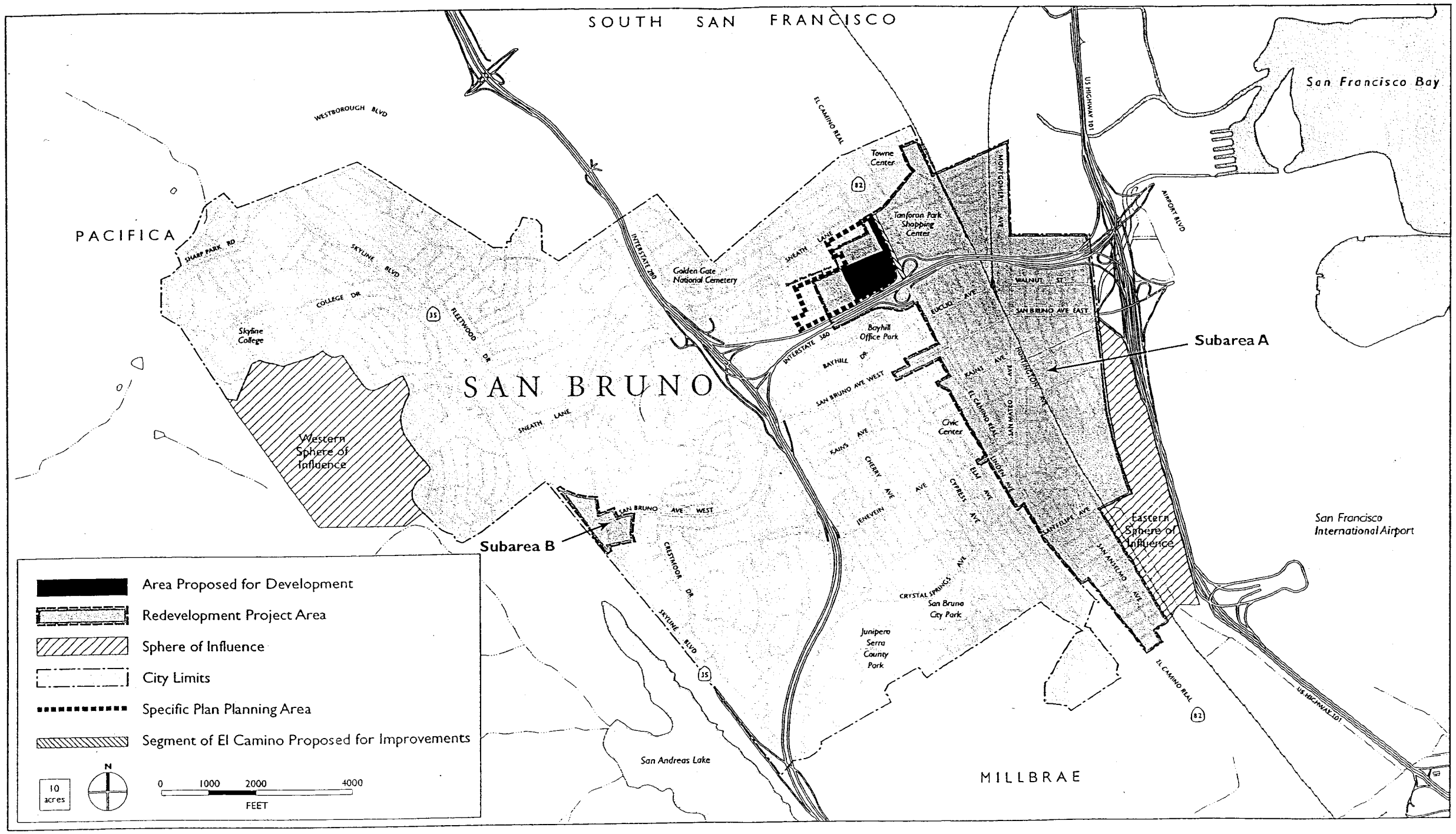


DYETT & BHATIA
Urban and Regional Planners

0 4 8
MILES

U.S. Navy Site and Its Environs Specific Plan Area, and Adjacent Improvements to El Camino Real San Bruno, CA - Revised Figure 1

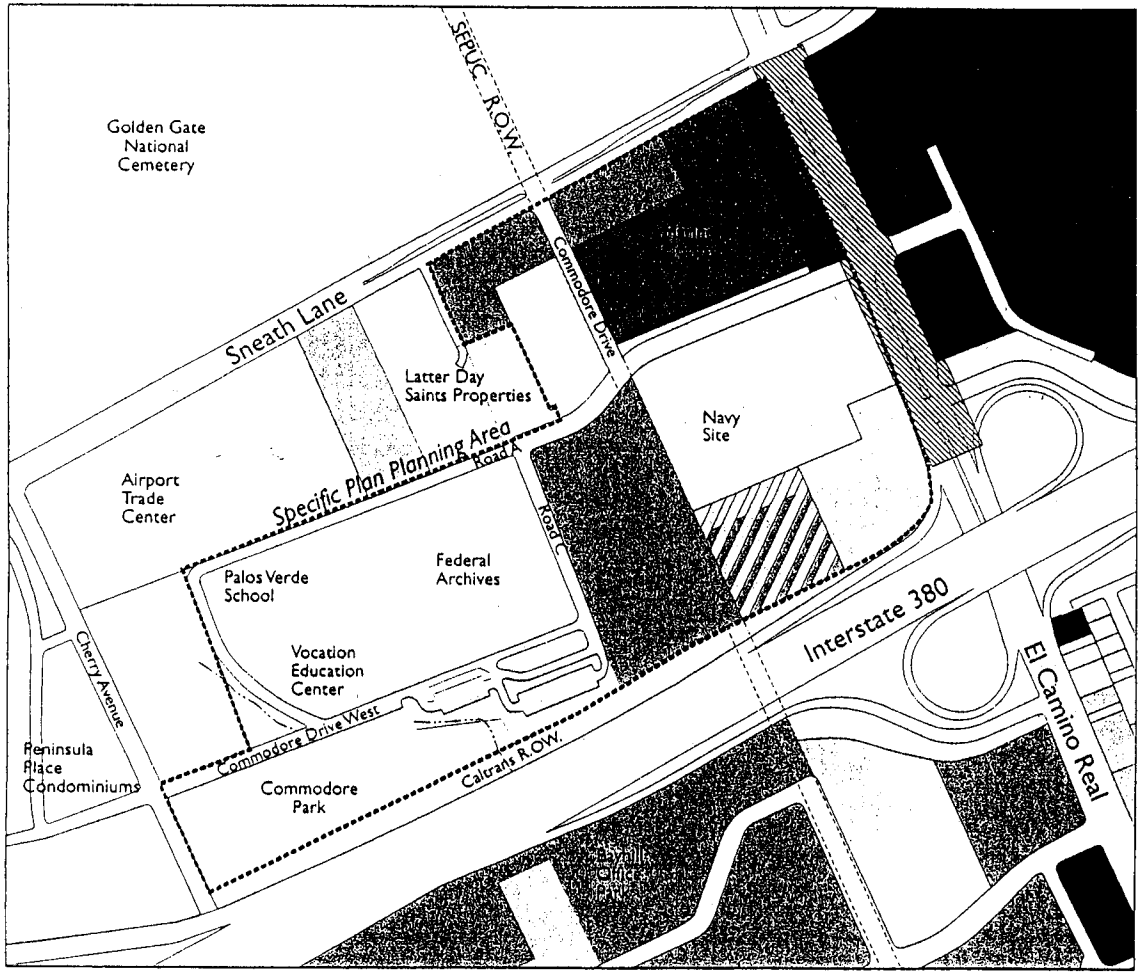
Regional Location of San Bruno, Californ...



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U.S. Navy Site and Its Environs Specific Plan, and Adjacent Improvements to El Camino Real, San Bruno Redevelopment Plan Project Area, San Bruno, CA - Revised Figure II.2

Specific Plan Area Proposed for Development

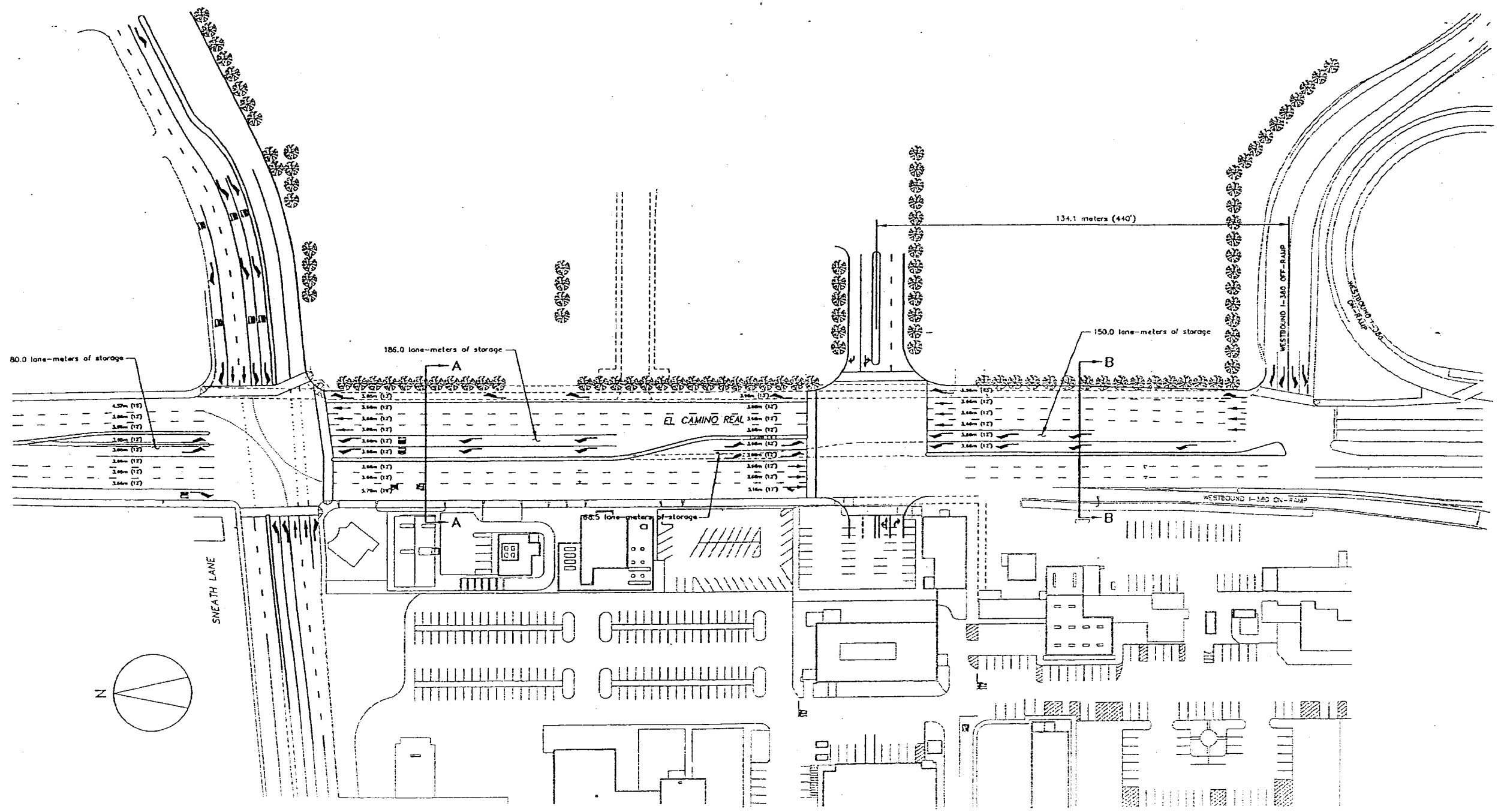


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December 6, 2000

Revised Figure II.4

U.S. Navy Site and Its Environs
Specific Plan Area and Adjacent
Improvements to El Camino Real:
Proposed Land Use Diagram

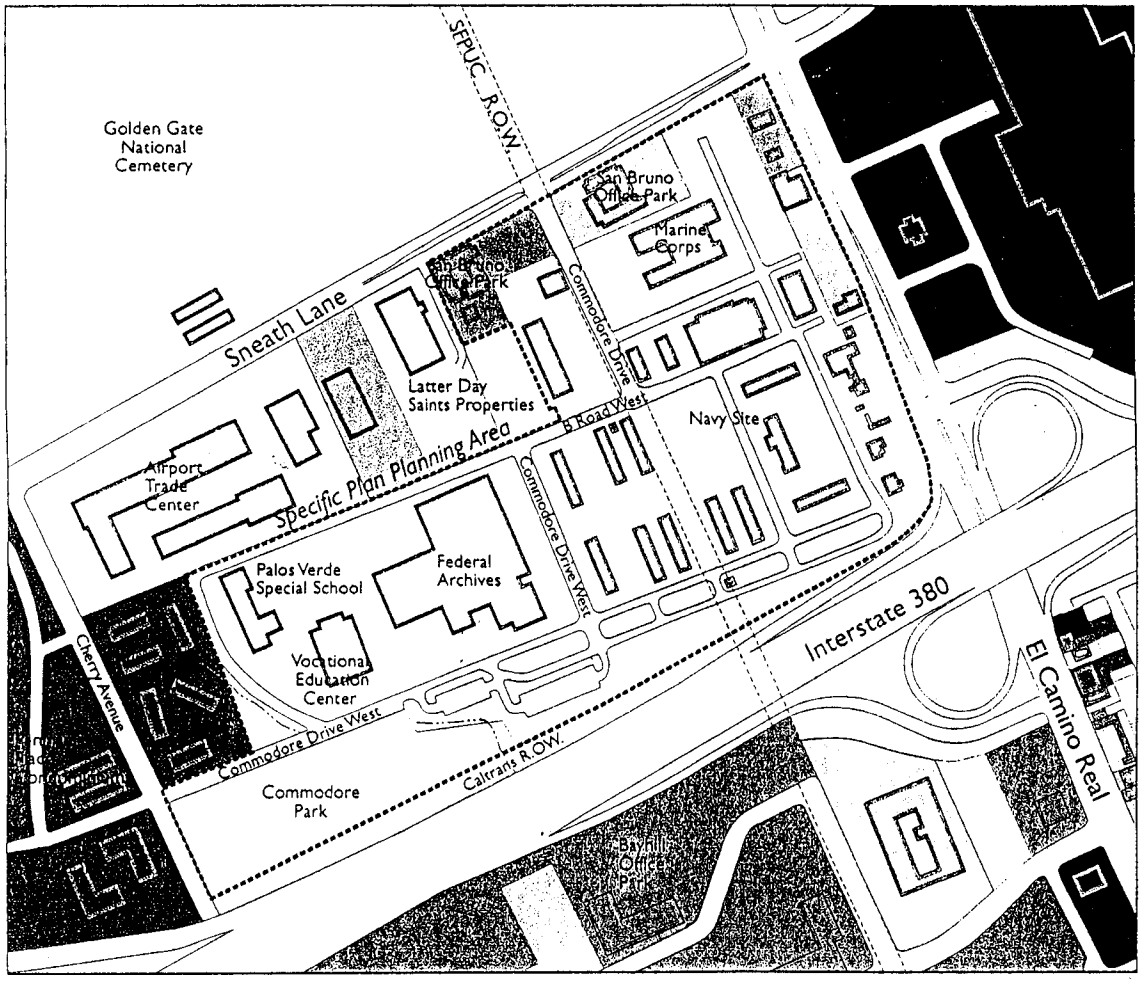


June 26, 2000

DKS Associates

U.S. Navy Site and Its Environs Specific Plan and San Bruno Redevelopment Plan Project Area and Adjacent Improvements to El Camino Real, San Bruno, CA - Figure II.5

Proposed Configuration of El Camino Real, Between Sneath Lane and I-380



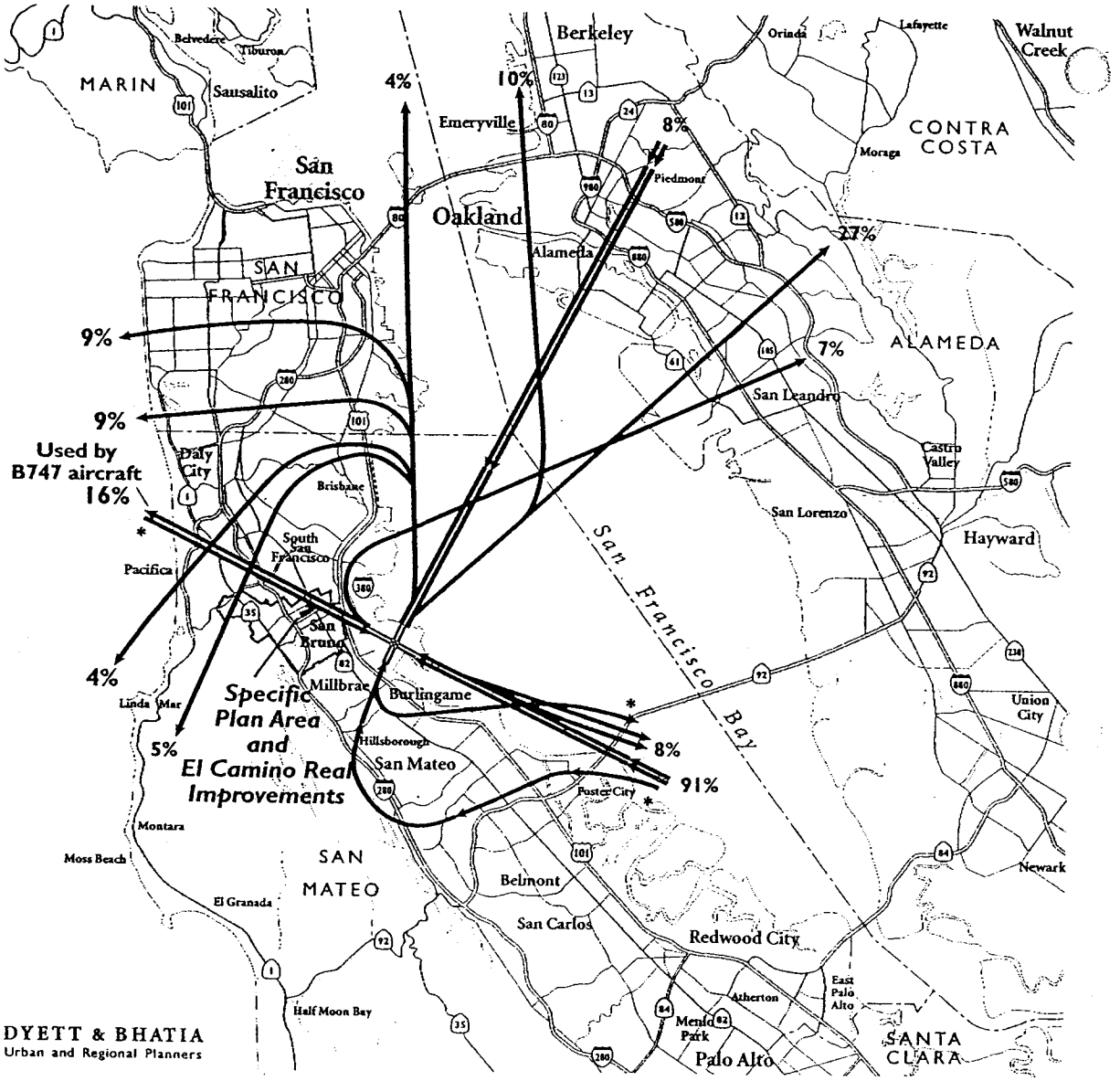
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- Single-family Residential
- 2 Unit Residential
- 3,4 Unit Residential
- 5+ Unit Residential
- Neighborhood Retail
- Regional Retail
- Regional Office
- Finance/Insurance
- Services
- Auto Use
- Industrial
- Parks/Open Space
- Public/Quasi-Public
- Vacant
- Building Footprint

Source: San Francisco Public Utilities Commission. *Digital Orthophotos.*
Bay Area Regional Database, *Digital Orthophotos.*
San Francisco Bay Area Rapid Transit District. *San Francisco Airport Extension, 1998.*
City of San Bruno, *Land Use Survey for the Proposed Redevelopment Area, 1998.*

Revised Figure III.B.1

U.S. Navy Site and Its Environs
Specific Plan Area:
Existing Uses and Buildings



Arrows are representative of flight corridors that are up to several miles wide and encompass a greater area than shown by these lines and arrows. Actual aircraft are more widely dispersed than shown.

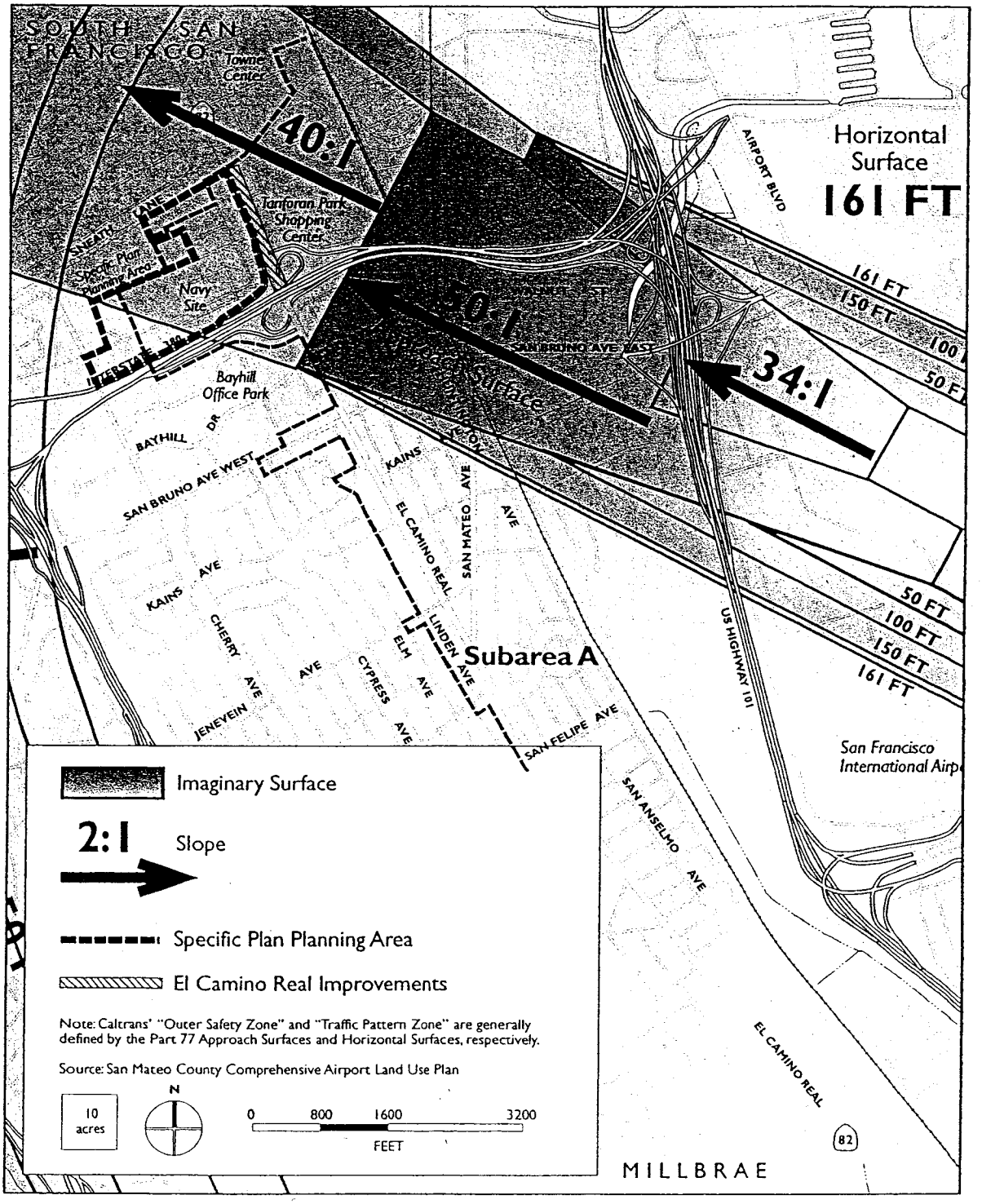
Percentages shown represent average annual use of the tracks by departing air carrier aircraft (except B747's) during the daytime. Actual use of a track on a particular day depends on what runways are being used.

* Used by fewer than 1% of arriving or departing aircraft.

Source: FAA, 1998

U.S. Navy Site and Its Environs Specific Plan and Adjacent Improvements to El Camino Real - Revised Figure III.C.1

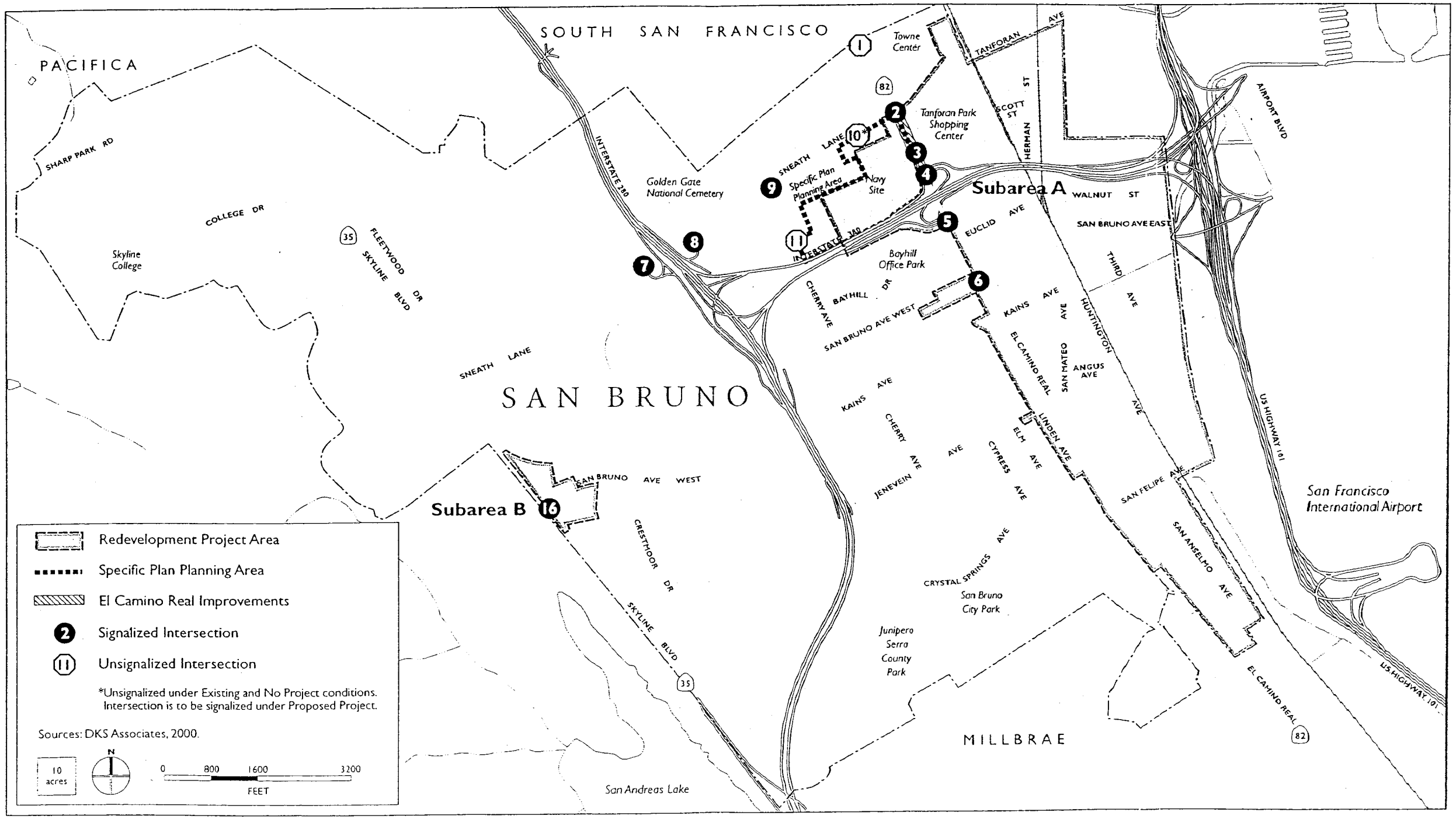
San Francisco International Airport Flight Paths



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U.S. Navy Site and Its Environs Specific Plan and Adjacent Improvements to El Camino Real, San Bruno CA - Revised Figure III.C.2

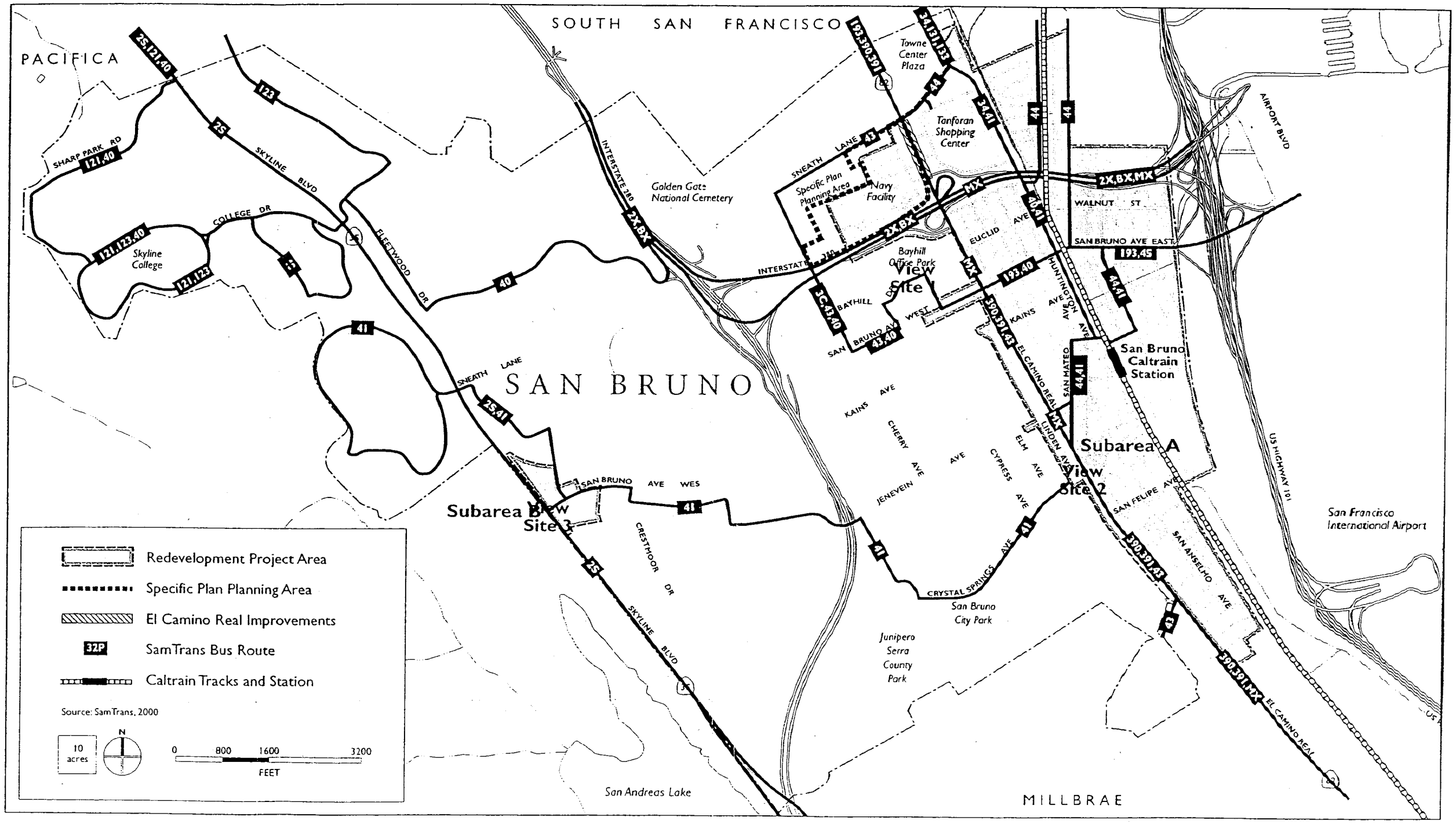
FAR Part 77 Imaginary Surfaces



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U.S. Navy Site and Its Environs Specific Plan and San Bruno Redevelopment Plan Project Area and Adjacent Improvements to El Camino Real, San Bruno, CA - Revised Figure III.D.3

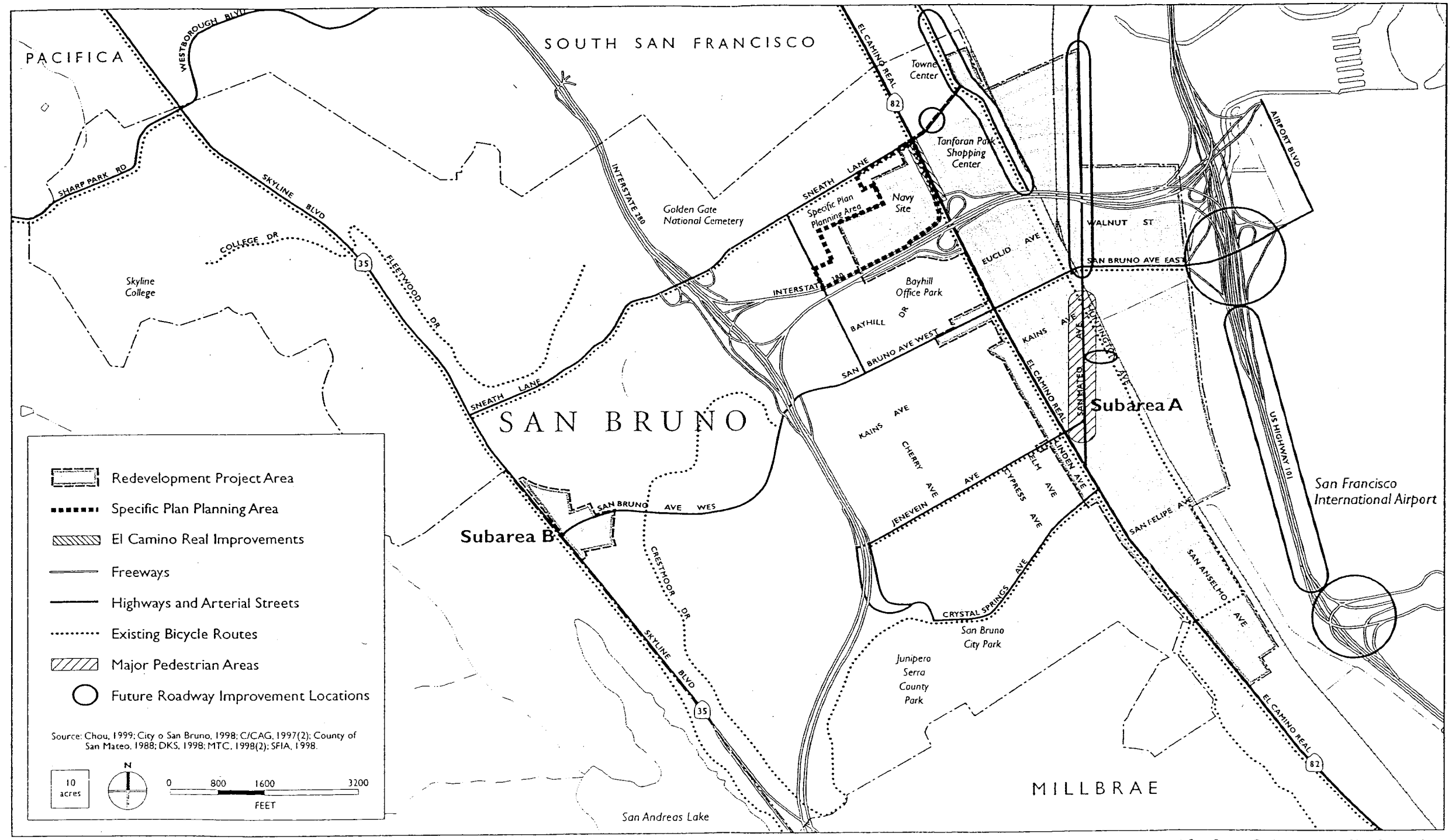
Traffic Volume Measurement Locations



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U.S. Navy Site and Its Environs Specific Plan and San Bruno Redevelopment Plan Project Area and Adjacent Improvements to El Camino Real, San Bruno, CA - Revised Figure III.D.4

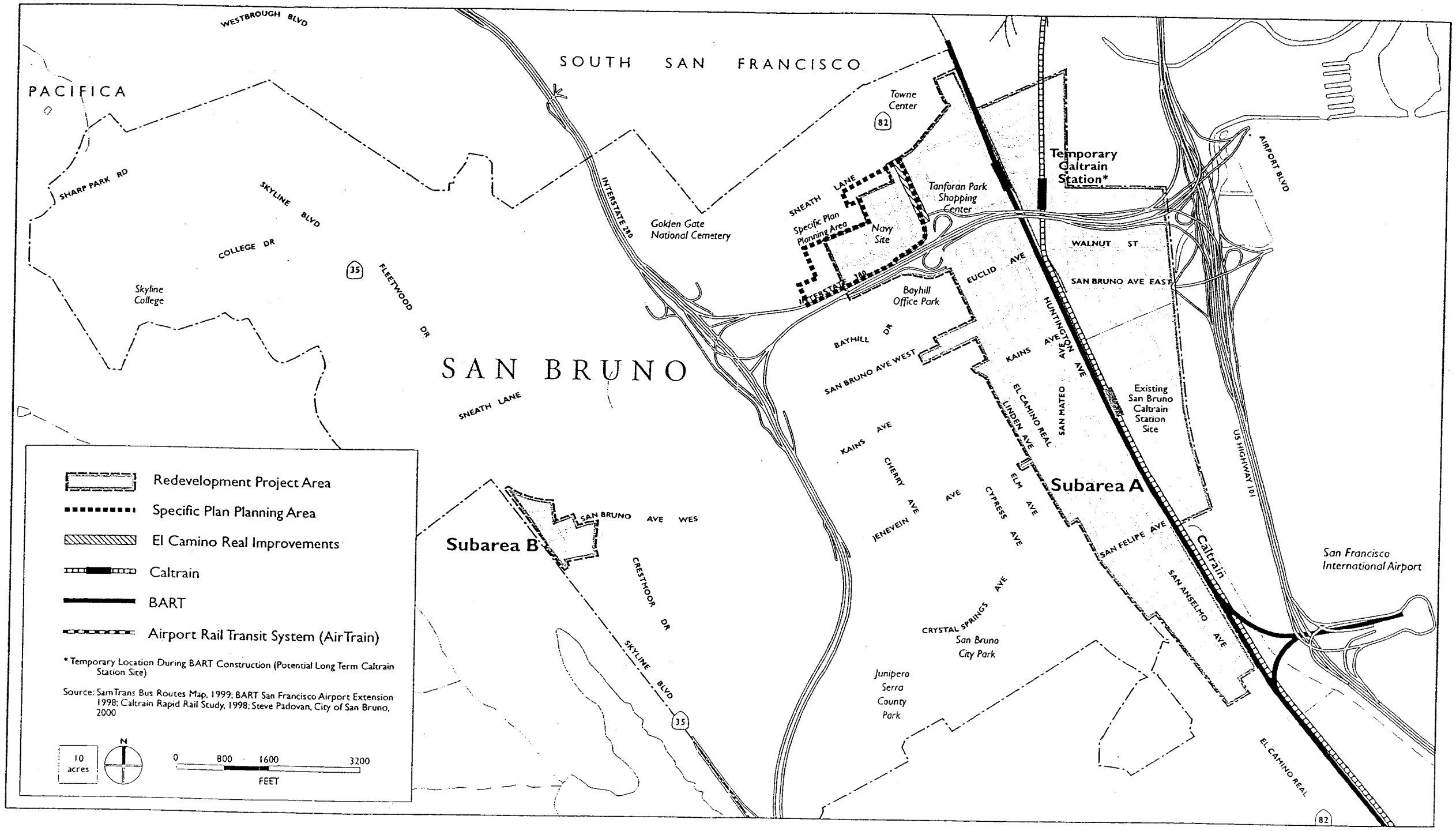
Existing Transit Network and Facilities



U.S. Navy Site and Its Environs Specific Plan and San Bruno Redevelopment Plan Project Area and Adjacent Improvements to El Camino Real, San Bruno, CA - Revised Figure III.D.5

Future Transportation Network

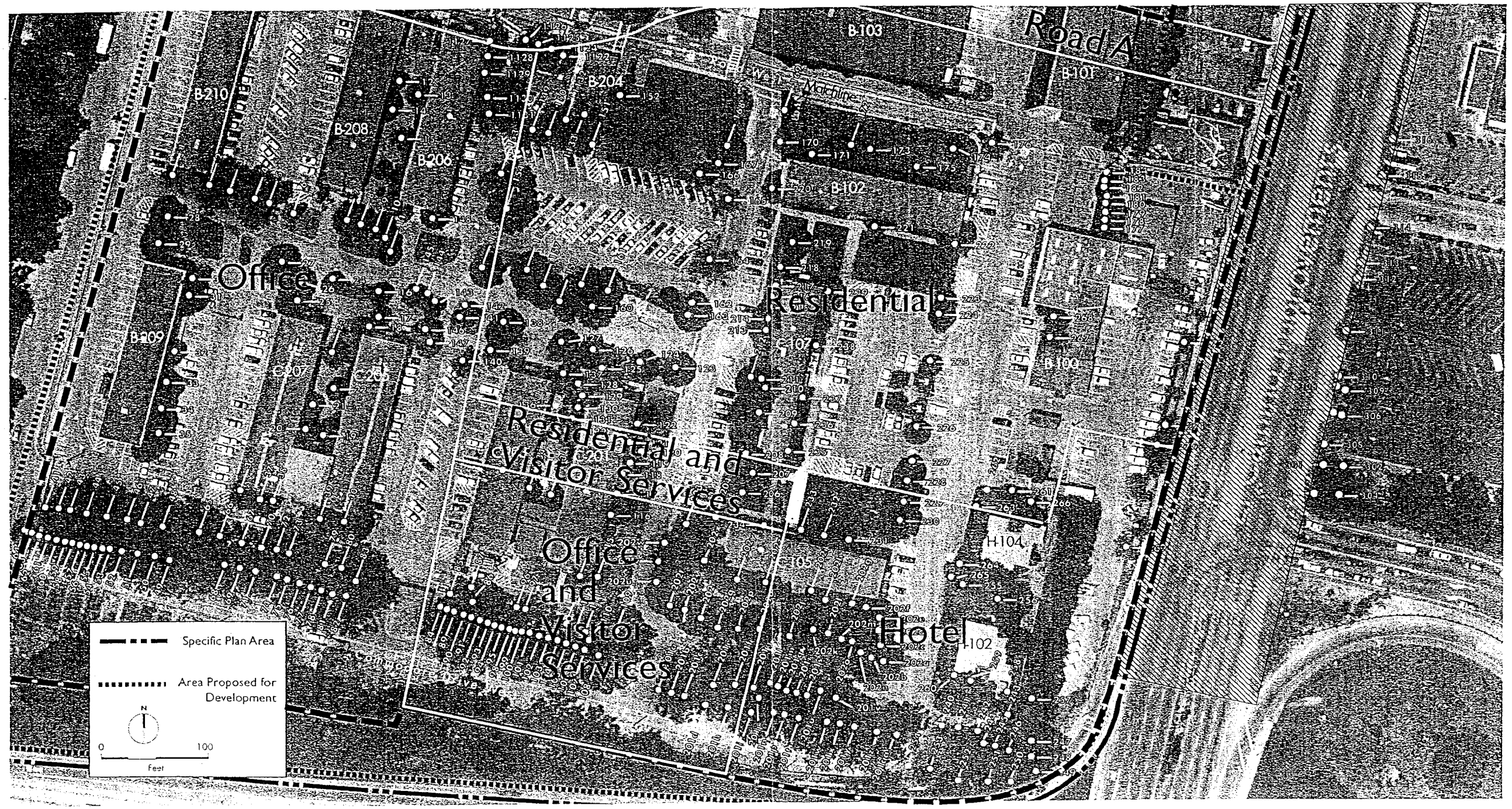
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Urban and Regional Planners



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U.S. Navy Site and Its Environs Specific Plan and San Bruno Redevelopment Plan Project Area and Adjacent Improvements to El Camino Real, San Bruno, CA - Revised Figure III.D.6

Future Transit Network and Facilities



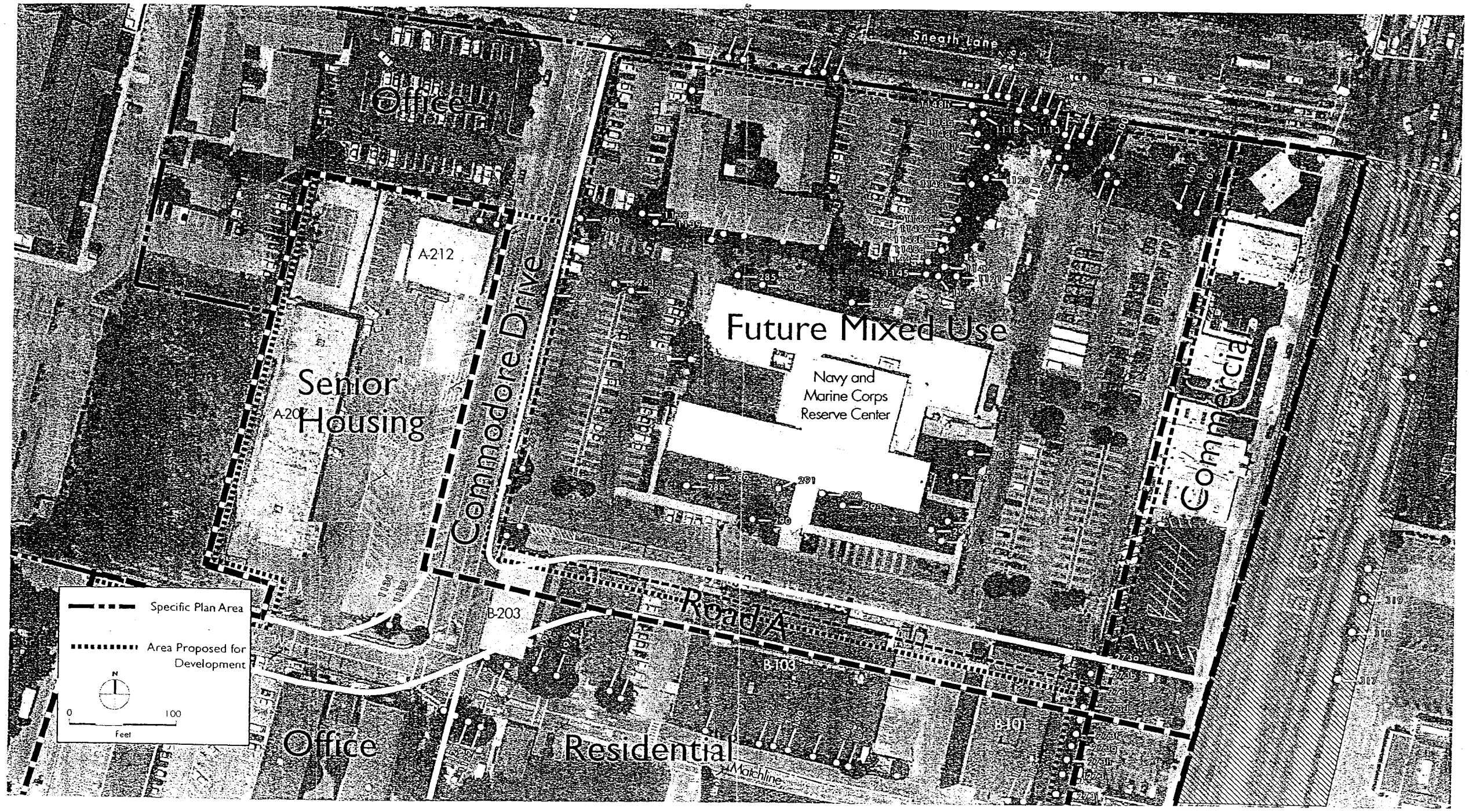
U.S. Navy Site and Its Environs Specific Plan

SOURCE: Environmental Science Associates

Revised Figure III.G.1

DYETT & BHATIA
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Tree Evaluation of Area Proposed for Development as Part of the U.S. Navy Site and Its Environs Specific Plan and Adjacent Improvements to El Camino Real - Southern Portion, San Bruno, CA



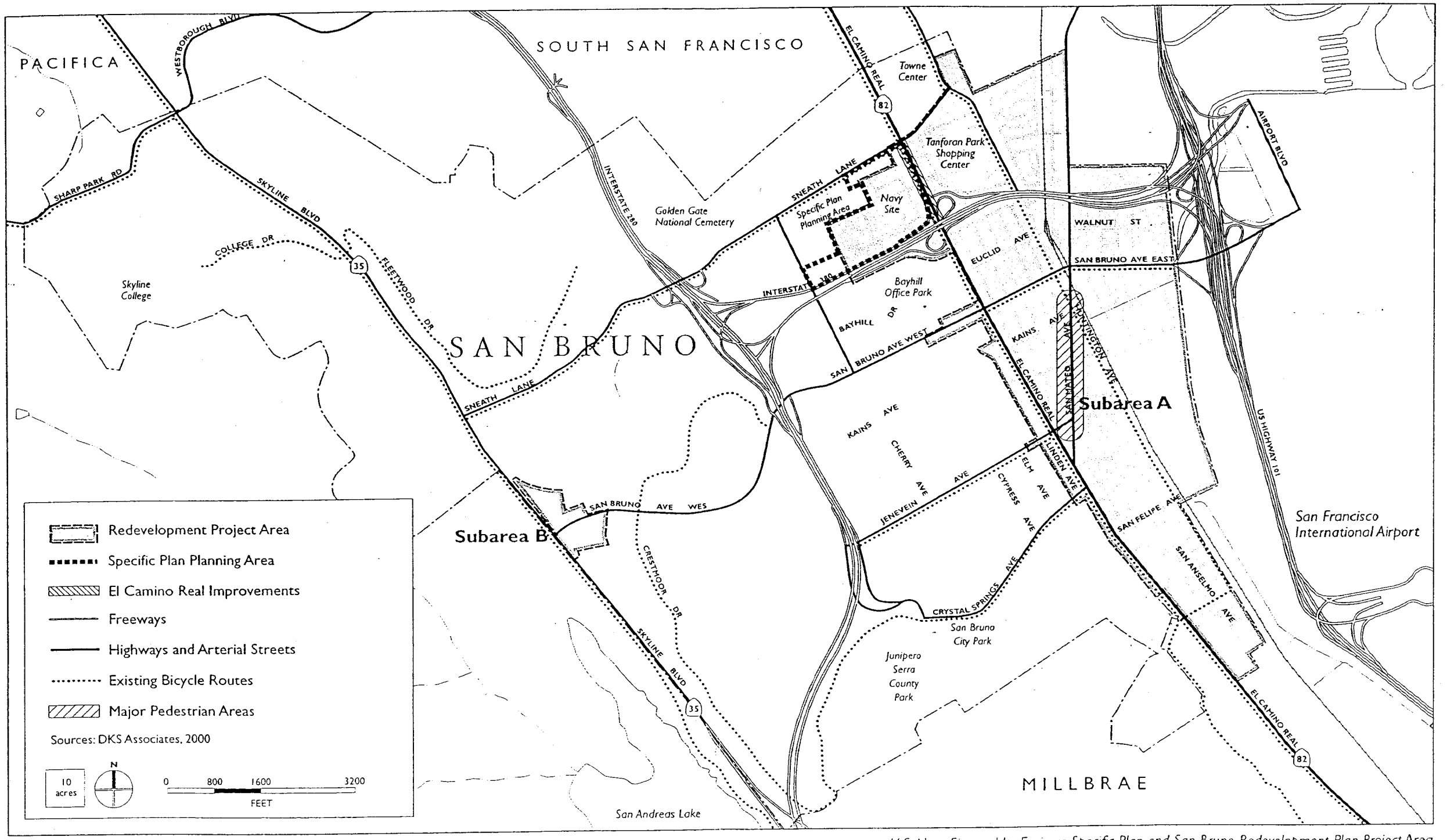
SOURCE: Environmental Science Associates

U.S. Navy Site and Its Environs Specific Plan

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Revised Figure III.G.2

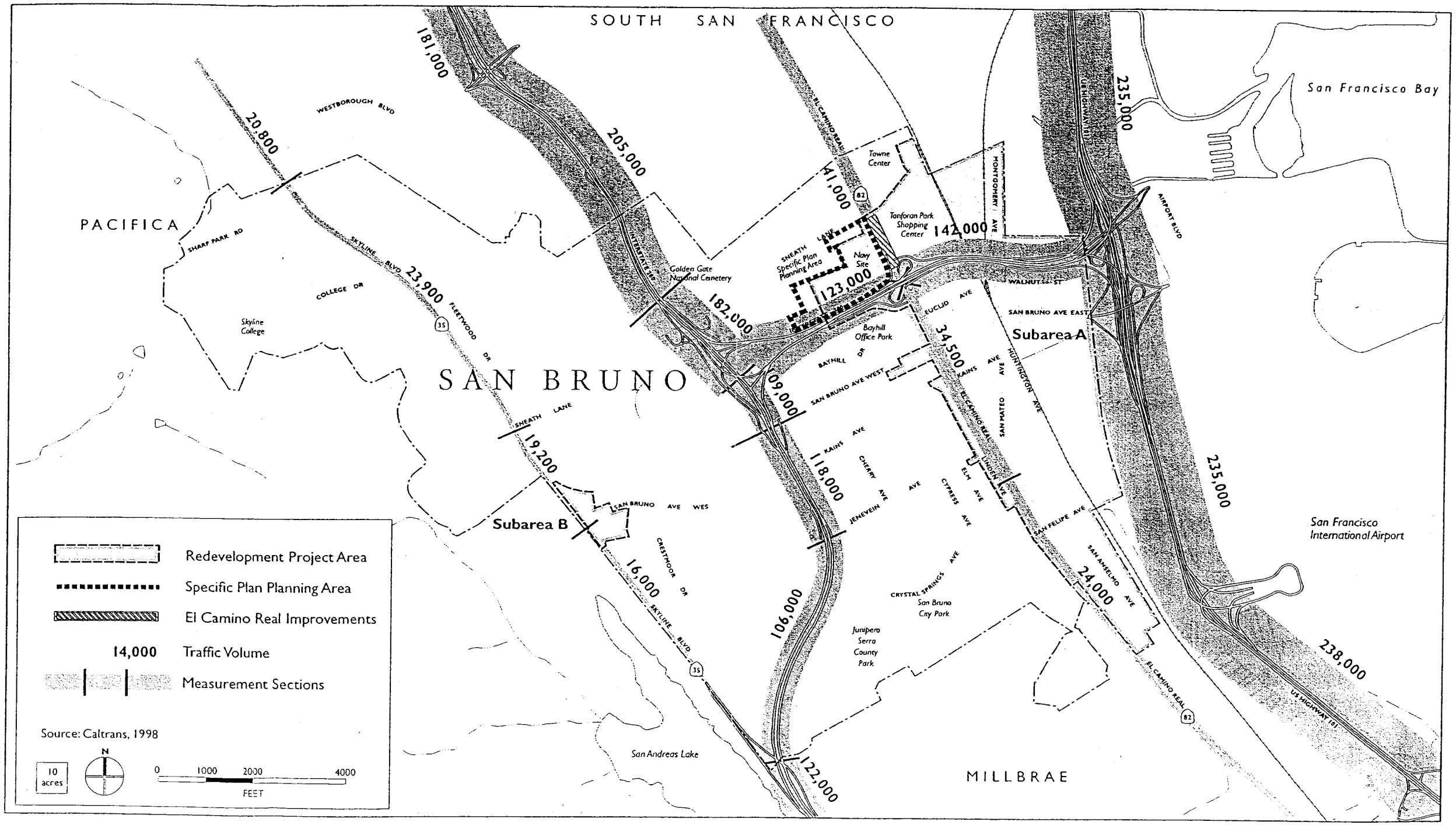
Tree Evaluation of Area Proposed for Development as Part of the U.S. Navy Site and Its Environs Specific Plan and Adjacent Improvements to El Camino Real - Northern Portion, San Bruno, CA



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U.S. Navy Site and Its Environs Specific Plan and San Bruno Redevelopment Plan Project Area and Adjacent Improvements to ElCamino Real, San Bruno, CA - Revised Figure III.D.1

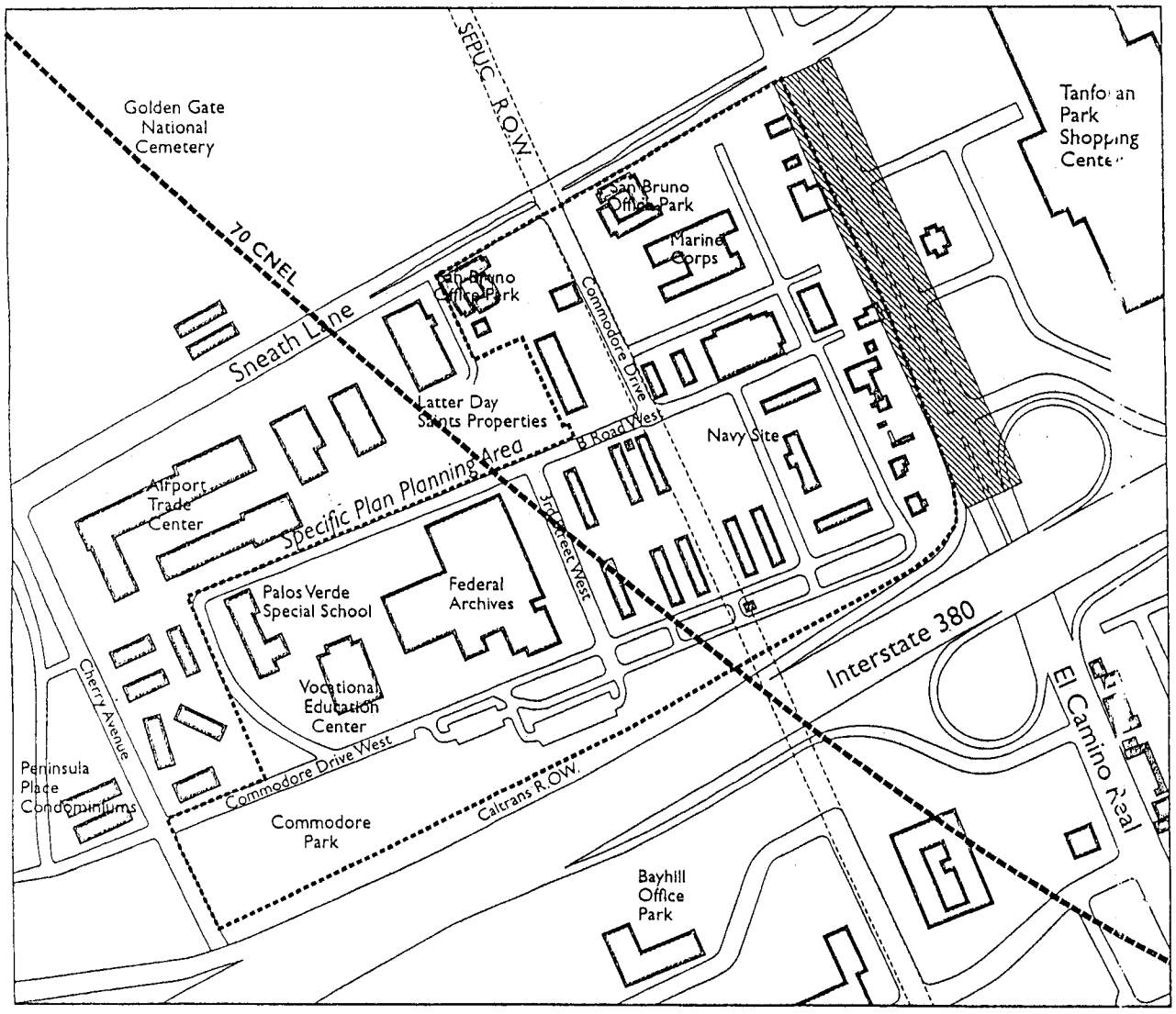
Existing Transportation Network



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Urban and Regional Planners

U.S. Navy Site and Its Environs Specific Plan and San Bruno Redevelopment Plan Project Area and Adjacent Improvements to El Camino Real, San Bruno, CA - Revised Figure III.D.2

Regional Roadways Average Daily Traffic Volumes



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1983

70 CNEL

El Camino Real Improvements

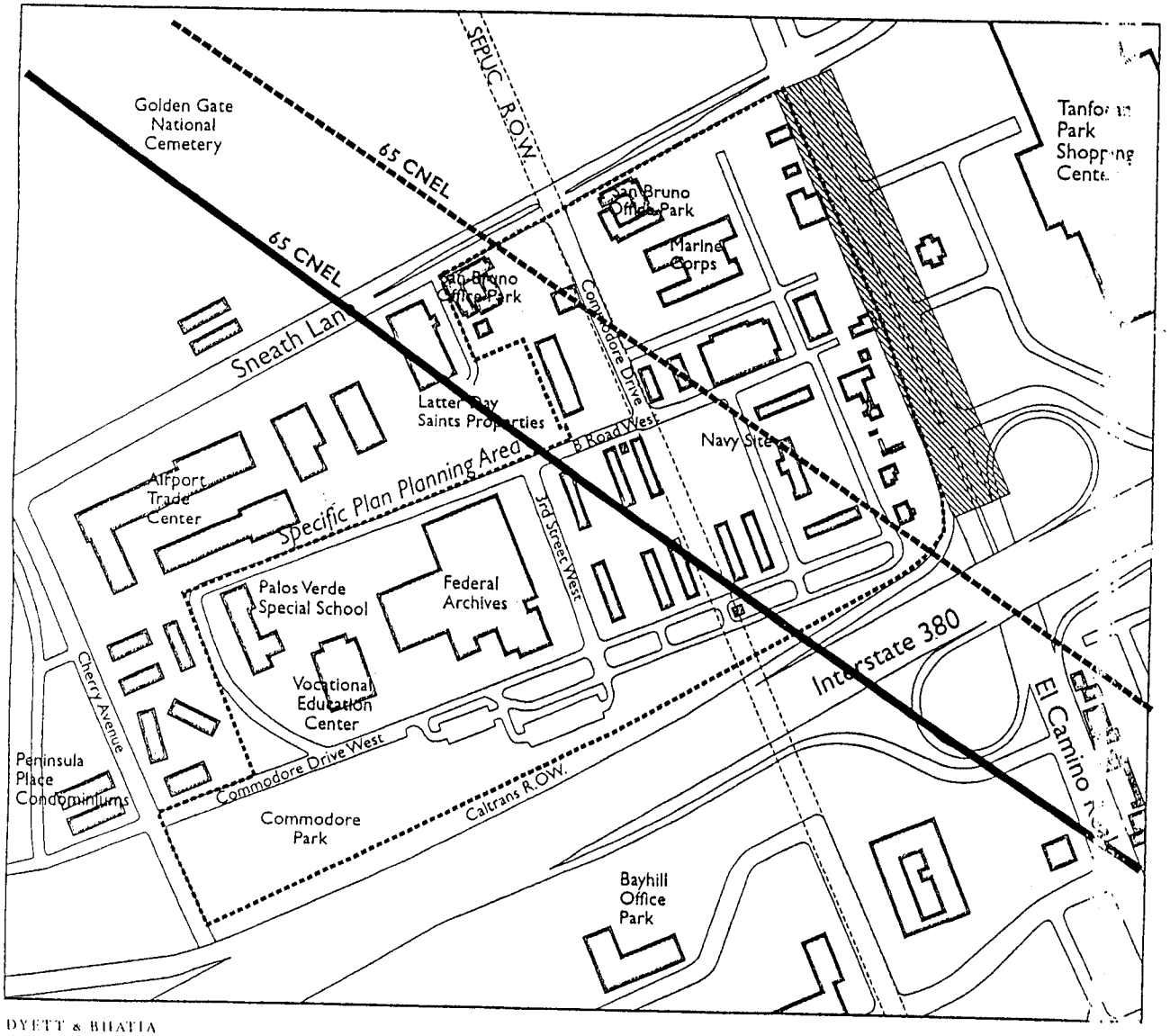
Source: San Mateo Airport and Land Use Commission, 1996; Environmental Science Associates

1 acre

0 125 250 500
FEET

Revised Figure III.I.1

Revised U.S. Navy Site and Its Environs Specific Plan Area and Adjacent Improvements to El Camino Real: San Mateo County CLUP 1983 Noise Contours



65 CNEL (2000)

65 CNEL (1995)

El Camino Real

Note: The 70 CNEL noise contours are located further east towards SFIA. Portions of the Tanforan Park Shopping Center are within the 70 CNEL noise contour in 1995 and 2000.

Source: SFIA Airports Commission, 1995, Environmental Science Associates

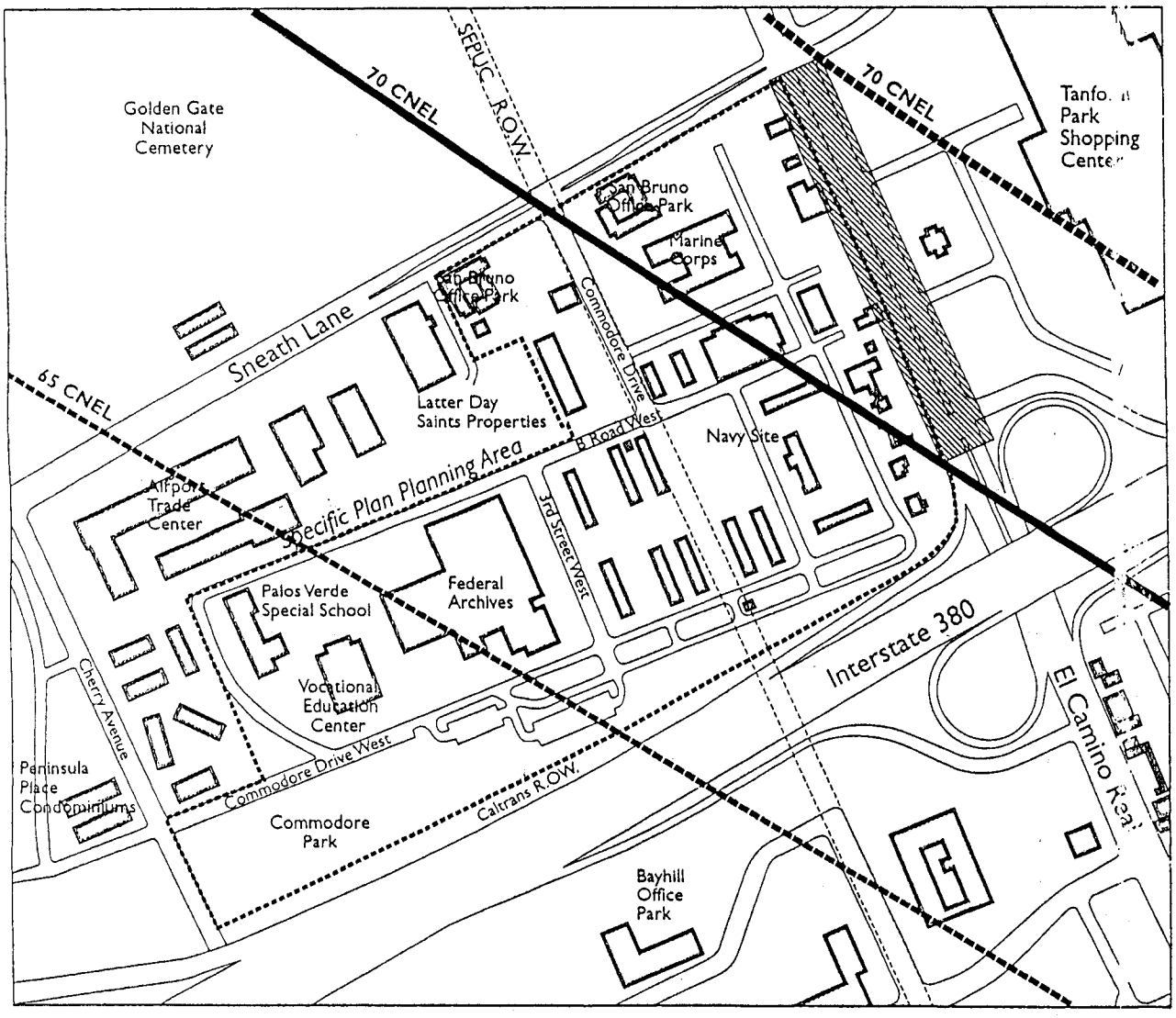
1 acre

0 125 250 500
FEET

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Revised Figure III.I.2

U.S. Navy Site and Its Environs
Specific Plan Area and Adjacent Improvements to El Camino Real:
FAA-Approved Aircraft Noise Contours



65 CNEL (1997)

70 CNEL (1997)

70 CNEL (2010)

Improvements to El Camino

Source: San Mateo Airport Land Use Commission, 1996; URS Greiner Team, 1999; Environmental Science Associates

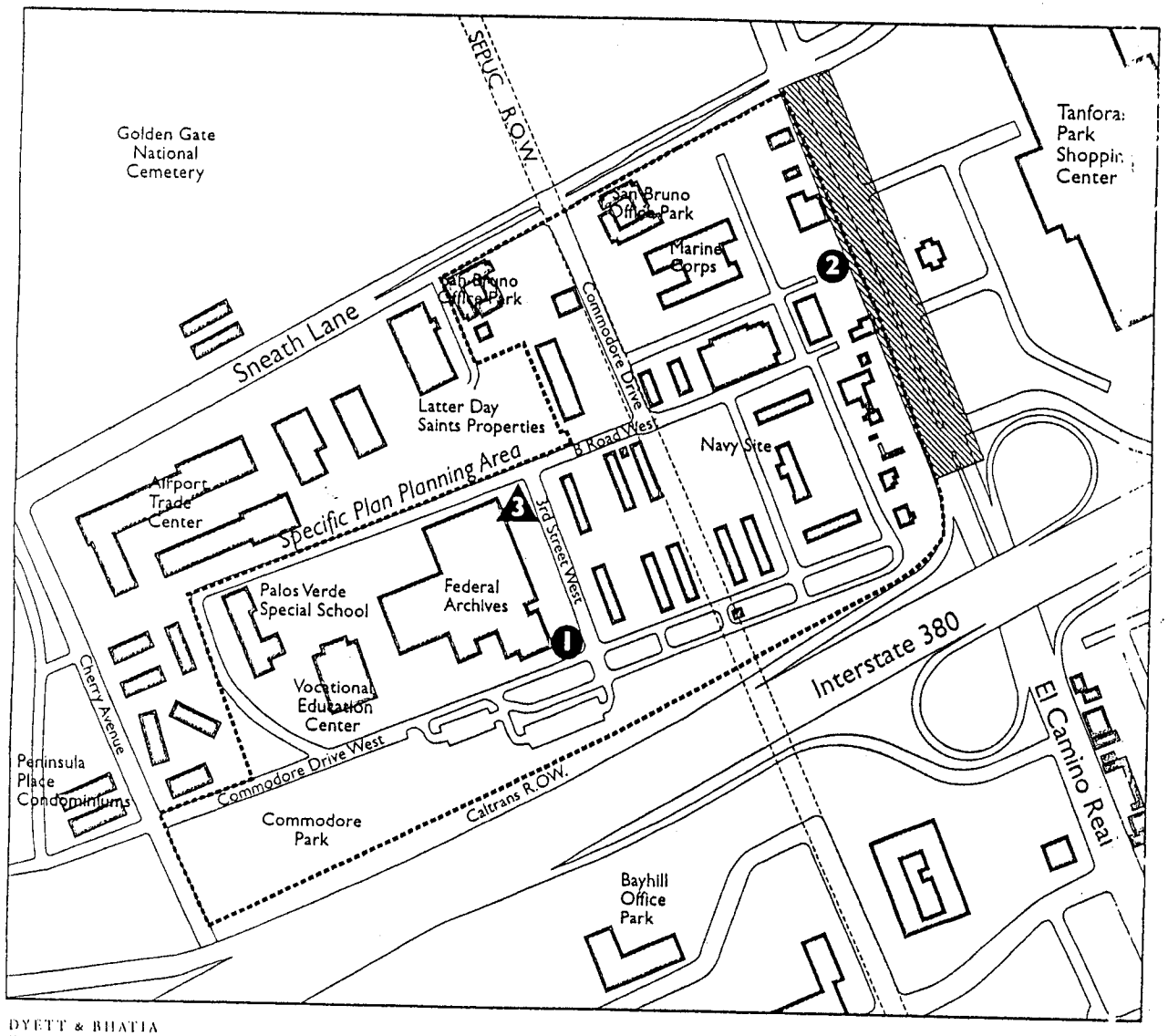
1 acre

0 125 250 500
FEET

Revised Figure III.1.3

U.S. Navy Site and Its Environs Specific Plan Area and Adjacent Improvements to El Camino Real: Existing and Projected Aircraft Noise Contours

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1 15-minute (peak hour) Noise Mesurement

3 24-hour Noise Mesurement

El Camino Real Improvements

Source: Environmental Science Associates

1 acre

0 125 250 500
FEET

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Urban and Regional Planners

Revised Figure III.I.4

U.S. Navy Site and Its Environs
Specific Plan Area and Adjacent
Improvements to El Camino Real:
Noise Measurement Locations

CHAPTER III

PERSONS AND ORGANIZATIONS COMMENTING ON THE DRAFT EIR

A. PERSONS AND ORGANIZATIONS COMMENTING IN WRITING

A..	Martin/Regis San Bruno Associates, L.P. David P. Cropper Mark R. Kroll	December 11, 2000
B.	California Department of Transportation Jean C. R. Finney, District Branch Chief	December 7, 2000
C.	City of San Bruno, Community Development Department Gilbert Yau, Engineering	December 11, 2000
D.	City/County Association of Governments of San Mateo County Airport Land Use Committee David F. Carbone, ALUC Staff	December 11, 2000 [rev. December 14, 2000]
E.	City/County Association of Governments of San Mateo County Airport Land Use Committee David F. Carbone, ALUC Staff	December 14, 2000
F.	California Department of Toxic Substances Control Daniel F. Murphy, P.E., Chief, Berkeley Unit, Office of Military Facilities	November 28, 2000
G.	California Integrated Waste Management Board John Macanas, Environmental Review Section	December 12, 2000
H.	Mark J. Tobin	December 5, 2000 [received]

B. PERSONS COMMENTING AT THE PUBLIC HEARING

The City Council held a public hearing on the Draft EIR at City Hall, on Tuesday, December 12, 2000. No public testimony was provided nor were any public comments received concerning the Draft EIR.

CHAPTER IV
RESPONSES TO WRITTEN COMMENTS ON THE DRAFT EIR

This chapter includes copies of the comment letters received during the public review period on the Draft EIR and response to those comments. Where responses have resulted in changes to the text of the Draft EIR, these changes also appear in Chapter II of this Final EIR.

A

MARTIN/REGIS SAN BRUNO ASSOCIATES, L.P

December 11, 2000

George D. Foscardo
Community Development Director
City of San Bruno, Planning and Building Department
567 El Camino Real
San Bruno, CA 94066

Re: U.S. Navy Site and its Environs Specific Plan Draft EIR, San Bruno, California dated October 27, 2000, State Clearinghouse No. 99092026

Dear Mr. Foscardo

Thank you for the opportunity to comment on the Draft Environmental Impact Report ("Draft EIR") for the U.S. Navy Site and its Environs Specific Plan ("Specific Plan"). The Specific Plan area includes, and proposes development of, the approximately 20-acre site formerly owned and occupied by the U.S. Navy. As you are aware, on October 26, 2000, Martin/Regis San Bruno Associates, L.P, a partnership of The Martin Group and Regis Homes of Northern California successfully bid at public auction on the entire U.S. Navy site through the Government Services Administration (GSA).

Both the Martin Group and Regis Homes have built a reputation for developing successful complex mixed-use projects. We look forward to another award winning project in San Bruno. 1

Since our successful bid, we have met with staff and attended several public meetings before the Citizens' Advisory Committee and the Planning Commission to both to introduce ourselves to the San Bruno community and familiarize ourselves with the Specific Plan. We fully support the value of City's Specific Plan for the U.S. Navy site and appreciate the hard work and thorough planning effort that the Planning Department staff and the Citizens Advisory Committee have undertaken to prepare the former U.S. Navy site for successful redevelopment.

The first section of this comment letter focuses on the draft Specific Plan, and the second section addresses the Draft EIR.

I. Specific Plan

A. Purpose and Uses.

We support the purpose and proposed land uses set forth in the Specific Plan. Specifically, we appreciate and agree with the principals of Transit Oriented Development ("TOD") embodied in Specific Plan, creating an urban, mixed-use project, 2

including a full service, major hotel with ancillary meeting space, restaurant, and services, high density residential, specialized housing for the elderly, high quality office space, and a parking garage to allow an alternative to surface parking.

In order to allow the flexibility to create a more urban, active mixed-use development, we request that the description of the Multiple Family Residential allow more flexibility to provide service-oriented commercial uses on the ground floor.

B. Intensity of Development.

We support the intensity of development proposed in the Specific Plan, with a hotel of sufficient size to assure long-term economic return, residential and ancillary service facilities to sustain active social, recreational, and service amenities for residents, office space of sufficient size to attract a quality employer and support ancillary services, and a parking garage to maximize open space and minimize the presence of the automobile.

To attract the best hotel for this site and for the community we believe that it is necessary to have flexibility in the total number of rooms to be built. We have found that hotel professionals are in the best position to judge the proper number of rooms to be built on a specific site. Therefore, we request that all references to the hotel indicate the full service, major hotel may be "up to" 500 rooms.

We also request that the amount of additional square footage allowed for ancillary services be made consistent throughout the document at 20,000 square feet.

Additionally, the Senior Assisted Living component of the project will provide better service to the community if it can be a combination of assisted living and senior rental housing with the appropriate amenities.

Otherwise, we support the intensity of use proposed for office, the densities proposed for the multi-family residential and specialized senior housing, and the preference for a parking garage rather than surface parking.

C. Siting and Design

We concur with the majority of the policies of the Specific Plan regarding siting and design. For example, the site should be pedestrian-oriented, the hotel must be located in a high visibility location on El Camino Real near I-380, residential development should be shielded from the freeway noise on I-380, and development of the two 40-foot wide water pipeline easements owned by the City and County of San Francisco is extremely limited.

For several reasons, we request that the preferred locations of the major land use designations as depicted on the Illustrative Plan, the Land Use Concept Map, and as described in text and graphics throughout the Specific Plan be altered to conform to the Illustrative Plan enclosed.

First, the location the hotel will benefit from a higher visibility location on the corner of El Camino Real and the I-380 on-ramp. Second, due to the existence and location of the two major water line easements, the offices would be more cost effective if they could be located so that the buildings are not bisected by the easement. Third, the parking garage will be shared by the hotel and office, it would better serve both uses if it could be more centrally located. Fourth, in order to allow the flexibility to create a more urban, active mixed-use development with residential above commercial uses, we request that the Multiple Family Residential be extended both to El Camino Real and across "Road B" to the edge of the parking garage. This change will allow the development of urban lofts over commercial space along El Camino Real The commercial space may also combine the apartment leasing office. This building will allow us to make an architectural statement at the front of the project and set a quality tone for the entire project. It will allow us to control the "marketing" window to the site as well as provide an additional housing type (lofts) for the project. In addition, as depicted in the Illustrative Plan attached, this mixed use designation will allow the development of a residential/commercial area, which will both effectively screen the parking garage area and create an active central area. Finally, although we support pedestrian-oriented development, in our experience pedestrian-only areas within mixed-use developments are underutilized and may not achieve long term sustainability. We request that the pedestrian-only open space designations on the site be replaced by an urban pedestrian-oriented linear park with a one-way ring road and parking on one side of the street to calm traffic. In concept, this area will be reminiscent of South Park in San Francisco; an "Esplanade" designed to encourage activity and the interaction of uses on the site. 10

D. Site Access

We agree that the four-way, signalized intersection on El Camino Real is a critical element of the proposed development on the U.S. Navy site, and we will support the City's ongoing effort to obtain the necessary Caltrans approval and construct the intersection. Although we anticipate that the signal can and will be constructed, in the event that the intersection cannot be installed, primary access would be provided via Sneath Lane and Commodore Drive, and secondary access would be provided to El Camino Real via an existing driveway, which would allow only right turns in and out of the site. Although not the preferred outcome, without the primary access point providing compete ingress and egress to and from both directions on El Camino Real, we request some certainty regarding what can be developed on the site within a reasonable time and without being inconsistent with the Specific Plan. 11

II. Draft EIR

A. Project Description

As discussed in sections I.A through I.C above, the project description in Section II, such as the land use concept graphic provided at II-13, should be amended to reflect the realignment of uses on the site. In addition, we request that the City consider whether the Draft EIR adequately addresses this slight modification to the project description. 12

B. Site Access and Traffic

As discussed in section I.D, above, we request that the Draft EIR consider both the potentially significant impacts of the proposed project to traffic, as well as any other resource, in the unlikely, but reasonably foreseeable, event that the 4-way, signalized intersection to El Camino Real cannot be installed in a reasonable period of time. 13

III. Conclusion

We appreciate your attention to these matters, as well your efforts in developing both the Specific Plan and through Draft EIR. Please do not hesitate to contact David P. Cropper(650) 569-4984 or Mark R. Kroll at (650) 378-2800 if you have any questions.

We look forward to working with you throughout the process.

Sincerely,

Martin/Regis San Bruno Associates, LP

David P. Cropper **Mark R. Kroll**

Enclosure

Cc: Steve Padovan, Associate Planner, City of San Bruno Planning Department
Tamsen Plume, Beveridge & Diamond, P. C.
Steve Worthington and Sara Liss-Katz, HOK

RESPONSES TO LETTER A – MARTIN/REGIS SAN BRUNO ASSOCIATES, L.P.

A-1) Comments noted. The comments do not address the adequacy or accuracy of the Draft EIR, and therefore no response is required.

A-2) Comments noted. The comments do not address the adequacy or accuracy of the Draft EIR, and therefore no response is required.

A-3) Comment noted. The comment do not address the adequacy or accuracy of the Draft EIR, and therefore no response is required.

A-4) Comment noted. The comment do not address the adequacy or accuracy of the Draft EIR, and therefore no response is required.

A-5) Comment noted. The comment do not address the adequacy or accuracy of the Draft EIR, and therefore no response is required.

A-6) Comment noted. The comment do not address the adequacy or accuracy of the Draft EIR, and therefore no response is required.

A-7) Comment noted. The comment do not address the adequacy or accuracy of the Draft EIR, and therefore no response is required.

A-8) Comments noted. The comments do not address the adequacy or accuracy of the Draft EIR, and therefore no response is required.

A-9) Comment noted.

A-10) Comments noted. These comments address the Specific Plan, and not the adequacy or accuracy of the Draft EIR, and therefore no response is required.

A-11) Comments noted. These comments address the Specific Plan, and not the adequacy or accuracy of the Draft EIR, and therefore no response is required.

A-12) Briefly summarized, these comments request specific changes to the text of the Specific Plan. The primary changes would include:

- A rotation of the originally proposed land uses to allow "a more urban, active mixed-use development" and to allow more flexibility;
- Slight modifications to the proposed land use intensity and changes to the proposed internal roadways;
- Consolidation of the office uses so that these land uses are not bisected by the water easement (and the easement is no longer used as for open space); and

- Creation of a pedestrian-oriented linear park, along the El Camino Real entrance to encourage pedestrian uses that link the site with the Tanforan Park Shopping Center and the San Bruno BART Station.

Subsequent to circulation of the DEIR, these suggested changes to the Specific Plan were approved by the San Bruno Planning Commission. In addition, the Planning Commission also approved the elimination of the 136-unit portion of the Peninsula Place condominium complex from the Specific Plan area, and the inclusion of proposed improvements to El Camino Real as part of the project. Minor changes are made throughout the DEIR, as detailed in Chapter II of the FEIR, to reflect these revisions to the Project Description. All of the proposed changes to the Project Description are listed below.

Page II-1 - The first paragraph is revised as follows:

> The City is the lead agency for this EIR, which examines the overall effects of the proposed U.S. Navy and Its Environs Specific Plan (referred to throughout this document as the "Specific Plan"), and proposed improvements to the segment of El Camino Real (State Route 82) generally located between Sneath Lane and Interstate 380 (I-380), adjacent of the Specific Plan's eastern perimeter (referred to as the "El Camino Real improvements"). The purpose of this EIR is to~~and~~ indicates the steps needed to avoid any unnecessary significant adverse environmental effects of these proposed projects.

Page II-1 - A heading is added following *A. PROJECT OBJECTIVES*, as follows:

A. PROJECT OBJECTIVES

U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN

Page II-1 - The first sentence of the third paragraph is revised, as follows:

> The City of San Bruno's objectives for the Specific Plan and the El Camino Real improvements are to:

Page II-2 - The headings for *B. PROJECT LOCATION AND SITE LOCATION DESCRIPTION*, are revised as follows:

B. PROJECT LOCATION AND SITE LOCATION DESCRIPTION

SPECIFIC PLAN AND EL CAMINO REAL IMPROVEMENTS VICINITY

Page II-3 – Figure II.1 is revised to incorporate the proposed El Camino Real improvements. The revised Figure II.1 is incorporated in the FEIR at the end of Chapter II of the FEIR.

Page II-5 – Figure II.2 is revised to eliminate Peninsula Place from the Specific Plan area, and to incorporate the proposed El Camino Real improvements. The revised Figure II.2 is incorporated in the FEIR at the end of Chapter II of the FEIR.

Page II-6 - The first paragraph is revised, and a new paragraph added to the end of the second paragraph to incorporate changes to the project, to reflect the addition of a portion of the Peninsula Place condominium complex to the vicinity of the Specific Plan area and to incorporate the proposed El Camino Real improvements in this EIR, as follows:

> The western perimeter of the Specific Plan area is bounded by ~~Cherry Avenue. A condominium complex with 872 units straddles Cherry Avenue: 136 units are within the Specific Plan area and the remaining 736 units are directly across Cherry Avenue, outside of the Specific Plan area.~~ Peninsula Place, a condominium development with 872 units in over 70 buildings straddles Cherry Avenue. The complex includes approximately 201 studios, 476 one-bedroom units, and 195 two-bedroom units. Each unit is deeded one parking space, for a total of approximately 872 resident parking spaces, located on the first floor of each building. The complex also provides a limited number of guest parking spaces, is landscaped and includes a swimming pool area. Entrances are located along northbound Cherry Avenue, and along Commodore Drive. A fenced, open segment of San Bruno Creek runs along the eastern perimeter of the complex.
>
> The northwestern perimeter is bordered by the Airport Trade Center, a five building complex, and a medical building and the property owned by the religious organization, noted above.
>
> *EL CAMINO REAL IMPROVEMENTS*
>
> As a part of the project, improvements to El Camino Real would be implemented on a segment of El Camino Real located between Sneath Lane and I-380, within the city limits of the City of San Bruno, California. El Camino Real is part of the state highway system, and, as noted above, extends through several municipalities located on the western side of the San Francisco Bay. To the north of this segment of El Camino Real is Sneath Lane, a southwest-northeast thoroughfare that connects Skyline Boulevard (SR 35), I-280 and El Camino Real. Less than one half mile further north is the City of South San Francisco. To the east of this segment of El Camino Real is the 49-acre Tanforan Park Shopping Center. Further east is the San Bruno BART station now under construction. South of this segment of El Camino Real is the central San Bruno area, including its Civic Center and downtown areas. To the west is the U.S. Navy site and the entire Specific Plan area. Further west, uphill, are several residential neighborhoods.

Page II-6 – The first and third sentences of the paragraph for *SPECIFIC PLAN AREA* are revised to reflect the elimination of the 136-unit portion of the Peninsula Place condominium complex from the Specific Plan area, as follows:

> The Specific Plan area (see Figure II.3) consists of approximately ~~56~~52 acres, generally bounded by Sneath Lane to the north, El Camino Real to the east, I-380 to the south and Cherry Avenue to the west. . . . The largest area, which covers nearly ~~34.5~~30.5 acres, is the area in which no new development is proposed. . . .

Page II-6 – The first sentence of the third paragraph is revised to reflect the elimination of a portion of the Peninsula Place condominium complex from the Specific Plan area, as follows:

> The ~~34.5~~30.5-acre western and northern portions of the Specific Plan area are built-out and no development is proposed for these areas as part of the Specific Plan. . . .

Page II-6 – The first sentence of the fourth paragraph is revised to reflect the elimination of a portion of the Peninsula Place condominium complex from the Specific Plan area, as follows:

> This portion of the Specific Plan area contains ~~seven~~six uses: the five-building San Bruno Office Center, ~~a 136-unit portion of Peninsula Place;~~ Palos Verde School, the Education Vocation Center, and the National Archives facility, all located north of Commodore Drive and easements that extend from the eastern end of Commodore Drive; Commodore Park, located south of Commodore Drive, and the U.S. Navy and Marine Corps Reserve Center.

Page II-7 – Figure II.3 is revised to eliminate the 136-unit portion of Peninsula Place from the Specific Plan area. The revised Figure II.3 is incorporated in this FEIR at the end of Chapter II.

Page II-8 – The first paragraph is deleted to reflect the elimination of the 136-unit portion of the Peninsula Place condominium complex from the Specific Plan area, as follows:

> ~~Peninsula Place, on Cherry Avenue between Sneath Lane and Commodore Drive, is a condominium development with 872 units in over 70 buildings. Straddling Cherry Avenue, the complex includes approximately 201 studios, 476 one-bedroom units, and 195 two-bedroom units. Each unit is deeded one parking space, for a total of approximately 872 resident parking spaces, located on the first floor of each building. The complex also provides a limited number of guest parking spaces. The 136-unit portion of the complex located within the Specific Plan area, east of Cherry Avenue, consists of six buildings. This portion of the complex also provides an estimated 50 guest parking spaces in surface lots along the northern and eastern perimeter. The development includes landscaping and a swimming pool area. Entrances are located along northbound Cherry Avenue, and along Commodore Drive. A fenced, open segment of San Bruno Creek runs along the eastern perimeter of the complex.~~

Page II-11 – A new section is inserted following the section entitled *COMMERCIAL STRIP DEVELOPMENT AREA* to incorporate proposed improvements to El Camino Real, between Sneath Lane and I-380, as follows:

> EL CAMINO REAL
>
> Adjacent to the Specific Plan area, El Camino Real (SR82) is a six-lane roadway with a median strip. Between Sneath Lane and I-380, the roadway allows right turns only. From northbound lanes, vehicles may make a right turn into the Tanforan Park Shopping Center; from southbound lanes, vehicles may make right turns to the gas station, the medical office and the veterinarian office. While there are curb cuts, access to the U.S. Navy site from El Camino Real is blocked by a chain link fence.

Page II-12 – A new subheading is added following *C. PROJECT CHARACTERISTICS*, and the first sentence in the first paragraph of Section C is revised to incorporate proposed improvements along El Camino Real, as follows:

> C. PROJECT CHARACTERISTICS
>
> SPECIFIC PLAN
>
> The proposed project is the Specific Plan, which is incorporated in this EIR as Appendix F, and improvements proposed along El Camino Real, between Sneath Lane and I-380.

Page II-13 – Figure II.4 is revised to eliminate the 136-unit portion of Peninsula Place from the Specific Plan area , to indicate the revised locations of proposed land use designations, and to incorporate the proposed El Camino Real improvements. The revised Figure II.4 is incorporated in this FEIR at the end of Chapter II.

Page II-14 – Table II.2 is revised as follows:

TABLE II.2
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN
Development Assumptions – Voter Approval Required
For Maximum Heights and Parking Structures
(Rounded)

	No. of Units	Total Square Feet	No. of Parking Spaces	Maximum Height/No of Stories
Market Rate Residential	160		180	65 feet/ 4 stories (over parking)
Affordable Residential	50		55	65 feet/ 4 stories (over parking)
Assisted Senior/Senior Rental Residential	190		95	75 feet/ 6 stories
Office (2 buildings)		285,000 sq. ft.	810	90 feet/ 5 stories
Retail		20,000 sq. ft.	Not required[1]	Per Zoning
Commercial		15,000 sq. ft.	50-75[2]	Per Zoning
Hotel	~~400~~ Maximum of 500 rooms		~~340~~ Maximum of 425	90 feet/ 6 stories plus lobby (half level underground parking)
Total	Residential: 400 Hotel: ~~400~~ Maximum of 500 rooms	Office, Retail and Commercial: 320,000 sq. ft.	~~1530~~1615-1640	

1 Parking spaces not required for ancillary service.
2 No of parking spaces depends on office/commercial mix. Number of parking spaces could be one space per 200 sq. ft. for medical office space or banks to one space per 300 sq. ft. for general office.

SOURCE: City of San Bruno, ESA

Page II-15 – The last paragraph is revised to incorporate changes to the project description as follows:

> The Specific Plan includes a new 100-foot wide entrance and roadway realignment from El Camino Real to Commodore Drive that includes a new internal roadway system, and ~~an east-west fire lane and~~ a pedestrian walkway. Roadway improvements would include landscaped median strips,

and a landscaped buffer separating the proposed development from the Marine Corps Reserve Center. Roadway "A," on ~~an~~ a curving east-west axis, would connect El Camino Real with Commodore Drive. Buildings along Roadway "A" would include mixed commercial/residential structures, residential uses, office structures and the proposed senior assisted and senior rental housing. ~~the hotel and the residential structures. Roadway "B," on a north-south axis, would replace the current headquarters buildings C-105, C-107 and B-102, and would connect Roadway "A" to the fire lane and pedestrian walkway. Buildings along Roadway "B" would include the hotel, garage, residential and office buildings.~~ A private driveway would connect the hotel and garage to the entrance. ~~The fire lane/pedestrian walkway would separate the office structures from the residential buildings, and would separate each office structure and each residential structure, producing a quadrangle that would also connect to each roadway, and would provide access to the roadway along the National Archives facility.~~ The SFPUC easement, located on a north-south axis, would border proposed office structures and would separate office uses from proposed residential structures along the southern side of Roadway "A." The project would include a slight realignment at the southern end of Commodore Drive, and a traffic signal at the intersection of Sneath Lane and Commodore Drive.

Page II-16 – The second and third complete paragraphs are revised to incorporate changes to the project description and additional information concerning activities permitted under the Specific Plan.

Development proposed as part of the Specific Plan may include the demolition of the existing commercial buildings along the west side of El Camino Real, between Sneath Lane and I-380, adjacent to the U.S. Navy site. The City envisions one or more ~~new commercial~~mixed-use buildings for this area, totaling ~~15,000~~30,000 sq. ft., which could include commercial and residential uses. ~~would be built on these adjacent properties.~~ The Specific Plan land use designation for this commercial strip is *Neighborhood Retail.* Development would meet Zoning Ordinance requirements. Permitted uses include restaurants; personal services; miscellaneous retail; finance, insurance and real estate offices; and similar uses. Conditional uses include service stations, medical/dental and professional offices, and other similar uses. Both permitted and conditional uses allow "any other use the planning commission finds is similar in nature, function or operation to the listed permitted uses." Maximum allowable height would be 50 feet or three stories, with a 15-foot minimum setback along El Camino Real, and a minimum lot size of 5,000 sq. ft. (6,000 sq. ft. for corner lots).

Development proposed as part of the Specific Plan would be anticipated to generate an estimated 533 residents and ~~between 1,902 and~~approximately 2,226 employees.

Page II-16 – An additional section describing the proposed El Camino Real improvements is added to the end of *C. PROJECT CHARACTERISTICS*, as follows:

EL CAMINO REAL IMPROVEMENTS

The City of San Bruno has applied to Caltrans to approve improvements along El Camino Real, between Sneath Lane and I-380. Because El Camino Real is State Route 82 and part of the state highway system, the City has submitted a Project Study Report/Project Report ("PSR/PR") for review and approval. Figure II.5 provides a description of these proposed improvements. Construction would take place in two phases and would include the following:

Widening El Camino Real, between Sneath Lane and I-380, approximately 11 feet on its easterly side;
Widening eastbound Sneath Lane by 12 feet on its southerly side at the intersection of Sneath Lane and El Camino Real, and a four-foot median strip on each leg of the intersection;
A new four-legged signalized intersection at the entrance/exit of Tanforan Park Shopping Center, the entrance to the U.S. Navy site, and the north- and southbound lanes of El Camino Real as follows:

Northbound El Camino Real: One right turn only lane (into Shopping Center);
Three through lanes;
Two left turn lanes;

Southbound El Camino Real: One combined through and right turn lane;
Two through lanes;
Two left turn only, (into Shopping Center);

Westbound from Tanforan Park Shopping Center:
One right turn only lane;
One left turn only lane;

Eastbound from U.S. Navy Site (Phase Two):
One right turn only lane;
One combined through and left turn lane.

The costs of Phase One construction would be funded by a combination of BART, the Congestion Management Agency, and developer funds. The costs of Phase Two construction would be funded solely by the developer of the U.S. Navy site.

The El Camino Real improvements would require minor adjustments to existing storm drainage systems, but is not anticipated to encounter any high risk utilities. The cost of relocating electroliers, water meters, fire hydrants, and other utility-related equipment would be paid for by the City of San Bruno, depending on existing franchise agreements.

The cost of the El Camino Real improvements would include the cost of providing new landscaping to replace landscaping removed as a part of the

improvements. There are no structures located within the proposed new right-of-way.

The improvements are scheduled to be completed by December, 2001.

Page II-20 -- Figure II.5 is added to describe the proposed improvements along El Camino Real. The revised Figure II.5 is incorporated in this FEIR at the end of Chapter II.

A-13) Revisions are made to both Section III.D., *Traffic, Circulation, and Parking*, and Chapter V, *Alternatives*, so that the EIR considers the possibility that a four-way, signalized intersection cannot be installed in a reasonable period of time. As a result, in addition to other minor changes throughout the DEIR, the following revisions are made to the DEIR:

Page III.D-23:

Impact D.5: In the event the four-legged, signalized intersection along El Camino Real, approximately midway along the segment between Sneath Lane and I-380 is not approved by Caltrans as proposed in the Specific Plan within a reasonable time, access to and from the U.S. Navy site and El Camino Real would be provided by right turn only access via an existing driveway. This is a less than significant impact.

Caltrans must approve an Encroachment Permit for the installation of the four-legged, signalized intersection on El Camino Real (SR82), which the Specific Plan identifies as a critical access point to provide access to the Navy site. The City has submitted an application to Caltrans, in the form of a Project Study Report/Project Report ("PSR/PR") for review and approval. While approval is anticipated, in the event that Caltrans does not approve the four-legged, signalized intersection within a reasonable time, access to El Camino Real would have to be provided via an existing driveway on the U.S. Navy site slightly to the south of the planned intersection. This existing access point would allow right turns only between El Camino Real and the U.S. Navy site.

With access to El Camino Real restricted to right turns only, project traffic would be diverted, primarily to the intersection of El Camino Real and Sneath Lane. An intersection level of service analysis was conducted to evaluate the effects of this diverted traffic. Project traffic turning left to the site from El Camino Real was reassigned as either a northbound U-turn or left-turn at Sneath Lane (and turning right into the site or left from Sneath Lane into the site) and traffic turning left out of the project site was reassigned to turn right out of the project site on Sneath Lane and make a left-turn onto El Camino Real to head north. As discussed in Chapter V. Alternative 3 and summarized in Table V.8, intersection levels of service were recalculated at the intersection of El Camino Real and Sneath Lane with the added northbound U-turns/left-turns and eastbound left-turns. The level of service standard for this intersection is LOS E. The intersection is

projected to operate at acceptable levels of service during the three weekday peak hours. It is projected to operate at LOS F during the weekend peak hour. However, the V/C ratio is less than the V/C ration for No Project conditions, indicating that this is a less-than-significant impact.

Although there is no significant impact to the traffic network, a contingent mitigation measure, subject to the consent of the owner of the U.S. Navy site, is proposed to permit amendments to the Specific Plan to allow access to the U.S. Navy site via the existing driveway, if approval for the intersections cannot be obtained within a reasonable amount of time.

Mitigation Measure D.5: With the consent of the owner of the U.S. Navy site, in the event that Caltrans does not approve a Project Study Report/Project ("PSR/PR") (jointly or separately) for the four-legged, signalized intersection on El Camino Real within one year after adoption of the Specific Plan (or any later time if the owner of the Navy site requests a reasonable extension(s)), the City shall consider amending the Specific Plan to delete references to the four-way, signalized intersection and provide for right turn access to and from El Camino Real via the existing driveway.

Significance with or without Mitigation: Less than Significant.

Pages V-11 through V-15:

G. ALTERNATIVE 3: NO SIGNALIZED FOUR-WAY INTERSECTION ALLOWED

Under this alternative, general land uses would remain the same as those proposed under the Specific Plan. However, the signalized, four-way intersection, which would provide primary access to and from the U.S. Navy site and El Camino Real, would not be allowed. Access would be via Sneath Lane and Commodore Drive and via an existing driveway onto El Camino Real, which would allow right in/right out access only. Building heights and separate parking structure could still be developed with voter approval pursuant to City Ordinance No. 1284. Table V.3 describes the land uses permitted for Alternative 3.

TABLE V.3
ALTERNATIVE 3
NO SIGNALIZED FOUR-WAY INTERSECTION ALLOWED
Development Proposed at the U.S. Navy Site and Adjacent Commercial Strip
U.S. Navy Site and Its Environs Specific Plan

Proposed Use	Proposed size or Number of Units.	Estimated Parking Spaces
Hotel	500 rooms (maximum)	425
Office	285,000 sq. ft.	810
Residential	210 units	235
Senior Assisted/Senior Housing	190 units	95
Retail	20,000 sq. ft.	Dependent on Proposed Use
Commercial	15,000 sq. ft.	Dependent on Proposed Use

SOURCE: City of San Bruno, ESA

Development proposed under Alternative 3 would be essentially the same as the proposed project, except that no four-way, signalized intersection would be installed. Alternative 3 would result in many of the same impacts as development proposed as part of the Specific Plan. Development would still result in demolition of all existing structures at the U.S. Navy site and the adjacent commercial strip. As a result, both biological and historic resources would be impacted, and any potential hazardous materials would require analysis and potential remediation. Proposed development would generate the same number of parking spaces that would be generated the Specific Plan. As a result, there would be no substantial change to air quality or noise levels because of the reduced number of vehicles.

Alternative 3 would result in the same number of children added to nearby schools, as well as the same impacts to the wastewater, water and solid waste services.

Aesthetics: Development may exceed a height of three stories or 50 feet, but would likely blend in with surrounding buildings, such as those in the San Bruno Office Park, the National Archive facility, and the existing condominiums to the west. If it were to exceed three stories or 50 feet voter approval would be required. In addition, the Specific Plan design guidelines would regulate exterior design, landscaping and other design features.

Air Quality: Development proposed as part of Alternative 3 would result in some impacts to air quality. As with the No Project Alternative

and with development proposed as part of the Specific Plan, development proposed as part of Alternative 3 would contribute to the cumulative effect of Bay Area development on regional ozone and PM-10 concentrations, which would be a significant impact. Even with the implementation of BAAQMD Transportation Control Measures (TCMs), the resultant impact to air quality would be significant and unavoidable.

Airport Safety: Development proposed as part of Alternative 3 could expose residents and occupants of project facilities to a certain level of risk. As with the No Project Alternative, the City of San Bruno would require all building heights and roof structures to be consistent with the height limitations defined by FAR Part 77, as well as require all project sponsors to provide appropriate notification to the FAA. In addition, any uses that produce glare or flashing light, smoke or any uses that attracts large concentrations of birds are prohibited. There is no appreciable difference in exposure to risk from development proposed under the Specific Plan, the No Project Alternative or development proposed as part of Alternative 3.

Biology: Development proposed as part of Alternative 3 could result in impacts to bat species potentially living in trees or buildings at the U.S. Navy site, and other potential habitats. As a result, the City of San Bruno would require a wetland delineation, an erosion control plan, and a survey for bats before any demolition at the U.S. Navy site occurs. There are no appreciable difference in impacts to biological resources from development proposed as part of the Specific Plan, the No Project Alternative or development proposed as part of Alternative 3.

Cultural Resources: Development proposed as part of Alternative 3 could result in changes to historic resources or uncovering archaeological resources. The City of San Bruno would require that construction sites be left undisturbed until proper evaluation by a qualified cultural resource consultant, and an evaluation of any potential historic resource. Because development under any scenario would result in demolition of existing structures, there would be no appreciable difference between potential impacts to historic resources as a result of development proposed by the Specific Plan, the No Project Alternative or Alternative 3.

Geology, Soils and Seismicity: Development proposed as part of Alternative 3 could expose persons and property to seismic-related hazards, as well as expansive soils and differential settlement. The City of San Bruno would require that all new construction comply with applicable City policies and appropriate engineering investigation practices to reduce the damaging effects of groundshaking, ground failure, expansive soils, differential settlement and erosion. Because all development proposed under any scenario would be required to meet the same standards, and because geologic conditions would be the same under any scenario, there would be no appreciable difference between potential geologic impacts as a result of development proposed by the Specific Plan, the No Project Alternative or Alternative 3.

Hazardous Materials: Development proposed as part of Alternative 3 would result in the same similar excavation and demolition, and would involve the same hazardous materials as under Alternatives 1 and 2. There is therefore no appreciable difference in potential impacts from hazardous materials under the Specific Plan, the No Project Alternative or Alternative 3.

Hydrology, Water Quality and Flooding: Development proposed as part of Alternative 3 would result in increases in local storm runoff, as well as increases in nonpoint pollution entering stormwater runoff. The City of San Bruno would require a variety of mitigation measures that prevent or minimize stormwater runoff. Because development proposed as part of Alternative 3 would have roughly the same footprint or occupy the same amount of ground area as development proposed by the Specific Plan, Alternative 3 would result in similar increases in storm runoff. The No Project Alternative could result in greater increases because of the higher intensity of development permitted under the No Project Alternative.

Land Use, Plans and Policies: Development under Alternative 3 would not physically divide an established neighborhood, and would be required to comply with the San Mateo Comprehensive Airport Land Use Plan. As with development proposed under the Specific Plan, proposed residential development would require an amendment to the General Plan and the Zoning Ordinance.

Noise: Development proposed as part of Alternative 3 would result in temporary construction-related noise, project-generated traffic that would increase ambient noise levels, and new noise-sensitive uses in areas where noise levels are unacceptable for such uses. The City of San Bruno would restrict construction to reasonable daytime hours, and require noise insulation where needed. As a TOD project, there would be less traffic, which would lessen some noise impacts, but ambient noise levels are already high as a result of I-380, the airport, and El Camino Real. Therefore, there would be no appreciable difference in noise impacts as a result of development proposed under the Specific Plan, the No Project Alternative, and Alternative 3.

Parks, Recreation and Open Space: Similar to development proposed as part of the Specific Plan and the No Project Alternative, development proposed as part of Alternative 3, which would generate fewer residents and employees, would not contribute to an existing shortage in parklands and would not, by itself, contribute to the deterioration of park facilities.

Population: Development would displace one family. Alternative 3 assumes construction of development proposed as part of the Specific Plan, and as a result the impacts would be the same as the those under the Specific Plan.

Public Services and Utilities: Development proposed as part of Alternative 3 would require new infrastructure, similar to the infrastructure required under the Specific Plan and under the No Project Alternative.

Traffic, Circulation and Parking: Vehicle-trip generation for Alternative 3, which is the same as the Project Condition, is provided in Tables V.4 through V.7. For comparative purposes, No Project, Project Condition, and Alternative 2 (No Voter Approval) trip generation for the U.S. Navy site are also included in this table. As indicated, Alternative 3 would generate 859 AM peak hour vehicle-trips, 918 PM peak hour vehicle-trips, 742 midday peak hour vehicle trips, and 770 weekend peak hour vehicle trips. As compared to the Project, No Project Conditions, and Alternative 2, Alternative 3 would generate the same amount of traffic as the Project, less than the No Project, and slightly more than Alternative 2. With access to El Camino Real restricted to right turns only, project traffic would be diverted, primarily to the intersection of El Camino Real and Sneath Lane. An intersection level of service analysis was conducted to evaluate the effects of this diverted traffic. Project traffic turning left into the site from El Camino Real was reassigned as either a northbound U-turn or left-turn at Sneath Lane (and turning right into the site or left from Sneath Lane into the site) and traffic turning left out of the project site was reassigned to turn right out of the project site on Sneath Lane and make a left-turn onto El Camino Real to head north. Intersection levels of service were recalculated at the intersection of El CaminoReal and Sneath Lane with the added northbound U-turns/left-turns and eastbound left-turns.

The results are summarized in Table V.8. The level of service standard for the intersection of El Camino Real and Sneath Lane is LOS E. Under Alternative 3, this intersection is projected to operate at acceptable levels of service during the three weekday peak hours. It is projected to operate at LOS F during the weekend peak hour. However, the V/C ratio is less than the V/C ratio for No Project conditions, indicating that the impact is less-than significant. It would therefore create the less impacts to the local transportation facility network than the No Project alternative, and approximately the same as the development proposed as part of the Specific Plan.

Alternative 3 achieves the density the City of San Bruno envisioned, but does not reduce any potentially significant impact.

~~G.~~H. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

TABLE V.34
A.M. PEAK HOUR NAVY SITE VEHICLE-TRIP GENERATION COMPARISON TABLE

Description	Project/Alternative 3 Condition				No Project Condition					No Voter Approval Alternative				
	Size and Unit [1]	Total	In	Out	Size and Unit	Total	In	Out	Difference versus Total of Project	Size and Unit	Total	In	Out	Difference versus Total of Project
Hotel [3]	500 rooms	335	194	141	800 rooms	536	311	225	-201	250 rooms	168	97	71	167
Apartments [4]	210 du	107	17	90					107	158du	81	13	68	26
Office [6]	150 ksf	234	206	28	600 ksf	936	824	112	-702	112.5 ksf	176	154	22	58
Office [6]	135 ksf	211	186	25					211	82.5 ksf	129	113	16	82
Retail [2,10]					150 ksf	77	47	30	-77					
Senior Assisted Living	190 units	32	14	18					32	57 units	10	6	4	22
Specialty Retail [2,8]	20 ksf	10	6	4					10	20 ksf	5	3	2	0
Commercial [4]	15 ksf	15	9	6					15	15 ksf	11	6	5	0
Convention Center [7]					85 ksf	133	117	16	-133					
US Navy Site [9]	-155 emp	-85	-76	-9	-155 emp	-85	-76	-9	0	-155 emp	-85	-76	-9	0
TOTAL		859	556	303		1,597	1,223	374	-738		495	316	179	364

[1] Dwelling Unit (du), thousand square feet (ksf), employees (emp)
[2] A 50% internal capture trip generation rate reduction factor was applied to account for internal trips made by patrons who travel to and from other on-site facilities.
[3] ITE Land Use # 310
[4] ITE Land Use # 220
[5] ITE Land Use # 310
[6] ITE Land Use # 710
[7] ITE Land Use # 714
[8] ITE Land Use # 820
[9] ITE Land Use # 733
[10] ITE Land Use #820

SOURCE: DKS Associates, 2000

TABLE V.45
MIDDAY PEAK HOUR NAVY SITE VEHICLE-TRIP GENERATION COMPARISON TABLE

Description	Project/Alternative 3, No Intersection Conditions				Alternative 1, No Project Condition					Alternative 2, No Voter Approval Alternative				
	Size and Unit	Total	In	Out	Size and Unit	Total	In	Out	Difference versus Total of Project	Size and Unit	Total	In	Out	Difference versus Total of Project
Hotel [3]	500 rooms	274	126	148	800 rooms	438	202	237	-164	250 rooms	137	63	74	137
Apartments [4]	210 du	50	27	24					50	158du	38	20	18	12
Office [6]	150 ksf	219	101	118	600 ksf	874	402	472	-655	112.5 ksf	164	75	89	55
Office [6]	135 ksf	197	90	106					197	82.5 ksf	120	55	65	77
Retail [2,10]					150 ksf	274	142	132	-274					
Senior Assisted Living	190 units	20	11	9					20	57 units	6	3	3	14
Specialty Retail [2,8]	20 ksf	25	11	14					25	20 ksf	25	11	14	0
Commercial [8]	15 ksf	38	16	22					38	15 ksf	38	16	22	0
Convention Center [7]					85 ksf	124	57	67	-124					
US Navy Site [9]	-155 emp	-81	-39	-42	-155 emp	-81	-39	-42	0	-155 emp	-81	-39	-42	0
TOTAL		742	343	399		1,629	764	865	-887		447	204	243	295

1 Dwelling Unit (du), thousand square feet (ksf), employees (emp)

2 Trip Generation rate was reduced by 50% to account for internal capture vehicle trips

3 ITE Land Use # 310

4 ITE Land Use # 220

5 ITE Land Use # 310

6 ITE Land Use # 710

7 ITE Land Use # 714

8 ITE Land Use # 814

9 ITE Land Use # 733

10 ITE Land Use # 820

11 The ITE *Trip Generation* manual does not contain weekday midday peak hour trip generation data for non-retail developments. Midday peak hour trip generation rates for the hotel, office, senior assisted living facility, and Navy site land uses were extrapolated from the PM peak hour vehicle trip generation rates provided in the ITE Manual. Based on a comparison of midday peak to pm peak hour production and attraction rates provided in the SacMet travel demand model, it was assured that the midpeak hour vehicle trip generation rates for the office, Navy site, Hotel, and Convention Center land uses would equal to 97.8% of the PM peak hour trip generation rate. For the apartment and senior assisted living, land uses, it was assumed that 38.7% of the PM peak rate applied during the mid peak hour.

SOURCE: DKS Associates, 2000

TABLE V.65
P.M. PEAK HOUR NAVY SITE VEHICLE-TRIP GENERATION COMPARISON TABLE

Description	Project/Alternative 3, No Intersection Conditions				Alternative 1, No Project Condition					Alternative 2, No Voter Approval Alternative				
	Size and Unit [1]	Total	In	Out	Size and Unit	Total	In	Out	Difference versus Total of Project	Size and Unit	Total	In	Out	Difference versus Total of Project
Hotel [3]	500 rooms	355	174	181	800 rooms	568	278	290	-213	250 rooms	178	87	91	177
Apartments [4]	210 du	130	87	43					130	158du	98	66	32	32
Office [6]	150 ksf	224	38	186	600 ksf	894	152	742	-670	112.5 ksf	167	28	139	57
Office [6]	135 ksf	201	34	167					201	82.5 ksf	123	21	102	78
Retail [2,10]					150 ksf	280	134	146	-280					
Senior Assisted Living	190 units	52	29	23					52	57 units	16	9	7	36
Specialty Retail [2,8]	20 ksf	26	11	15					26	20 ksf	26	11	15	0
Commercial [8]	15 ksf	39	17	22					39	15 ksf	39	17	22	0
Convention Center [7]					85 ksf	127	22	105	-127					
US Navy Site [9]	-155 emp	-109	-34	-75	-155 emp	-109	-34	-75	0	-155 emp	-109	-34	-75	0
TOTAL		**918**	**356**	**562**		**1,760**	**552**	**1,208**	**-842**		**538**	**205**	**333**	**380**

[1] Dwelling Unit (du), thousand square feet (ksf), employees (emp)
[2] A 50% internal capture trip generation rate reduction factor was applied to account for internal trips made by patrons who travel to and from other on-site facilities.
[3] ITE Land Use # 310
[4] ITE Land Use # 220
[6] ITE Land Use # 310
[7] ITE Land Use # 710
[8] ITE Land Use # 714
[9] ITE Land Use # 814
ITE Land Use # 733
[10] ITE Land Use #820

SOURCE: DKS Associates, 2000

TABLE V.76
WEEKEND PEAK HOUR NAVY SITE VEHICLE-TRIP GENERATION COMPARISON TABLE

Description	Project/ Alternative 3, No Intersection Conditions				Alternative 1, No Project Condition					Alternative 2, No Voter Approval Alternative				
	Size and Unit	Total	In	Out	Size and Unit	Total	In	Out	Difference versus Total of Project	Size and Unit	Total	In	Out	Difference versus Total of Project
Hotel [1]	500 rooms	436	218	218	800 rooms	696	348	348	-261	250 rooms	218	109	109	218
Apartments [4]	210 du	110	55	55					109	158du	82	41	41	28
Office [6]	150 ksf	61	33	28	600 ksf	246	133	113	-184	112.5 ksf	46	25	21	15
Office [6]	135 ksf	55	30	25					55	82.5 ksf	34	18	16	21
Retail [2,10]					150 ksf	446	231	215	-446					
Senior Assisted Living	190 units	52	26	26					51	57 units	15	8	7	37
Specialty Retail [2,8]	20 ksf	42	22	20					52	20 ksf	42	22	20	0
Commercial [8]	15 ksf	63	33	30					63	15 ksf	63	33	30	0
Convention Center [7]					85 ksf	35	19	16	-35					
US Navy Site [9]	-190 emp	-49	-25	-24	-190 emp	-49	-25	-24	0	-190 emp	-49	-25	-24	0
TOTAL		770	392	378		1,374	706	668	-604		451	231	2190	319

1
2 Dwelling Unit (du), thousand square feet (ksf), employees (emp)
3 A 50% internal capture trip generation rate reduction factor was applied to account for internal trips made by patrons who travel to and from other on-site facilities
4 ITE Land Use # 310
5 ITE Land Use # 220
6 ITE Land Use # 310
7 ITE Land Use # 710
8 ITE Land Use # 714
9 ITE Land Use # 814
ITE Land Use # 733
10 ITE Land Use #820

SOURCE: DKS Associates, 2000

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TABLE V.8
SNEATH/EL CAMINO REAL LOS RESULTS

Peak Hour	No Project		Project		Alternative 3[1]	
	V/C	LOS	V/C	LOS	V/C	LOS
AM	0.66	B	0.65	B	0.77	C
Midday	0.74	C	0.74	C	0.79	C
PM	0.81	D	0.80	C	0.88	D
Weekend	1.10	F	1.09	F	1.09	F

[1] This scenario assumes right-turn access only to El Camino Real for the U.S. Navy site and full access to El Camino Real for Tanforan Shopping center via a 3-way intersection with El Camino Real.

Source: Fehr & Peers, 2000.

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
P.O. BOX 23660
OAKLAND, CA 94623-0660
TEL (510) 286-4444
FAX (510) 286-5513
TDD (510) 286-4454

B

December 7, 2000

SM-082-18.96
99092026
SM082192

Mr. Steve Padovan
City of San Bruno
567 El Camino Real
San Bruno, CA 94066

Dear Mr. Padovan:

Draft Environmental Impact Report (DEIR) for the U.S. Navy Site and its Environs Specific Plan; City of San Bruno; San Mateo County

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. We have examined the DEIR and have the following comments:

1. We have concerns regarding the direct use of the raw (unadjusted) year 2020 traffic volumes from the C/CAG Travel Demand Model. Our recent experience with that particular model has shown that many of the peak-hour links exhibit lower volumes in the year 2020 than in the year 2000 on the surrounding highway network, including US 101, Interstates 280 and 380 (I-280, I-380), and State Route 82 (SR-82, El Camino Real). Therefore, a volume adjustment process should be utilized to develop the baseline (No Project Conditions) 2020 volumes that are to be used in this study. 1

2. The exact procedure used in the manual distribution of intersection in and out traffic in the year 2020, as mentioned on page D-7 and in Table D.5, should be described in the document. What methodology and assumptions were used to distribute the in and out traffic? Intersection turning movement (existing and future) volumes should also be included in the study, in addition to the in and out traffic volumes and the geometric of each study intersection. 2

3. It does not appear that the Navy Site and the El Camino Real driveway were included in the traffic distribution analysis described on page D-7. Due to major traffic contribution from both the Navy Site and the Tanforan Shopping Mall on El Camino Real (SR 82), the study should include distribution of traffic in and out of <u>both</u> driveways at this intersection. 3

4. Since the traffic assignment procedure was accomplished without the use of a travel demand model, how were the traffic percentages, by route (shown in Table D.6) obtained? A diagram showing the assigned link volumes should also be provided. 4

5. The project trip distribution shown in appendix D, Table D.12 should also show the directional trip percentage of the Sneath Lane and I-380 freeway in order to determined the connection of these corridors to other trip-routes. 5

6. On page III.D-12, paragraph 2, the DEIR should not reference the proposed full access to the Navy Site from El Camino Real since it is not part of the specific plan study. We have concerns regarding access to the Navy development site from El Camino Real due to highway operational and signal operational problems. The DEIR states that all Navy Site development project trips will have access on and of Sneath Lane only. Therefore, for purposes of analyzing project impacts, the DEIR should not assume that the proposed plan on page D-6 of Appendix D to convert the Tanforan Shopping Center/El Camino Real into four-legged intersection to access the Navy site in the future will be approved. Any reference to such an assumption should be deleted from the DEIR. 6

7. On October 31, 2000, Caltrans conducted an intersection traffic volume count at El Camino Real and Sneath Lane. Overall the current traffic volume count is approximately 15 percent higher than the existing traffic volume indicated in the *San Bruno North Areawide Traffic Study Update* draft report dated June 26, 2000, which has been used as the basis for traffic analysis for the Navy site specific plan. The higher traffic volume in the most recent (October 31, 2000) count may have an effect on the calculated level of service (LOS) and will change the requirement for appropriate traffic mitigation. 7

   Therefore, the DEIR should specify the date the existing traffic volumes were collected for the morning, midday and afternoon and weekend peak periods. The time period of the existing baseline count is essential to determine if the counts are current and to validate and generate future traffic volumes.

8. The operational LOS results shown in Tables D.4, D.7, and D.13 of appendix D should be re-evaluated. We do not agree that the results realistically represent the conditions of each study intersection along El Camino Real, especially the existing condition of Sneath Lane and the westbound 380 off-ramp intersections. We believe that both intersections and their roadway links operate at LOS E to F during midday, PM and weekend peak hour. With the above existing scenario, we are certain that the future conditions and LOS of these intersections will get worse because of the additional trips generated by the project. 8

9. Further, the appendices should include data showing the signal operations and methodology used in calculating the intersection LOS. Without such underlying 9

parameters, the accuracy of the existing and future LOS in all tables based on how they were derived are questionable. 9 Cont.

10. Finally, should there be a need to perform any work or traffic control within the State right-of-way (ROW), please note that such activities will require an encroachment permit. To apply for an encroachment permit all applicants are required to submit a completed application with appropriate environmental documentation and five (5) sets of plans (in metric units) which also show State ROW to the following address: 10

District Office Chief
Office of Permits
Caltrans, District 04
P. O. Box 23660
Oakland, Ca 94623-0660

Should you require further information or have any questions regarding this letter, please call Nandini N. Shridhar, AICP, of my staff at (510) 622-1642.

Sincerely,

HARRY Y. YAHATA
District Director

By Jean C.R. Finney

JEAN C. R. FINNEY
District Branch Chief
IGR/CEQA

c: Ms. Katie Schulte (State Clearinghouse)

RESPONSES TO LETTER B – CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

B-1) Year 2020 traffic volumes were NOT taken directly from the raw unadjusted year 2020 C/CAG travel demand model traffic volumes. In order to provide a clearer discussion on the methodology for determining year 2020 traffic volumes, the text of *Appendix D, page D-7, third paragraph* is amended as follows (with new text in underline format):

> AM and PM peak-hour traffic volumes for the No Project Condition were developed using the CCAG/San Mateo travel forecast model, as outlined in Appendix D-3 of the *1999 San Bruno Redevelopment Project Area Final Environmental Impact Report*. The year 2020 C/CAG/San Mateo travel forecast model accounted for growth due to background regional traffic growth, development of the proposed project site with the land uses designated under the No Project Condition, and all of the approved/planned project developments planned as part of the San Bruno Redevelopment Plan except for the 400-room hotel planned at the Lumberyard triangle site and the 100 apartment units planned along El Camino Real. Estimated growth factors for each intersection were developed based on the C/CAG/San Mateo travel forecast model and were applied to existing traffic volumes in order to predict future year 2020 traffic volumes. Traffic that would be generated with development of the approved/planned Redevelopment Plan projects not accounted for in the C/CAG/San Mateo travel forecast model were added to the base 2020 C/CAG/San Mateo travel forecast model as outlined in the trip generation and distribution and traffic assignment sections below.

B-2) Intersection turning movement volumes are provided in the detailed LOS calculations provided in Attachment D.1 of the DEIR. This attachment, because of its size, is not attached to the distributed copy of the DEIR, but, as stated on p. III.D-5, is available at City of San Bruno offices (567 El Camino Real). To clarify trip distribution assumptions, the text of *Appendix D, page D-8, third paragraph* is be amended as follows (with new text in underline format):

> Vehicle trips generated by the developments listed in Table D.5 were distributed through the local roadway network based on the trip distribution percentages for office, residential, and retail land use types as listed in Table D.6. These trip distribution rates were established based on travel patterns established in the CCAG/San Mateo travel forecast model. In this analysis, the "residential" trip distribution rates were applied to apartments proposed under the Redevelopment Plan, the "office" trip distribution rates were applied to the office, hotel and convention center land uses, and the "retail" distribution rates were applied to the retail development.

B-3) Please refer to Response to Comment No. 2, above, for the trip-generation assumptions used for the U.S. Navy site. Development of the Tanforan Park Shopping Center site was

included in the C/CAG travel demand model. (Please refer to Response to Comment No. 1, above.)

B-4) Please refer to Response to Comment No. 2, above.

B-5) Vehicle trips generated by the proposed project were distributed in and out of the study area roadway network based on the trip distribution percentages listed in Appendix D, Table D.12. As Sneath Lane and I-380 are internal to the study area, traffic was assigned to these roadways based on the routes vehicles would take to and from the project site to each of the roadways listed in Table D.12. Therefore, the percentage distributions listed in Table D.12 already include vehicle trips traveling along Sneath Lane and I-380.

B-6) Comment noted. The proposed El Camino improvements have, since circulation of the DEIR, been added to the DEIR as part of the proposed project. This addition to the Project Description results in no new impacts. Minor revisions are made throughout the text of the DEIR to incorporate these additions, and are listed in detail in Chapter II of the FEIR. The primary revisions follows.

The text on ***p. III.D-12, paragraphs one and two***, is amended as follows (with new text in underline format, and deleted text in ~~strikeout~~ format):

> ~~**Regional Routes of Significance**~~
>
> ~~***El Camino Real Improvements between Sneath Lane and I-380 Westbound On-Ramps***~~
>
> ~~Several improvements are already planned along El Camino Real, between Sneath Lane and I-380, and are not part of the development proposed as part of the Specific Plan. These improvements include, the widening of the east side of El Camino Real to accommodate new exclusive right turn lanes. At the El Camino Real/Sneath Avenue Intersection, the east and west legs of Sneath Lane are to be modified to accommodate two left turn lanes, two through lanes, and one right turn lane. The southbound approach lanes are to be restriped in order to increase the width of the right turn lane. Dual left turn pockets will be added along southbound El Camino Real for access to Tanforan Park Shopping Center at the El Camino Real/Tanforan Park Shopping Center Entrance.~~
>
> ~~Additional improvements may be required by the City of San Bruno as part of a development agreement with potential developers. Near the current right-turn-in / right-turn-out driveway at El Camino Real and the Tanforan Park Shopping Center Entrance, a break in the median is to be added to enable full access to the new developments at the existing Navy Site. As a part of the development, the Navy property owner~~

~~would be responsible for the installation of the fourth leg.) This intersection is to be signalized.~~

In addition, the project description has been modified with text changes that include the El Camino Real improvements, as noted below (with new text in underline format, and deleted text in ~~strikeout~~ format):

Page II-1, first paragraph:

This chapter of the EIR describes the U.S. Navy Site and Its Environs Specific Plan (the "Specific Plan") in terms of its objectives and characteristics, as well as proposed improvements to an adjacent segment of El Camino Real (SR 82), generally between Sneath Lane and I-380 (the "El Camino Real improvements"). The Specific Plan and the project area are described by expanding on the basic information included in the EIR Introduction and by providing the primary description of this tiered and focused program-level EIR.

Page II-1, third paragraph:

The City of San Bruno's objectives for the Specific Plan and the El Camino Real improvements are to:

Page II-6, first paragraph:

The western perimeter of the Specific Plan area is bounded by ~~Cherry Avenue. A condominium complex with 872 units straddles Cherry Avenue. 136 units are within the Specific Plan area and the remaining 736 units are directly across Cherry Avenue, outside of the Specific Plan area.~~ Peninsula Place, a condominium development with 872 units in over 70 buildings straddling Cherry Avenue. The complex includes approximately 201 studios, 476 one-bedroom units, and 195 two-bedroom units. Each unit is deeded one parking space, for a total of 872 resident parking spaces, located on the first floor of each building. The complex also provides a limited number of guest parking spaces, is landscaped and includes a swimming pool area. Entrances are located along northbound Cherry Avenue, and along Commodore Drive. A fenced, open segment of San Bruno Creek runs along the eastern perimeter of the complex.

The northwestern perimeter is bordered by the Airport Trade Center, a five building complex, and a medical building and the property owned by the religious organization, noted above.

EL CAMINO REAL IMPROVEMENTS

As part of the project, improvements to El Camino Real would be implemented on a segment of El Camino Real located between Sneath Lane and I-380, within the city limits of the City of San Bruno, California. El Camino Real is part of the state highway system, and, as noted above, extends through several municipalities located on the western side of the San Francisco Bay. To the north of this segment of El Camino Real is Sneath Lane, a southwest-northeast thoroughfare that connects Skyline Boulevard (SR 35), I-280 and El Camino Real. Less than one-half mile farther north is the City of South San Francisco. To the east of this segment of El Camino Real is the 49-acre Tanforan Park Shopping Center. Farther east is the San Bruno BART station now under construction. South of this segment of El Camino Real is the central San Bruno area, including its Civic Center and downtown areas. To the west is the U.S. Navy site and the entire Specific Plan area. Farther west, uphill, are several residential neighborhoods.

***Page II-11*, text is added at the end of the page as follows:**

EL CAMINO REAL

Adjacent to the Specific Plan area, El Camino Real (SR82) is a six-lane roadway with a median strip. Between Sneath Lane and I-380, the roadway allows right turns only. From northbound lanes, vehicles may make a right turn into the Tanforan Park Shopping Center; from southbound lanes, vehicles may make right turns to the gas station, the medical office and the veterinarian office. While there are curb cuts, access to the U.S. Navy site from El Camino Real is blocked by a chain link fence.

Page II-12, first paragraph, first sentence:

The proposed project is the Specific Plan, which is incorporated in this EIR as Appendix F, and improvements proposed along El Camino Real, between Sneath Lane and I-380.

Page II-16, end of Section C:

EL CAMINO REAL IMPROVEMENTS

The City of San Bruno has applied to Caltrans to make improvements along El Camino Real, between Sneath Lane and I-380. These improvements would take place in two phases and would include the following:

- Widening El Camino Real, between Sneath Lane and I-380, approximately 11 feet on its easterly side;

- Widening eastbound Sneath Lane by 12 feet on its southerly side at the intersection of Sneath Lane and El Camino Real, and a four-foot median strip on each leg of the intersection;

- A new four-legged signalized intersection at the entrance/exit of Tanforan Park Shopping Center, the entrance to the U.S. Navy site, and the north- and southbound lanes of El Camino Real as follow:

Northbound El Camino Real:
One right turn only lane (into Shopping Center);
Three through lanes;
Two left turn lanes;

Southbound El Camino Real:
One combined through and right turn lane;
Two through lanes;
Two left turn only lane (into Shopping Center);

Westbound from Tanforan Park Shopping Center:
One right turn only lane;
One left turn only lane;

Eastbound from U.S. Navy Site (*Phase Two*):
One right turn only lane; and
One combined through and left turn lane.

The costs of Phase One construction would be funded by a combination of BART, the Congestion Management Agency, and developer funds. The costs of Phase Two construction would be funded solely by the developer of the U.S. Navy site.

The El Camino Real improvements would require minor adjustments to existing storm drainage systems, but is not anticipated to encounter any high risk utilities. The cost of relocating electroliers, water meters, fire hydrants, and other utility-related equipment would be paid for by the City of San Bruno, depending on existing franchise agreements.

The cost of the El Camino Real improvements would include the cost of providing new landscaping to replace landscaping removed as a part of the improvements. There are no structures located within the proposed new right-of-way.

The improvements are scheduled to be completed by December, 2001.

B-7) Table D.4 (see Chapter II of the FEIR) is amended to indicate the dates on which the traffic counts were taken. As the October 31, 2000 counts were taken on Halloween, the higher volumes may be attributable to Halloween-related traffic. Also, for clarification, the Specific Plan DEIR is not based on the San Bruno North Areawide Traffic Study Update, although the traffic counts used in the existing conditions scenario for the North Areawide traffic study update are the same as those used in the Specific Plan DEIR.

B-8) LOS conditions for signalized intersections are representative of average traffic conditions at the intersection. Therefore, although it is agreed that some turning movements at the El Camino Real intersections are congested, the average LOS (taking into account all turning movements at an intersection) for the El Camino Real intersections are as indicated on Tables D.4, D.7, and D.13.

B-9) The detailed LOS calculations included in Attachment D.1 provide all signal operations assumptions and methodology used in calculating the intersection LOS. Tables D.2 and D.3 provide further details on LOS methodology.

B-10) Comment noted. This comment does not address the adequacy or accuracy of the Draft EIR, and therefore no response is required.

INTEROFFICE MEMORANDUM

CITY OF SAN BRUNO
COMMUNITY DEVELOPMENT DEPARTMENT

DATE: December 11, 2000

TO: Steve Padovan, Associate Planner

FROM: Gilbert Yau, Engineering Department

SUBJECT: Specific Plan Comments

Please address these comments in the Draft Specific Plan and EIR (October 2000 document):

Page 29, Utilities

Water: Currently, water for the site is provided directly from a SFWD transmission line running through the site. However, as the site is redeveloped, connections would need to be made to the existing San Bruno distribution system in adjacent streets. | 1

Sewer: Add to (Utilities: Paragraph 2, sentence 4) "...exceeds its treatment capacity [which is currently being upgraded. In addition, the 2000 Sewer Master Plan/Infiltration & Inflow Study has identified numerous capacity deficiencies in the City's collection system, some of which may be further impacted by this development.] | 2

Storm Drainage: Is drainage addressed? Public Works has no specific comments. | 3

Page 48, Policy TC-11

Did DKS look at this design standard? Do they have any comments? | 4

Page 68, Utilities and Public Services – Policy UPS-1.1

Developer to pay cost for upsizing adjacent water main, if required for the development. | 5

Page 75, Traffic Improvements

Should we mention in Item #2 that portions may be constructed prior to Navy Site development? | 6

Page 77, Utilities, Paragraph 2

Insert into Utilities, Paragraph 2, Last Sentence : "In addition, the developer shall be required to pay sewer and water impact fees [for off-site improvements] based on anticipated volumes." | 7

Page 90, 3rd Paragraph, 2nd Column:

The construction of the El Camino Real/Road "A" intersection is the developer's responsibility. Change text accordingly. | 8

Page 91, 3rd Paragraph, 1st Column:

Add that the developer may need to participate in funding the pedestrian bridge. | 9

In the EIR, Appendix D, Table D-4:

Why does I-380 operate at LOS A while DKS report & CalTrans say there is a problem? Does not match with DKS traffic study. | 10

RESPONSES TO LETTER C – CITY OF SAN BRUNO, COMMUNITY DEVELOPMENT DEPARTMENT

C-1) Comment noted. The comment does not address the adequacy or accuracy of the Draft EIR, and therefore no response is required.

C-2) Comment noted. The comment does not address the adequacy or accuracy of the Draft EIR, and therefore no response is required.

C-3) Comment noted. The comment does not address the adequacy or accuracy of the Draft EIR, and therefore no response is required.

C-4) Comment noted. The comment does not address the adequacy or accuracy of the Draft EIR, and therefore no response is required.

C-5) Comment noted. The comment does not address the adequacy or accuracy of the Draft EIR, and therefore no response is required.

C-6) Comment noted. The comment does not address the adequacy or accuracy of the Draft EIR, and therefore no response is required.

C-7) Comment noted. The comment does not address the adequacy or accuracy of the Draft EIR, and therefore no response is required.

C-8) Comment noted. The comment does not address the adequacy or accuracy of the Draft EIR, and therefore no response is required.

C-9) Comment noted. The comment does not address the adequacy or accuracy of the Draft EIR, and therefore no response is required.

C-10 Please see Response to Comment No. B-7, above.

CCAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

D

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

December 11, 2000 **Revised 12/14/00**

Steve Padovan, Associate Planner
Community Development Department
City of San Bruno
567 El Camino Real
San Bruno. CA 94066

Dear Steve:

RE: C/CAG Airport Land Use Committee (ALUC) General Staff Comments on the City of San Bruno Draft Specific Plan for the U.S. Navy Site and Its Environs (October 31, 2000) and Related Draft Environmental Impact Report (DEIR) (October 27, 2000)

ALUC

Per our discussion today, I am submitting the following general ALUC Staff comments on the above-referenced documents. Due to unforseen time constraints, I am submitting these comments to meet the comment period deadline. Per your verbal approval today, I will submit a follow-up letter with more specific comments by the end of the week. 1

The U. S. Navy Site is located approximately 1.5 miles from the departure end of Runway 28 Right and the arrival end of Runway 10 Left at San Francisco International Airport (SFIA). The site is subject to frequent wide-body heavy aircraft departures on Runways 28 Left and Right (mostly trans-Pacific departures) and infrequent aircraft arrivals on Runways 10 Left and Right, based on the direction and velocity of seasonal winds. 2

Most of the site falls within the 65-70 dB CNEL aircraft noise contour for SFIA, as shown in the latest SFIA quarterly noise report for the quarter ending September 30, 2000. The site is located within the Horizontal Surface, as shown on a the map of the Federal Aviation Regulations (FAR) Part 77 Civil Imaginary Surfaces Height Restrictions for SFIA contained in the Comprehensive Airport Land Use Plan (CLUP) for SFIA, dated December 1996 (*revised language*). The maximum height of this imaginary surface is 161 feet above mean sea level (AMSL). The CLUP building height restriction polices indicate that any object or structure that penetrates any imaginary surface, as defined in FAR Part 77, shall be considered incompatible with the relevant airport land use plan. 3

Airport Land Use Committee

555 COUNTY CENTER, FIFTH FLOOR, REDWOOD CITY, CA 94063 Phone: (650) 599-1406 FAX: (650) 361-8227
(FRM00721.WPD)

Letter to Steve Padovan, City of San Bruno, RE: C/CAG Airport Land Use Committee (ALUC) General Staff Comments on the City of San Bruno Draft Specific Plan for the U.S. Navy Site and Its Environs (October 31, 2000) and Related Draft Environmental Impact Report (DEIR) (October 27, 2000)
December 11, 2000
Revised 12/14/00

The key airport land use compatibility issues addressed in the CLUP and considered by C/CAG, acting as the Airport Land Use Commission, are (1) aircraft noise impact reduction, (2) safety of persons on the ground and in aircraft in flight, and (3) height restrictions/airspace protection. The most urgent concern is the height restriction/airspace protection issue. My follow-up letter will address aircraft noise impact reduction and safety issues. 4

As I explained to you today, that based on the proximity of the project site to Runways 10/28 at SFIA, the project sponsor must formally notify the FAA of the proposed development, via FAA Form 7460-1, "Notice of Proposed Construction or Alteration". This notification requires the submittal of project plans and elevations to the FAA Western-Pacific regional office in Los Angeles to enable FAA staff to conduct an airspace impact evaluation of the proposed development. The required FAA form can be obtained from the FAA Airports District Office in Burlingame, California. ***I strongly urge the project sponsor to submit the FAA form and related plans to the FAA as soon as possible.*** This process has been adopted and endorsed by C/CAG, acting as the Airport Land Use Commission. Please provide me with a copy of the documents submitted to the FAA and the FAA response when it becomes available. 5

I will submit a follow-up letter to you with my additional comments by the end of the week. If you have any questions, please contact me at 650/363-4417.

Sincerely,

David F. Carbone, ALUC Staff

cc: ALUC Members
Richard Napier, C/CAG Executive Director
Joseph Rodriguez, FAA Airports District Office, Burlingame
Nixon Lam, SFIA Bureau of Planning and Environmental Affairs

navysite.dfc

RESPONSES TO LETTER D – CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY – AIRPORT LAND USE COMMITTEE (ALUC)

[Dated December 11, 2000; revised December 14, 2000]

D-1) Comment noted.

D-2) Comment noted. This information does not conflict with the information presented in the first paragraph of section III.C., *Airport Safety*, of the DEIR.

D-3) Comments noted. The following text changes would clarify the language of the DEIR:

Page III.C-3, first paragraph:

> . . . Portions of the Specific Plan are within the "horizontal surface" and the "approach surface~~.~~" of SFIA Within the "horizontal surface area, the height of objects cannot exceed 161 feet above mean sea level (AMSL). The permissible building height is the difference between the height of the horizontal plane and the ground elevation AMSL.

Page III.C-8, second paragraph, under *Plan Consistency*:

> . . . Based on U.S. Geological Survey topographic maps, the elevation of the U.S. Navy Specific Plan site is between roughly 50 and 75 feet AMSL where development would occur. At its closest point, the Specific Plan area is roughly 1.5 miles from Runway 10L-28R.

Page III.C-8, third paragraph, under *Plan Consistency*:

> The entire Specific Plan area falls within the "horizontal surface" of SFIA, where the height of objects cannot exceed 161 feet AMSL. The majority of the Specific Plan area, with the exception of the southwestern portion of the site where no development would occur, is also within~~is within~~ the "approach surface," which has a 40:1 height restriction~~, only the southwestern portion of the site where no development would occur, falls within the "horizontal surface," where the height of objects cannot exceed 161 feet AMSL.~~ The "horizontal surface" height limitations condition the height of buildings within the Specific Plan area. Based on the maximum height of proposed buildings (up to 90 feet), proposed buildings could penetrate the FAR Part 77 "horizontal surface" at locations on the Specific Plan area where the surface elevation is 71 feet AMSL or greater. Most ~~and the distance from SFIA runways, none of the proposed uses would penetrate any of the FAR Part 77 height limits for SFIA. Therefore,~~ development assumed as part of the Specific Plan would be at heights well below 90 feet and would be consistent with the imaginary surfaces defined in FAR Part 77 and adopted in the San Mateo County CLUP. The

permissible building height is again the difference between the height of the horizontal plane (161 feet AMSL) and the ground elevation AMSL. To determine the consistency of individual projects under the Specific Plan, the maximum building height combined with the elevation above mean sea level at that site could not exceed 161 feet AMSL.

D-4) Comment noted. Please see page III.C-5 of the DEIR, which lists the same CLUP areas of primary concern.

D-5) Comment noted. Please see pages III.C-3 and III.C-10, which discuss the requirement for FAA Form 7460-1.

In addition, Mitigation Measure C.1.a has been revised to assure the completion of the required forms before any existing buildings are demolished and before any construction begins, as follows:

Mitigation Measure C.1.a: The City of San Bruno shall require that all building heights and associated roof structures proposed under the Specific Plan be considered with the height limitations defined by FAR Part 77. ~~Prior to construction,~~ Prior to issuance of any demolition or construction permits, the City of San Bruno shall require the project sponsors for any project within the Specific Plan area ~~shall~~to provide notification to the FAA via FAA Form 7460-1. (Identified in This Report)

CCAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

E

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

December 14, 2000

Steve Padovan, Associate Planner
Community Development Department
City of San Bruno
567 El Camino Real
San Bruno, CA 94066

Dear Steve:

RE: C/CAG Airport Land Use Committee (ALUC) Specific Staff Comments on the City of San Bruno Draft Specific Plan for the U.S. Navy Site and Its Environs (October 31, 2000) and Related Draft Environmental Impact Report (DEIR) (October 27, 2000)

This letter is a follow-up to my letter to you, dated December 11, 2000, regarding my specific comments on the above-referenced documents. The comments that follow address the following three key airport/land use compatibility issues of concern to the C/CAG Airport Land Use Committee (ALUC) and C/CAG, acting as the Airport Land Use Commission: (1) aircraft noise impact reduction, (2) safety of persons on the ground and in aircraft in flight, and (3) height restrictions/airspace protection. 1

ALUC

Aircraft Noise Impact Reduction

The U. S. Navy Site is located approximately 1.5 miles from the departure end of Runway 28 Right and the arrival end of Runway 10 Left at San Francisco International Airport (SFIA). The site is subject to frequent aircraft departures on Runways 28 Left and Right (including many trans-Pacific wide-body heavy aircraft flights) and infrequent aircraft arrivals on Runways 10 Left and Right, based on the direction and velocity of seasonal winds. Most of the site falls within the 65-70 dB CNEL aircraft noise contour for SFIA, as shown in the latest SFIA quarterly noise report for the quarter ending September 30, 2000. 2

In addition to the quarterly aircraft noise contours, the Airport's aircraft noise monitoring system collects and records individual aircraft noise events at 28 noise monitors on a 24-hour basis. Noise monitor Nos. 1, 4, and 5 are the three monitors that are located near the U.S. Navy Site. Monitor No. 1 is located at 534 Walnut in San Bruno; Monitor No. 4 is located at 204 Pinehurst in South San Francisco; and Monitor No. 5 is located at 714 Easton in San Bruno.

The most recent SFIA quarterly noise report for the Third Quarter 2000 indicates the following CNEL levels for the Third Quarter over the past five years, at each of those three noise monitors: 3

TABLE 1
Five-Year Third Quarter CNEL Comparison at Selected Noise Monitors
San Francisco International Airport

Monitor No.	Third Quarter CNEL Levels 2000	1999	1998	1997	1996
1	73.8	74.4	72.9	72.0	73.3
4	71.3	71.4	70.6	70.5	71.2
5	65.2	65.5	64.5	64.2	64.7

Source: San Francisco International Airport Quarterly Noise Report Third Quarter 2000

These CNEL levels are based on a compilation of individual aircraft noise events (single-event noise levels) over a 24-hour period, as generated by aircraft departures on Runways 28 Left and Right. The following table indicates the average, minimum, and maximum single event noise levels at Noise Monitors 1, 4, and 5 during the Third Quarter 2000:

3
Cont.

TABLE 2
Single-Event Noise Levels at Selected Noise Monitors Third Quarter 2000
San Francisco International Airport

Monitor No.	Single-Event Noise Levels (dB SEL)*
1	95.5 average 80.6 minimum 110.7 maximum
4	94.9 average 79.0 minimum 109.0 maximum
5	89.8 average 78.7 minimum 103.7 maximum

* Single-event noise level in decibels on the A-weighted scale; the A scale approximates human hearing.
Source: San Francisco International Airport Noise Abatement Staff

The single-event noise levels shown in Table 2 are considered to be in the *Very Loud* range, based on the sound levels of common sound sources (see attachment from the *1993 Caltrans Airport Land Use Planning Handbook*).

Both the Draft Specific Plan (pp. 3, 9, 26, 39, and 41) and the DEIR (Chapter III., Section L) address aircraft noise impacts, based on the CNEL levels at the site. Both of the documents also explain that residential land uses and hotel uses are noise-sensitive land uses and identify proposed actions to mitigate noise impacts from aircraft operations Neither document, however, identifies single-event noise levels at the site from aircraft operations at San Francisco International Airport. Such information would have provided a more accurate picture of the aircraft noise environment at the site and more importantly shown that individual aircraft noise events that affect the U.S. Navy Site are *very loud*. It is important to note that people hear and complain about single-event noise levels; they do not hear or complain about CNEL levels. 3 Cont.

The City of San Bruno's need for additional housing and commercial/economic development is understandable from a comprehensive planning perspective and the proximity of the U.S. Navy Site to transportation corridors and the new BART station is a major asset to the redevelopment of the site. However, the development of several hundred dwelling units and hotel rooms within a primary aircraft departure corridor at San Francisco International Airport is not encouraged by the Comprehensive Airport Land Use Plan (CLUP), nor by the C/CAG Airport Land Use Committee (ALUC), nor by C/CAG, acting as the Airport land Use Commission, primarily based on the very loud aircraft noise levels at the site. 4

If any version of the proposed project is developed, ***it is imperative*** that the following requirements and mitigation measures contained in the Draft Specific Plan and the DEIR be implemented:

Draft Specific Plan (p.3)

"1. All residential development is required to be noise insulated to meet acoustical standards established by the FAA (maximum of 45 dB CNEL for all habitable rooms).

2. An avigation easement shall be executed in favor of San Francisco International Airport for all residential units (including senior assisted living units)

3. The developer must disclose in all property sales or leases to potential buyers or lessees the fact that the property or premises is subject to adverse noise impacts from aircraft overflight noise."

5

Draft Environmental Impact Report (DEIR)

"Impact L3.: Under the Specific Plan, new noise sensitive uses could be developed in areas where noise levels are unacceptable for such uses. This would be a significant impact."

"Mitigation Measure I.3.a: The City shall require noise insulation for all residential development under the Specific plan that would be located in areas where noise, due to aircraft noise impacts, exceeds 65 dBA CNEL, as identified in the most recent version of the San Mateo County CLUP. Noise insulation should be sufficient such that interior noise levels do not exceed 45 dBA, as required under Title 24."

"Mitigation Measure I.3.b: All development under the proposed Specific Plan shall be constructed to comply with the relevant noise insulation standards contained in Title 24 of the California Code of Regulations (Part 2 Appendix Chapter 12A)."

"Mitigation Measure I.3.c: The City shall require all sponsors of new dwelling units (residential and senior housing units) within the Specific Plan area to record a notice of Fair Disclosure, regarding the proximity of the proposed development to San Francisco International Airport and of the potential impacts of aircraft operations, including noise impacts, per the recommendations contained in the Final Report of the 1998 San Mateo County Civil Grand Jury."

5 Cont.

Safety of Persons on the Ground and in Aircraft in Flight

Chapter III. Section C. of the Draft Environmental Impact Report (DEIR) contains a comprehensive discussion of airport safety issues, including federal, state, and local safety criteria. It also identifies the following safety-related impact: "Impact C.1: The proposed Specific Plan would expose residents and occupants of project facilities to a negligible risk associated with possible aircraft accidents at SFIA. This would be a significant impact." (p.III.C-9). The text on page III.C-9 also states the following: "The Specific Plan, however, would increase the overall number of residents and property exposed to an aircraft accident, should one occur."

The Comprehensive Airport Land Use Plan (CLUP) for San Francisco International Airport indicates the following : "The safety of persons on the ground and in aircraft in flight is always the primary consideration in airport planning and in airport/aircraft operations." The Airport Land Use Commission (C/CAG) recognizes certain land uses as hazards to air navigation in the vicinity of San Francisco International Airport. Mitigation Measure C.1.b on page III.C-10 of the DEIR is consistent with the safety concerns addressed in the CLUP and prohibits the above-referenced land uses within the Specific Plan area, as follows:

6

"Mitigation Measure C.1.b: The City of San Bruno shall prohibit the following uses within the Specific Plan area: (Identified in this report)

* Any use that would direct a steady or flashing light of white, red, green, or amber color toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing, other than FAA-approved navigational lights.

- Any use that would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or engaged on a straight final approach toward a landing.
- Any use that would generate smoke or rising columns of air.
- Any use that would attract large concentrations of birds within approach-climbout areas.
- Any use that would generate electrical interference that may interfere with aircraft communications or aircraft instrumentation."

6 Cont.

Mitigation Measure C.1.c on page IILC-10 also addresses safety of persons on the ground by requiring disclosure of the proximity of the Airport to occupants of all new dwelling units on the site, as follows:

> "Mitigation Measure C.1.c: The City shall require all sponsors of new dwelling units and/or buildings for human occupation to record a notice of fair disclosure, regarding the proximity of the proposed development to San Francisco International Airport and the potential impacts of aircraft operations, per the recommendations contained in the Final Report of the 1998 San Mateo County Civil Grand Jury, as implemented by the City of San Bruno."

Height Restrictions/Airspace Protection

1. FAR Part 77 Compliance

The Airport Land Use Commission (C/CAG) has adopted Federal Aviation Regulations FAR Part 77, "Projects Affecting Navigable Airspace" to establish height restrictions and protect the airspace in the vicinity of San Francisco International Airport (SFIA). Any proposed new construction or expansion of existing structures that would penetrate any of the FAR Part 77 imaginary surfaces for SFIA, as adopted by the Airport Land Use Commission (C/CAG), is deemed to be an incompatible land use, unless either the FAA has determined that the proposed structure does not constitute a hazard to air navigation or the State Aeronautics Program has issues a permit to allow construction of the proposed structure. 7

The FAA height restrictions for the U.S. Navy Site are discussed on pp. 2, 9, 28, 29, and 39 in the Draft Specific Plan and on pp. S-3, IILB.-16, and in Chapter III. Section C. of the DEIR. Both documents provide a comprehensive discussion of the FAR Part 77 imaginary surfaces that affect the U.S. Navy Site. Mitigation Measure C.1.a adequately addresses compliance with the FAR Part 77 height limitations for any future development on the U.S. Navy Site. This mitigation measure states the following: 8

"Mitigation Measure C.1.a.: The City of San Bruno will require that all building heights and associated roof structures proposed under the Specific Plan be consistent with the height limitations defined by FAR Part 77. Prior to construction, the project sponsors for any project within the Specific Plan are shall provide appropriate notification to the FAA via FAA Form 7460-1. (Identified in this report)" 8 Cont.

2. FAA Form 7460-1, "Notice of Proposed Construction or Alteration"

As I explained in my letter to you dated December 11, 2000, the project sponsor must formally notify the FAA of the proposed development, via FAA Form 7460-1, "Notice of Proposed Construction or Alteration"(see Mitigation Measure C.1.a above). This notification requires the submittal of project plans and elevations to the FAA Western-Pacific regional office in Los Angeles to enable FAA staff to conduct an airspace impact evaluation of the proposed development. The required FAA form can be obtained from the FAA Airports District Office in Burlingame, California. ***I strongly urge the project sponsor to submit the FAA form and related plans to the FAA as soon as possible.*** Please provide me with a copy of the documents submitted to the FAA and the FAA response when it becomes available. 9

Thank you for the opportunity to comment on the City of San Bruno Draft Specific Plan for the U.S. Navy Site and Its Environs (October 31, 2000) and Related Draft Environmental Impact Report (DEIR) (October 27, 2000). If you have any questions, please contact me at 650-363-4417.

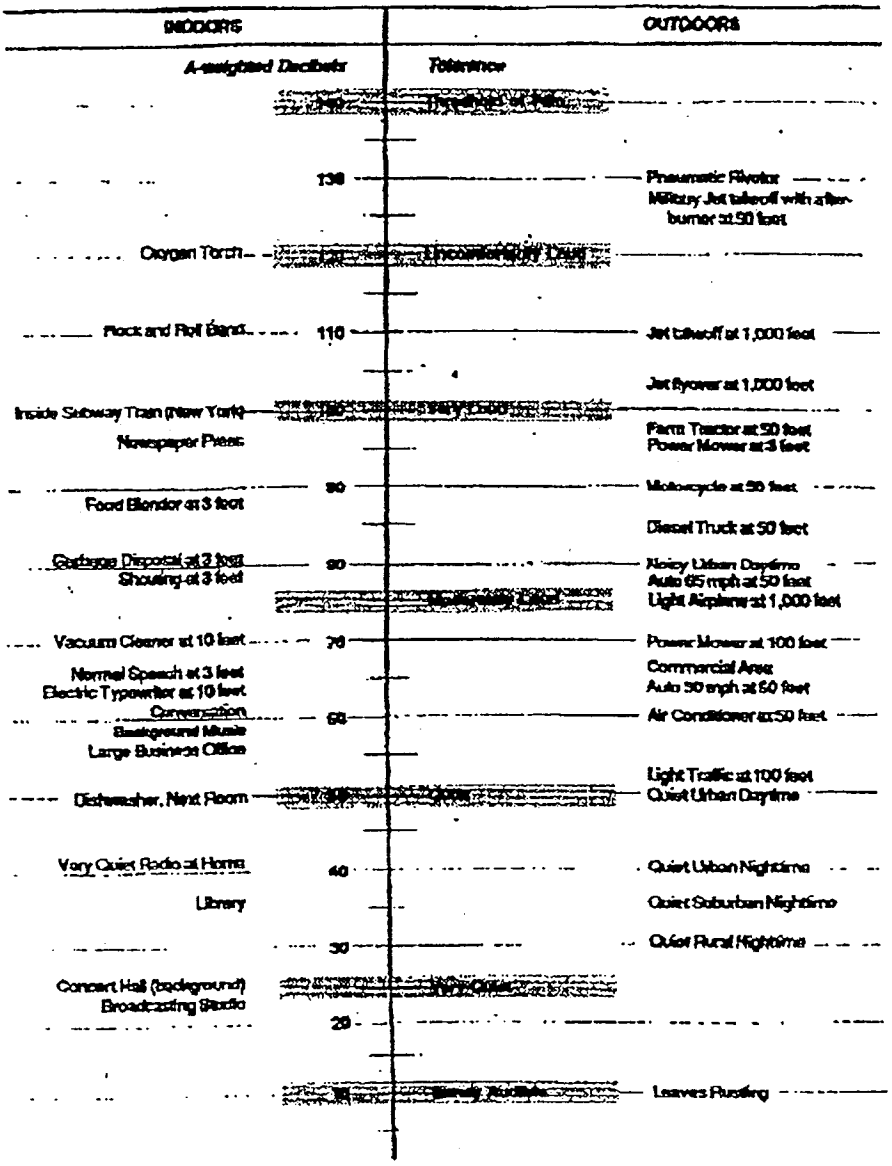
Sincerely,

David F. Carbone, ALUC Staff

Attachment

cc: ALUC Members
Richard Napier, C/CAG Executive Director
Joseph Rodriguez, FAA Airports District Office, Burlingame
Nixon Lam, SFIA Bureau of Planning and Environmental Affairs

navysit2.dfc



Source: Compiled by Hodges & Shutt from various sources (December 1993)

Table 6A

Approximate Sound Level of Common Sound Sources

RESPONSES TO LETTER E – CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY – AIRPORT LAND USE COMMITTEE (ALUC)

[Second letter, dated December 14, 2000]

E-1) Comment noted. Please see Response to Comment No. D-4, above.

E-2) Comment noted.

E-3) Comments noted. CNEL levels are normally considered for planning purposes. While single event noise can be important, it is more important for outdoor activities. Development proposed as part of the Specific Plan is, with the exception of a linear park along Roadway "A," would be indoor and would include office, residential, hotel, commercial and retail uses. Please see pages III.I-16 and III.I-17 of the DEIR. Mitigation Measure I.3.a requires the City of San Bruno to in turn require noise insulation for all residential development such that interior noise levels do not exceed 45 dBA. Mitigation Measure I.3.b requires that all development comply with the noise insulation standards contained in Title 24 of the California Code of Regulations (Part 2, Appendix Chapter 12A). Mitigation Measure I.3.c requires a notice of Fair Disclosure be recorded regarding the proximity of the development to SFIA and the potential impacts of aircraft operation, including noise impacts.

E-4) Comment noted. Development proposed as part of the Specific Plan would require the submission of FAA Forms 7460-1, as noted in Mitigation Measure C.1.a, page III.C-10 of the DEIR. Mitigation measures for noise impacts are listed on pages III.I-16 and III.I-17 of the DEIR. (See Response to Comment No. E-3, above.)

E-5) These comments accurately summarize text in both the San Bruno Redevelopment Project Area Plan EIR (Section III.C., *Airport Safety*) and the U.S. Navy Site and Its Environs Specific Plan DEIR (Section III.C., *Airport Safety*).

E-6) These comments accurately summarize text in the U.S. Navy Site and Its Environs Specific Plan DEIR, Section III.C., *Airport Safety*.

E-7) Please see Response to Comments D-3 and E-3, above.

E-8) Comments noted. These comments accurately summarize the text in the U.S. Navy Site and Its Environs Specific Plan DEIR, Section III.C., *Airport Safety*.

E-9) Comments noted. Please see Response to Comment No. D-5, above.

Department of Toxic Substances Control

Edwin F. Lowry, Director
700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721

ton H. Hickox
gency Secretary
California Environmental
Protection Agency

Gray Davis
Governor

F

November 28, 2000

CITY OF SAN BRUNO
DEPT. OF PLANNING AND BUILDING

NOV 30 2000

RECEIVED

Mr. Steve Padovan
The City of San Bruno
567 El Camino Real
San Bruno, California 94066

DTSC REVIEW OF THE DRAFT ENVIRONMENTAL IMPACT REPORT, "U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN", Prepared by Environmental Science Associates, October 27, 2000. State Clearinghouse Number SCH# 1999092026.

Dear Mr. Padovan:

The State of California, Department of Toxic Substances Control (DTSC) has reviewed the subject document, and has concerns regarding section III (Environmental Setting, Impacts and Mitigation), subsection L (Hazardous Materials). Specifically, the discussions of PCBs and lead-based paint do not address releases of these materials to soil or groundwater, which are considered actionable in accordance with the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) and Chapter 6.8 of the California Health and Safety Code (HSC). DTSC considers releases of hazardous materials to the soil or groundwater as a potential threats to human health and the environment which require characterization and mitigation (irregardless of the source of the contamination) as specified in the NCP and Chapter 6.8 HSC. The regulatory framework as discussed in the subject document does not appear to adequately address these concerns which may have significant impact on the "environmental setting" and "impact analysis" sections of the Environmental Impact Report. DTSC suggests that the draft report be revised to more adequately address these concerns. 1 2

Thank for the opportunity to comment on this document. If you have any questions or would like to discuss any of our comments, please feel free to contact me at (510) 540-3772.

Sincerely,

Daniel F. Murphy, P.E.
Chief, Berkeley Unit
Office of Military Facilities

RESPONSES TO LETTER F – CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES CONTROL

F-1 and F-2): In order to provide further detail and clarification, the following revisions and corrections are made to the text of the Draft Environmental Impact Report:

Page III.L-1, the last paragraph under *Historical Uses* is revised as follows:

> A site reconnaissance of the U.S. Navy site was conducted on February 11, 1999, by EFA West to assess current environmental conditions.

Page III.L-2, the first paragraph under *Polychlorinated Biphenyls (PCBs) and Fluorescent Light Tubes* is revised, and a new paragraph added, as follows:

> ~~Removal of fluorescent light tubes could result in exposure to mercury vapors if the lights are broken.~~ The EFA West report states that an inspection and sampling of electrical transformers was performed by EFA West Personnel. Inspection of the site indicated that there are pad-mounted transformers at a location between Buildings B-100 and B-101 and at a location near Building A-212. The pad-mounted transformers were marked as being sampled on 1/5/94 for PCBs. The sampling results showed that PCB levels were between 5 and 499 ppm. Since these levels are below the Federal threshold of 500 ppm, frequent inspection is not required to satisfy the Federal regulations. There were no signs of leakage during the 1999 inspection. However, sampling should be conducted to verify that no leakage has occurred resulting in spillage on the soil.
>
> The removal of fluorescent light bulbs could result in exposure to mercury vapors if the lights are broken. Care should therefore be taken to handle light tubes carefully when removed or replaced since exposure to mercury vapors could occur by workers handling the bulbs.

Page III.L-2, text is added to the paragraph under *Lead-Based Paint*, as follows:

> . . . However, prior to 1978, the use of lead-based paint was common throughout the United States, including at military installations. Therefore, the age of the buildings would imply there is a likelihood that lead-based paint is present. Although not mentioned in EFA West's report, many of the buildings were re-sided (see section III.K, *Historic Resources*). While most re-siding would not result in disturbance of paint surfaces, some soil contamination could potentially have occurred near buildings, but is unlikely to have resulted in contamination of groundwater, which is located at a depth of 100 to 500 feet below ground surface.

Page III.L-3 - Revisions to the text in the paragraphs under *Areas of Potentially Hazardous Substances* are made, as follows:

> There has been no evidence of past industrial activity, disposal or spill sites, or waste dumping~~:~~ on the site. All known fuel underground storage tanks have been removed, except for a 5,000 gallon unleaded gasoline storage tank, which presently is under compliance.
>
> There were 13 leaking underground storage tanks within one half mile of the site, 9 underground/above ground storage tanks within one quarter mile, and 12 Cortese sites (properties with hazardous wastes) within one half mile of the site. Contamination from these neighboring sites may have migrated onto the project site. Preliminary soil sampling should be carried out before carrying out construction activities that would involve excavation and disturbance of soil that may have been contaminated by these neighboring sites. ~~The report states that there is no evidence of past or present industrial activity, disposal or spill sites, or dumping. This conclusion was based on records searches and on reconnaissance.~~

Page III.L-7 - text is added to the end of the first paragraph under *Lead-Based Paint*, as follows:

> . . . Separated paint can be classified as a hazardous waste if the lead content exceeds 1,000 parts per million (ppm), and would need to be properlty disposed.[2] Sampling of the painted surfaces should be conducted before a building is demolished to determine if lead levels exceed 1,000 ppm and if disposal methods that are unique to lead contaminated soils should be adopted.

Page III.L-8 - Text is added to the end of the paragraph under *Polychlorinated Biphenyls (PCBs) and Fluorescent Light Tubes*, as follows:

> . . . However, Title 22 of the California Code of Regulations states that when buildings are demolished, leakage from transformers causing PCB exposure levels greater than 5 ppm is unacceptable. Since measured PCB levels in the transformers exceed 5 ppm, there is a potential that spillage could occur which would result in soil contamination and exposure levels that would exceed the 5 ppm limit. This would therefore be a significant impact for which mitigation measures would be required.

California Integrated Waste Management Board

Linda Moulton-Patterson, Chair
1001 I Street • Sacramento, California 95814 • (916) 341-6000
www.ciwmb.ca.gov

Winston H. Hickox
Secretary for
Environmental
Protection

Gray Davis
Governor

December 12, 2000

To: Steve Padovan
Community Planning Department
567 El Camino Real
San Bruno, CA 94066

Subject: **SCH#1999092026:** Draft Environmental Impact Report (DEIR), U.S. Navy Site and Its Environs Specific Plans

Dear Mr. Padovan:

ERS Staff's Understanding Of Your Project

Environmental Review Section (ERS) staff, of the California Integrated Waste Management Board (CIWMB) have reviewed the DEIR document cited above. Based on this information, and ERS staff understanding of the project, ERS staff offer the following project description and analysis of the project as described in the DEIR.

If the following project description varies substantially from the project as understood by the Lead Agency, ERS staff request notification of any significant differences as soon as possible and incorporation of any revisions of the Project Description in the DEIR.

Project Description

The Site Specific Plan proposes policies, objectives, land use designations, building densities, and design guidelines for a 56-block area in the City of San Bruno. The area encompasses the U.S. Navy site and an adjacent commercial strip, the U.S. Navy and Marine Corps Reserve Center, the Federal Archives Building, the San Bruno Office Park, Commodore Park, a 136-unit portion of the Peninsula Place condominium complex, and two San Mateo County public schools. Demolition of structures, road development and build-out of the development is expected to be complete in 2020. 1

Environmental Review Section (ERS) CEQA Review

ERS staff's review and comments on an Environmental Document (ED) are intended to assist the Lead Agency in developing an ED that will be as complete and adequate as possible for use by the Lead Agency and all Responsible Agencies. CIWMB staff comments are intended to help 2

decision-makers 1) identify potential impacts from proposed projects; 2) determine whether any such impacts are significant; and 3) ascertain whether significant impacts can be mitigated to a level of insignificance in compliance with the CEQA statutes and guidelines.

2 Cont.

Comments

The California Integrated Waste Management Board (CIWMB) does not currently regulate or issue permits for this type of project. Therefore, all comments and questions are done from the perspective of a "commenting agency" in order to assist the Lead Agency in identifying significant environmental issues and to facilitate the evaluation process.

Solid Waste Disposal

On page III E-15 of the DIER, a statement is made that, "Although the estimates of the amount of solid waste the development would generate are unknown, the debris would be a substantial amount". Although the DEIR, on pages III E-4 and III E-5, does discuss the landfill capacities, landfill life, and permitted tonnage to be accepted on a daily basis, for the Ox Mountain and Hillside Landfills, this analysis by itself is inadequate to address possible impacts from the increase in solid waste disposal to the landfill sites (such as traffic, daily operational hours, and the possibility that the amount of waste accepted on a daily basis may exceed the permitted daily tonnage). Without an estimate of the amount of solid waste that will be generated and disposed, ERS staff is unable to determine the environmental effects to the landfills that will accept the waste.

3

Therefore, it is recommended that the Lead Agency consult with the Local Enforcement Agency (LEA) to address potential waste quantities that may be generated and possible environmental impacts affecting the permit limits for each landfill. The LEA point of contact for San Mateo County is as follows:

4

Greg Shirle
Health Services Department
Environmental Health Services
455 Country Center
Redwood City, CA 94063
(650) 363-4797

ERS staff request copies of any subsequent documents for this project including subsequent EDs, DEIR, revised mitigation measures, copies of public notices, and any Notices of Determination (NODs). If the document is adopted during a public hearing, ERS staff request prior notice of this hearing. If the document is adopted without a public hearing, staff request prior notification of the date of the adoption and project approval by the decision-making body.

5

ERS staff thank the Lead Agency for the opportunity to review and comment on this proposed project and look forward to working with the Lead Agency on future related projects. Should you

have any questions, please contact John Macaulay, at (916) 341-6727, or jmacaulay@ciwmb.ca.gov.

Sincerely,

John Macaulay
Environmental Review Section
Permitting and Inspections Branch
Permitting and Enforcement Division

cc: Katie Schulte-Joung
State Clearinghouse
P.O. Box 3044
Sacramento, CA 95814

Greg Shirle
Health Services Department
Environmental Health Services
455 Country Center
Redwood City, CA 94063

Reinhard Hohlwein
Permitting and Inspections, Region1
Permitting and Enforcement Division
CIWMB

Mary Madison-Johnson, Supervisor
Permitting and Inspections, Region
Permitting and Enforcement Division
CIWMB

Sue O'Leary, Supervisor
Environmental Review Section
Permitting and Enforcement Division
CIWMB

RESPONSES TO LETTER G – CALIFORNIA INTEGRATED WASTE MANAGEMENT BOARD

G-1) The Specific Plan now encompasses a 52-*acre* area in the City of San Bruno, as the Plan no longer encompasses the 136-unit portion of the Peninsula Place condominium complex, resulting in the following text changes on p. S-1:

> The U.S. Navy Site and Its Environs Specific Plan is proposed for a ~~56~~52-acre~~block~~ area in the City of San Bruno that encompasses the U.S. Navy site and an adjacent commercial strip, the U.S. Navy and Marine Corps Reserve Center, the Federal Archives Building, the San Bruno Office Park, Commodore Park, ~~a 136-unit portion of the Peninsula Place condominium complex,~~ and two San Mateo County public schools.

While there are no other references to a 56-*block* area, changes will be made throughout the EIR document to remove all references to the 136-unit portion of the Peninsula Place condominium complex as part of the Specific Plan area, and to reduce the total acreage in the Specific Plan area.

In addition to the Specific Plan, the project description now includes proposed improvements to an adjacent segment of El Camino Real, between Sneath Lane and I-380. These improvements include a new signalized four-way intersection, widening along the east side of El Camino Real (between Sneath and I-380), additional turn lanes, and a new median strip. This change, also being made throughout the EIR document, results in no new significant impacts.

Please see Response to Comment No. A-12, above, for the more detailed revisions made to Section II, *Project Description*, of the DEIR.

G-2) Comments noted. These comments do not address the accuracy of the DEIR, and therefore no response is required.

G-3) In response to Comment No. 3, the following text changes are made to provide additional information, as follows:

Page III.E-4, last paragraph:

> The 173-acre Ox Mountain facility is a Class III landfill (nonhazardous waste) owned by Allied Waste Industries, Inc., <u>located in Half Moon Bay. This facility is open from 8:00 a.m. to 4:00 p.m. for big rigs. All trucks are prohibited from making left turns across Highway 92 to the landfill until after 9:00 a.m. to avoid a.m. peak hour traffic.</u> The Ox Mountain landfill is permitted to accept 3,598 tons of waste per day and, in 1997, received an average of 2,587 tons per day. . . .

Page III.E-5, second paragraph:

> The 45-acre Hillside Landfill is also a Class III landfill owned by Amloc Companies, Inc. and Cypress Abbey Company, and operated by Cypress Amloc Land Company, Inc. Located in Colma, ~~T~~the Hillside Landfill is restricted from accepting wet garbage, and therefore accepts construction and demolition waste, residential dry rubbish, dry commercial waste, tires, bulky items and green waste. . . .

Pages III.E-15 to III.E-16, text for Impact E.7:

> . . . Both the demolition and construction debris would be removed from the site and most likely disposed of by truck at the Ox Mountain Sanitary Landfill, or the Hillside Landfill (if still open) (Demolition and construction debris could, however, be taken to any landfill in the Bay Area.) Although ~~the~~ exact estimates of the amount of solid waste the development would generate are unknown, ~~the debris would be a substantial amount~~the demolition of approximately 30 structures at the U.S. Navy site would result in an estimated minimum of 8,200 tons of debris.[8] . . .
>
> [8] This estimate uses debris generation rates suggested by the Environmental Protection Agency and calculated by using a demolition debris rate of 101 lbs./sq. ft. for office buildings, 36 lbs./sq. ft. for warehouse buildings, 111 lbs./sq. ft. for single-family residences, and 358 lbs./sq. ft. for industrial buildings (Environmental Protection Agency, 1998). The U.S. Navy site includes a variety of structures, totaling approximately 160,000 sq. ft.

Page III.E-17, additional references:

> Environmental Protection Agency, *Characterization of Building-Related Construction and Demolition Debris in the United States*, http://EPA/gov/Region09/waste/solid/debris.htm, *accessed December 13, 2000.*
>
> . . .
>
> Shirle, Greg, Health Services Department, San Mateo County, personal communication, December 13, 2000.

G-4) See Response to Comment No. G-3, above. Mr. Shirle was consulted on December 13, 2000 concerning potential environmental impacts, and possible programs that could be implemented for demolition debris recycling efforts.

G-5) Comment noted.

CITY OF SAN BRUNO
DEPT. OF PLANNING AND BUILDING

DEC - 5 2000
RECEIVED

H

City of San Bruno
Planning Department
567 El Camino Real
San Bruno, CA 94066
Attn: Steve Padovan

Steve,

I would like to recommend the following changes to the Draft EIR for the U.S. Naval Site and it's Environs Specific Plan.

- Replacement of any tree removed within the Naval Site at three to one with same species or an indigenous substitute. 1
- Proper handling of Naval Mascot "Shep" buried at the Naval Site. I would suggest a statue similar to the bronze memorial in the City of San Mateo's Central Park. Another suggestion would be the exhumation and fair internment at the Pets Rest Cemetery in Colma where the headstone would be properly relocated with the remains. 2

I will address my personal issues with the EIR at the Planning Commission meeting on 12/5/00. If you have any questions please feel free to call me at 650-588-7950.

Thank you,

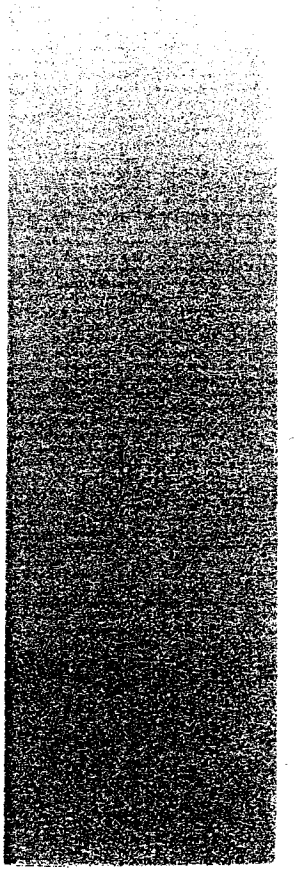
Mark J. Tobin

RESPONSES TO LETTER H – MARK J. TOBIN

H-1) The Draft Environmental Impact Report requires replacement of street trees and tree groves, as required by the City of San Bruno Tree and Planting Ordinance. None of the trees on the U.S. Naval site are endangered or threatened species, nor are they "species of concern." However, to assist in the preservation of existing trees, the following text is added to the end of Mitigation Measure G.1.b:

- The City of San Bruno shall require the project sponsor to relocate or replace all trees located within the footprint of development proposed at the U.S. Navy site; trees that cannot be relocated or replace on-site, must, to the extent feasible, be replaced at a ratio of two trees to every one tree removed (2:1) off-site.

H-2) Comment noted. While Shep is not protected by the California Environmental Quality Act, this would not bar a decisionmaking body from requiring re-internment of Shep at another cemetery as part of another discretionary agreement or approval.



U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN

Draft Environmental Impact Report

SCH# 99092026

October 27, 2000

Prepared by:

Community Development Department
City of San Bruno

ESA Environmental Science Associates

U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN

Draft Environmental Impact Report

SCH# 99092026

October 27, 2000

Prepared by:

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990005

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SUMMARY

A. PROJECT DESCRIPTION

The U.S. Navy Site and Its Environs Specific Plan is proposed for a 56-block area in the City of San Bruno, that encompasses the U.S. Navy site and an adjacent commercial strip, the U.S. Navy and Marine Corps Reserve Center, the Federal Archives Building, the San Bruno Office Park, Commodore Park, a 136-unit portion of the Peninsula Place condominium complex, and two San Mateo County public schools.

The Specific Plan proposes policies, objectives, land use designations, building densities, and design guidelines that promote sustainable development based on the principles of Transit-Oriented Development (TOD). Build-out of the development proposed under the Specific Plan is expected to be complete in 2020. Adoption of the Specific Plan would satisfy Mitigation Measure M.4.a. of the San Bruno Redevelopment Project Area Plan Final Environmental Impact Report.

For purposes of assessing the potential environmental impacts of the Specific Plan, this EIR assumes development activities at the U.S. Navy site and the adjacent commercial strip that include a hotel, two office towers, two residential towers, one senior assisted residential tower, and a parking structure. In addition, development would include a new internal roadway network at the U.S. Navy site, a new intersection along El Camino Real between Sneath Lane and I-380, landscaping, a new utility infrastructure, and new pedestrian-oriented streetscape.

B. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential environmental impacts of the project are summarized in Table S.1 at the end of this chapter. This table lists impacts and mitigation measures in three major categories: significant impact that would remain significant even with mitigation; significant impacts that could be mitigated to a level of less-than-significant; and impacts that would not be significant. For each significant impact, the table includes a summary of the mitigation measure(s) and an indication of whether the impact would be mitigated to a less-than-significant level. Please refer to Chapter III., *Environmental Setting, Impacts and Mitigation Measures*, for a complete discussion of each impact and associated mitigation measure.

C. ALTERNATIVES

The California Environmental Quality Act requires that a reasonable range of project alternatives be discussed in an EIR. This EIR identifies and analyzes such a reasonable range of alternatives; identifies the environmental effects of each alternative; and compares the environmental effects of each alternative with the environmental setting, with the effects of each other alternative, and with the project. The determinations of the City of San Bruno concerning the feasibility, acceptance, or rejection of each and all alternatives considered in this EIR will be addressed and resolved in the City's findings, as required by CEQA. The alternatives consist of the following:

ALTERNATIVE 1: NO PROJECT ALTERNATIVE

Under the No Project Alternative, the proposed Specific Plan would not be adopted. The U.S. Navy site and adjacent commercial strip would be developed as permitted by the San Bruno Redevelopment Project Area Plan, without the assumed residential development, which would require General Plan and Zoning Ordinance Amendments.

ALTERNATIVE 2: REDUCED DENSITY SPECIFIC PLAN – NO VOTER APPROVAL REQUIRED

Under the Reduced Density Specific Plan (No Voter Approval Required), development in the Specific Plan area would be subject to the land use designations proposed by the Specific Plan, but the heights and densities would not require voter approval. Consequently, the 50-foot/three-story development would include a hotel, two residential structures, two office structures, senior assisted housing, but it would not exceed three-stories or 50-feet in height.

D. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The Environmentally Superior Alternative best avoids the environmental impacts of the proposed project, and includes a comparison of all of the alternatives, such as any impacts associated with the No Project Alternative. Alternative 2 is marginally the environmentally superior alternative because it generates less traffic, although the impacts of the traffic are nearly the same as the impacts that would be generated by development proposed as part of the Specific Plan.

TABLE S.1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
A. SIGNIFICANT UNAVOIDABLE IMPACTS		
Air Quality		
H.2: Development under the proposed Redevelopment Plan would contribute to the cumulative effect of Bay Area development on regional ozone and PM-10 concentrations.	H.2: The City shall ensure the implementation, to the extent feasible, of additional TCMs identified in Table III.H.3 into the design of individual Redevelopment Plan projects.	Significant and Unavoidable
B. SIGNIFICANT BUT MITIGABLE IMPACTS		
Land Use, Plans and Policies		
B.2: Development proposed as part of the Specific Plan would conflict with the City of San Bruno General Plan and the City of San Bruno Zoning Ordinance.	B.2: The City of San Bruno shall concurrently amend its General Plan and Zoning Ordinance with the adoption of the Specific Plan.	Less than Significant
Airport Safety		
C.1: The proposed Specific Plan would expose residents and occupants of project facilities to a negligible level of risk associated with possible aircraft accidents at SFIA.	C.1a: The City of San Bruno will require that all building heights and associated roof structures proposed under the Specific Plan be consistent with the height limitations defined by FAR Part 77. Prior to construction, the project sponsors for any project within the Specific Plan area shall provide appropriate notification to the FAA via FAA Form 7460-1.	Less than Significant
	C.1b: The City of San Bruno shall prohibit the following uses within the Specific Plan area: • Any use that would direct a steady or flashing light of white, red, green, or amber color toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach	Less than Significant

TABLE S.1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
B. SIGNIFICANT BUT MITIGABLE IMPACTS (Continued)		
	toward a landing, other than FAA-approved navigational lights. • Any use that would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or engaged in a straight final approach toward a landing. • Any use that would generate smoke or rising columns of air. • Any use that would attract large concentrations of birds within approach-climbout areas. • Any use that would generate electrical interference that may interfere with aircraft communications or aircraft instrumentation.	
	C.1c: The City shall require all sponsors of new dwelling units and/or buildings for human occupation to record a notice of fair disclosure, regarding the proximity of the proposed development to San Francisco International Airport and of the potential impacts of aircraft operation, per the recommendations contained in the Final Report of the 1998 San Mateo County Civil Grand Jury, as implemented by the City of San Bruno.	Less than Significant

TABLE S.1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
B. SIGNIFICANT BUT MITIGABLE IMPACTS (Continued)		
Traffic, Circulation and Parking		
D.3: Development under the Specific Plan would generate demands for parking.	D3: An arrangement would be established by the City of San Bruno by which office parking spaces would be available for hotel workers and guests on weekends	Less than Significant [Each project development would be subject to the City of San Bruno permit review process, at which time compliance with City parking requirements will be assessed.]
D.4: Development proposed as part of the Specific Plan would increase traffic volumes on roadways in the study area, increasing potential safety hazards on the transportation network for pedestrians and bicyclists.	D.4: Each substantial project development, as determined by the City, would be required to complete a traffic study that includes an assessment of site-specific impacts on adjacent bicycle facilities and pedestrian access. If significant impacts are identified, due to unique site characteristics that were not anticipated as part of the project, mitigation measures would be identified and implemented.	Less than Significant
Public Utilities		
E.6: Solid waste generated by development proposed as part of the Specific Plan could result in the City of San Bruno not diverting 50 percent of its waste from landfills as mandated under AB 939 (the California Integrated Waste Management Act).	E.6: Prior to the issuance of building permits, the City of San Bruno shall require that all designs for residential and commercial development within the Specific Plan area include adequate storage space for projected recyclable and compostable materials. The City shall require adequate storage space on each floor of each building and in its enclosed garbage areas, as well as adequate loading space, to accommodate the City of San Bruno's recycling program.	Less than Significant

TABLE S.1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
B. SIGNIFICANT BUT MITIGABLE IMPACTS (Continued)		
E.7: Demolition in the Specific Plan area and construction of the development proposed for the Specific Plan area could result in the City of San Bruno not meeting the waste diversion requirements of the California Integrated Waste Management Act (AB 939).	E.7: During demolition and construction, the City of San Bruno shall require the demolition and construction contractors to maximize diversion of materials remaining from the demolition of structures and the byproducts of construction. The City shall require that project sponsors work with the City of San Bruno's Public Works Department to develop a plan for maximizing diversion of construction and demolition materials associated with construction of any project in the Specific Plan area.	Less than Significant
Public Services		
F.1: The project could result in an incremental increase in calls for City of San Bruno fire protection and emergency medical response calls.	F.1: The City of San Bruno shall install signals that can be pre-empted by fire protection or emergency medical response vehicles. Developers shall contribute a "fair share" portion of the cost of these pre-emptive signals as determined by the City of San Bruno.	Less than Significant
F.4: Development proposed as part of the Specific Plan could result in an increase in enrollment at Allen Elementary School, Parkside Intermediate School, and Capuchino High School.	F.4: The City of San Bruno shall coordinate payment to the appropriate school districts of the school impact fee required by California Senate Bill 50.	Less than Significant
Biological Resources		
G.1: Development proposed as part of the Specific Plan could result in the removal of, or root damage to, 294 street trees, of which 48 percent constitute tree groves, as defined by the City of San Bruno Tree and Planting Ordinance.	G.1.a: The City of San Bruno, to the extent feasible, will avoid removal of, or damage to all street trees, as designated by the City of San Bruno Tree and Planting Ordinance.	Less than Significant

TABLE S.1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
B. SIGNIFICANT BUT MITIGABLE IMPACTS (Continued)		
	G.1.b: In the event that tree removal is required, a tree removal permit would be obtained from the City of San Bruno. The City would assure that the conditions contained within the appropriate tree removal permit would be followed.	Less than Significant
Air Quality		
H.1: Fugitive dust generated by construction and demolition activities under the proposed Specific Plan could result in health and nuisance-type impacts in the immediate vicinity of individual construction sites.	**H.1.a:** The City shall condition approval of individual development proposals under the Specific Plan on implementation of an appropriate dust abatement program, patterned after the BAAQMD approach described herein.	Less than Significant
	H.1.b: In the case where a specific development proposal under the Specific Plan would entail the demolition of a building containing asbestos materials, the City shall require that the project sponsor consult with BAAQMD staff concerning the specific requirements of BAAQMD Regulation 11, Rule 2.	Less than Significant
Noise		
I.1: Development under the proposed Specific Plan would result in temporary noise impacts related to construction activities.	I.1: Noise-generating construction activities shall be limited to reasonable daytime hours, such as between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, and 8:00 a.m. and 6:00 p.m. on Saturdays and Sundays. Information concerning construction-related activities and construction hours should be distributed throughout the affected areas and incorporated into the City of San Bruno web site. Following completion of residential development proposed as part of the Specific Plan, heavy construction activities would be prohibited on Saturdays and Sundays.	Less than Significant

TABLE S.1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
B. SIGNIFICANT BUT MITIGABLE IMPACTS (Continued)		
I.3: Under the Specific Plan, new noise-sensitive uses could be developed in areas where noise levels are unacceptable for such uses.	I.3.a: The City shall require noise insulation for all residential development proposed under the Specific Plan that would be located in areas where noise, due to aircraft noise impacts, exceeds 65 dBA CNEL, as identified in the most recent version of the San Mateo County CLUP. Noise insulation should be sufficient such that interior noise levels do not exceed 45 dBA, as required under Title 24.	Less than Significant
	I.3.b: All development under the proposed Specific Plan shall be constructed to comply with the relevant noise insulation standards contained in Title 24 of the California Code of Regulations (Part 2, Appendix Chapter 12A).	Less than Significant
	I.3.c: The City shall require all sponsors of new dwelling units (residential and senior housing units) within the Specific Plan area to record a notice of Fair Disclosure, regarding the proximity of the proposed development to San Francisco International Airport and of the potential impacts of aircraft operation, including noise impacts, as per the recommendations contained in the Final Report of the 1998 San Mateo County Civil Grand Jury.	Less than Significant
Historic Resources		
K.1: The development proposed as part of the Specific Plan would result in the demolition of potential historic resources at the U.S. Navy site. This could be a significant impact.	K.1: The City of San Bruno will: • Fully evaluate and document the existing buildings at the U.S. Navy site, individually and collectively, as a part of the City of San Bruno's Historical Properties Survey, being conducted by the San Mateo County Historical Association.	Less than Significant

TABLE S.1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
B. SIGNIFICANT BUT MITIGABLE IMPACTS (Continued)		
	• Work with the U.S. Navy to establish a permanent and publicly visible plaque or other permanent marker that commemorates the role the site played in San Bruno's history.	
Hazardous Materials		
L.1: Development proposed as part of the Specific Plan could result in the inadvertent exposure of construction workers, site residents or the environment to hazardous substances.	**L.1.a:** The City of San Bruno shall require that prior to renovation or demolition of any existing structures, the applicable project sponsor would be responsible for properly removing confirmed asbestos containing materials. Asbestos abatement will be conducted prior to demolition of existing buildings. All identified asbestos-containing materials will be removed and appropriately disposed of by a state certified asbestos contractor, pursuant to an asbestos abatement plan developed by a state-certified asbestos consultant.	Less than Significant
	L.1.b: The City of San Bruno shall require that, prior to demolition, a lead-based paint survey will be conducted prior to demolition and renovation activities in accordance with state, regulations. If peeling or stratified LBP in excess of 1,000 parts per million is identified during the survey, such paint will be abated in accordance with state regulations prior to demolition. If abatement of LBP is required, post-abatement soil sampling shall be performed to ensure that no remnant lead contamination exists in the soil prior to site development.	Less than significant

TABLE S.1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
B. SIGNIFICANT BUT MITIGABLE IMPACTS (Continued)		
	L.1.c: The City of San Bruno shall certify that proper removal and disposal of transformers and light tubes has been completed, and subsequent to removal, the City of San Bruno shall require the project applicant to submit the results of soil sample tests prior to any demolition or excavation. Any leaks must be contained to prevent release and exposure, and then eliminated. If construction excavation or grading elsewhere on the site exposes soils that exhibit indications of contamination from substances such as petroleum or PBCs, the soil will be segregated in accordance with applicable federal and state regulations and properly disposed.	Less than significant
	L.1.d: The City of San Bruno will require all proposed project sponsors to submit a Phase II report, and subsequent reports as may be required by the City of San Bruno, completed no more than 18 months prior to approval of a proposed project by City Council to assure no additional contamination is present from overlooked USTs or other unknown sources. The City of San Bruno will require that any project sponsor incorporate the recommendations of the Phase II report into the design of the proposed project.	Less than Significant
	L.1.e: Drums and other containers on the project site that contain liquids or solids shall be categorized and recycled, or disposed of appropriately. Segregation, labeling, shipment and disposal will be conducted by a state-certified hazardous materials contractor, and in accordance with federal and state disposal regulations.	Less than Significant

TABLE S.1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
C. LESS THAN SIGNIFICANT IMPACTS		
Population		
A.1: Development proposed as part of the Specific Plan would result in an increase in the residential population of the City of San Bruno.	None required.	
A.2: Development proposed as part of the Specific Plan would result in an increase in the number of employees in the Specific Plan area on weekdays.	None required.	
Land Use, Plans and Policies		
B.1: Development proposed as part of the Specific Plan could physically divide an established community.	None required.	
Traffic, Circulation and Parking		
D.1: Development proposed as part of the Specific Plan would generate an increase in traffic volumes through area intersections and on area roadways.	None required.	
D.2: Development proposed as part of the Specific Plan would generate an increase in transit use.	None required.	

TABLE S.1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
C. LESS THAN SIGNIFICANT IMPACTS (Continued)		
Public Utilities		
E.1: The Specific Plan would result in an increase in the number of sanitary sewer customers in the City of San Bruno.	None required.	[Developers would be required to pay the City of San Bruno's existing impact fees for the proportionate cost of improvements. In addition, *see* existing Mitigation Measures in the San Bruno Redevelopment Project Area Plan EIR and in Appendix C – Initial Study of this EIR]
E.2: The Specific Plan would result in increased use of the City's storm drain system.	None required.	[Developers would be required to pay the City of San Bruno's existing impact fees for the proportionate cost of improvements. In addition, *see* existing Mitigation Measures in the San Bruno Redevelopment Project Area Plan EIR and in Appendix C – Initial Study of this EIR]
E.3: The Specific Plan would result in an increase in water use in the City of San Bruno.	None required.	[Developers would be required to pay the City of San Bruno's existing impact fees for the proportionate cost of improvements.]
E.4: The Specific Plan would increase the amount of solid waste disposed by the City of San Bruno at the Ox Mountain Sanitary Landfill.	None required.	
E.5: The Specific Plan would require the relocation of some PG&E lines and facilities.	None required.	[Developers would be required to pay the cost of upgrading gas and electrical service at the U.S. Navy site and adjacent commercial strip; costs may include off-site improvements.]

TABLE S.1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
C. LESS THAN SIGNIFICANT IMPACTS (Continued)		
Public Services		
F.2: The Specific Plan would result in an increase in the number of calls for police protection services.	None required.	[The Specific Plan would require that office and hotel developments provide building security personnel.]
F.3: The Specific Plan would result in an increase in the number of card holders at the San Bruno Public Library.	None required.	[Developers would be required to pay the City of San Bruno's existing impact fees for its proportionate impact on services.]
F.5: The proposed Specific Plan would result in an incremental increase in the number of park users at Commodore Park.	None required.	[Developers would be required to pay the City of San Bruno's existing impact fees for its proportionate impact on services.]
Noise		
I.2: Project-generated vehicle traffic associated with the Specific Plan would result in an increase in ambient noise levels on local roadways.	None required.	
Aesthetics		
J.1: The project would result in a change in the visual character of the project site and surrounding area as a result of the demolition of the on-site structures and construction of the proposed buildings.	None required.	
J.2: The proposed project would alter views near the project site.	None required	

CHAPTER I
INTRODUCTION

This Environmental Impact Report (EIR) has been prepared by the City of San Bruno, California, pursuant to the applicable provisions of the California Environmental Quality Act (CEQA) and its implementing guidelines (*CEQA Guidelines).* The City is the lead agency for this EIR, which examines the overall effects of the proposed U.S. Navy Site and Its Environs Specific Plan (referred to throughout this document as the "Specific Plan") and indicates the steps needed to avoid unnecessary significant adverse environmental effects.

This EIR is intended to inform City of San Bruno officials, responsible agencies, and the public of the proposed project's environmental effects. The EIR is intended to publicly disclose those impacts that may be significant and adverse, describe the possible measures that would mitigate or eliminate such impacts, and describe a range of alternatives to the project.

A. ENVIRONMENTAL REVIEW

On September 1, 1999 the City sent a Notice of Preparation (NOP) to governmental agencies, organizations, and persons that may be interested in the Specific Plan. The NOP and responses to the NOP are included in this EIR as Appendices A and B. The NOP requested those agencies with regulatory authority over any aspect of the Specific Plan to describe that authority and to identify the relevant environmental issues that should be addressed in the EIR. In addition, an Initial Study for the Specific Plan has been prepared that identifies environmental issues that should be addressed in this EIR and environmental issues that should be excluded from further analysis. The Initial Study is incorporated in this EIR as Appendix C.

Under California state law, the purpose of a Specific Plan is the "systematic implementation" (Government Code Section 65450) of the General Plan. "The enabling statutes are flexible, allowing public agencies to create standards for the development of a wide range of projects or solutions to any type of land use issues" (State of California, 2000). Section 65451 of the California Government Code mandates that:

a) A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:

   (1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

   (2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal,

energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

(4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

(b) The specific plan shall include a statement of the relationship of the specific plan to the general plan.

Adoption of a specific plan is subject to CEQA.

The Specific Plan proposes development of 21.5 acres of a 56-acre area, all of which would also fall within the boundaries of the San Bruno Redevelopment Plan Project Area ("Redevelopment Plan Project Area"). This EIR is therefore tiered from, and uses as its basis, the Redevelopment Plan Project Area Final EIR (State Clearinghouse No. 98112029), dated May 1999, a copy of which is available at the City of San Bruno's Planning and Building Department, City Hall, 567 El Camino Real, San Bruno, California. The Initial Study therefore uses applicable conclusions and mitigation measures from the San Bruno Redevelopment Project Area Plan EIR as the basis for excluding some issues from further analysis. Issues that were adequately addressed in the Redevelopment Plan EIR are therefore not addressed in this U.S. Navy Site Specific Plan EIR.

CEQA *Guidelines* (Section 15152) allows an agency to tier environmental analyses. Tiering is defined as the use of "the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the Broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project" (Section 15152(a)). The *Guidelines* also state:

(b) Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including general plans, zoning changes, and development projects. This approach can eliminate repetitive discussions of the same issues and focus the later EIR or negative declaration on the actual issues ripe for decision at each level of environment review. Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site-specific EIR or negative declaration. Tiering does not excuse the lead agency from adequately analyzing reasonably foreseeable significant environmental effects of the project and does not justify deferring such analysis to a later tier EIR or negative declaration. However, the level of detail contained in a first tier EIR need not be greater than that of the program, plan, policy, or ordinance being analyzed.

[Section 15152(b)]

Significant environmental effects are considered to have been adequately addressed if the Lead Agency determines that:

(A) they have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental report;

(B) they have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project; or

(C) they cannot be mitigated to avoid or substantially lessen the significant impacts despite the project proponent's willingness to accept all feasible mitigation measures, and the only purpose of including analysis of such effects in another environmental impact report would be to put the agency in a position to adopt a statement of overriding considerations with respect to the effects.

This report focuses on the specific projects that the project sponsor would undertake as a part of the Specific Plan, including any impacts to the area outside of the Redevelopment Project Area. Based on these assumptions, the EIR describes potential environmental impacts. Where necessary, the analyses in the EIR are based on conservative assumptions that may tend to overstate project impacts.

B. ORGANIZATION OF THE DRAFT EIR

This Draft EIR is organized to allow the reader to quickly and logically review a summary of the analysis, review the recommended mitigation measures, and identify the residual environmental impacts after mitigation, if any. Those readers who wish to read the Draft EIR in greater detail are directed to the main body of this document.

The Draft EIR begins with a Summary, that describes the proposed project, its environmental effects, and alternatives to the project (including the No Project Alternative). The Summary culminates with Table II.1, *Summary of Environmental Impacts and Mitigation Measures.* This table lists each identified environmental impact, mitigation measure, and the level of significance of each mitigation measure. Table II.1 is divided into three sections, identifying significant impacts that cannot be mitigated to a less-than-significant level, significant but mitigable impacts, and less-than-significant impacts.

The Summary is followed by this Introduction (Chapter I), which is followed by the Project Description (Chapter II) that includes the project location, project proponent's objectives, a description of the proposed project, and an outline of the approval process.

Chapter III contains a discussion of the setting (existing conditions), the environmental impacts that could result from the proposed project, and the mitigation measures that would reduce or eliminate the adverse impacts identified. Except as otherwise stated, all mitigation measures are identified in this report, and are not currently proposed as part of the project. The criteria used to

assess the significance of adverse environmental effects are identified, and the significance of the impact both prior to and following mitigation(s) is reported.

Chapter IV reviews the significant, unavoidable impacts and cumulative impacts identified in Chapter III, and describes the project's potential for inducing growth. The Draft EIR identifies two alternatives to the proposed project in Chapter V. These alternatives include the No Project Alternative, as required by CEQA for all EIRs. The report's authors, agencies and persons contacted during EIR preparation are listed in Chapter VI. Appendices that include the NOP, comments to the NOP, the Initial Study, and other supporting documents and technical information are presented in Chapter VII.

C. APPROACH TO ANALYSIS

This EIR for the U.S. Navy Site and Its Environs Specific Plan ("Specific Plan") in San Bruno, California analyzes the environmental effects of the implementation of the Specific Plan. This EIR has been prepared as a program EIR, pursuant to Sections 15180 and 15168 of the State CEQA Guidelines. As such, it broadly analyzes the effects of development that could be anticipated to occur as a result of the Specific Plan subsequent to adoption of the Specific Plan. With certain exceptions, the EIR does not analyze site-specific effects of subsequent development projects, which have not yet been determined and are not known at this time. Each such project would be subject to subsequent environmental evaluation at the time it was proposed, although no new environmental impact report would be required unless the particular project would result in new or substantially more severe environmental effects than those disclosed herein.

Because the analysis is dependent on changes in the physical environment, the approach taken is to quantify assumptions about future development that could reasonably be expected to occur within the analysis horizon, which is to the year 2020. (This year has been selected as the analysis year because it is the furthest point in time for which regional growth projections are available, and it is those projections that form the contextual background for the analysis. It is also the year that development under the Specific Plan is anticipated to be completed.)

The EIR analyzes a potential development scenario, or alternative, that could occur if voters in the City of San Bruno do not affirm the building heights and the parking garage proposed as part of the Specific Plan. The No Project Alternative describes a likely scenario that could reasonably be anticipated if the Specific Plan is not adopted, and future development occurs under existing plans and regulations.

The EIR does not include an alternative specific plan that incorporates alternative land uses for the project area outside of those proposed in the Specific Plan. Nor does the EIR analyze a "No Development" alternative. Such an alternative would necessarily assume that no further development would occur within the Specific Plan area, which, since a substantial amount of land at the U.S. Navy site is being auctioned to private developers, is not a reasonable assumption.

D. PROJECT OVERVIEW AND BACKGROUND

The U.S. Navy Site Specific Plan is proposed for an irregularly-shaped, geographically cohesive project area that encompasses 56 acres within the City of San Bruno. The site is generally bounded by Sneath Lane and privately held lands to the north, El Camino Real and Tanforan Park Shopping Center to the east, I-380 and the Bayhill Office complex to the south, and Cherry Avenue and a large portion of a condominium complex.

The Specific Plan would encompass the approximately 20-acre U.S. Navy Facility (referred to hereinafter as the "U.S. Navy site") clustered on the eastern half of the site, a neighborhood commercial strip adjacent to the U.S. Navy site, a National Archives (Pacific Region), Commodore Park, two public schools, a portion of a condominium complex, a six-building office park, and an above-ground segment of San Bruno Creek. The Specific Plan area also includes various easements, including a water easement that includes valves and a utility structure that provide direct access to the Hetch Hetchy Aqueduct.

In November, 1997, the Commanding Officer of the U.S. Navy Engineering Field Activity West (the "U.S. Navy site) announced the Navy's intent to dispose of a large portion of the Navy site under the provisions of the Relocation Asset Management Program ("RAMP"). RAMP provides for the disposal of land by the U.S. General Services Administration[1] ("GSA") directly to interested developers. Because this site is being offered under the provisions of RAMP, the property is not required to be screened by other federal agencies and offered to other agencies, nor is it considered a Base Closure by the Base Closure Commission that would be subject to the Base Closure Community Assistance Act. While under the ownership of the U.S. Navy, the land is not subject to local land use regulations. When the property is sold to a developer, it would be subject to the City of San Bruno General Plan, the San Bruno Redevelopment Project Area Plan, and all other applicable land use regulations.

The purpose of the Specific Plan is summarized below:

> The intent of the Specific Plan is to encourage investment and new development within the area through clearly established public policies and through a land use plan that provides investors with a level of certainty regarding the future of the area. It is not the intent of the plan to force out the U.S. Navy, Marine Corps Training Center, the Federal Archives or existing residential, and institutional uses. Rather, the plan provides policies and guidelines that encourage a comprehensive new development and re-use of the U.S. Navy site to complement and enhance existing uses in a consolidated and more economically efficient land use pattern.
>
> The plan establishes the preferred location, intensity, and character of all land uses, capital improvements, and transportation systems that will effectively implement the San Bruno Strategic Plan for Economic Development. Detailed policies and standards that will directly guide and control public and private investment and development in the study area are provided to ensure that the ultimate character of new development is consistent with San Bruno's long-range goals and objectives. Specific implementation measures provide a

[1] The GSA is "a central management agency that sets Federal policy in such areas as Federal procurement, real property management, and information resources management" (http://www.gsa.gov/, accessed August 4, 2000.)

strategy for development phasing and provision of capital improvements and on-going public services.

[*(Draft) U.S. Navy Site and Its Environs Specific Plan*, August 29, 2000]

The Specific Plan proposes land uses, capital improvements and design guidelines for the area within the U.S. Navy site and the adjacent commercial strip. Because both areas are also within the Redevelopment Plan area, both areas were already analyzed at a program level by the Redevelopment Project Area Plan EIR. Development assumptions used for the Specific Plan differ slightly, but not substantially, from those used in the Redevelopment Plan. In general, development proposed as part of the Specific Plan is less intense than the development analyzed in the Redevelopment Plan EIR for the same area. Future development in Specific Plan areas outside of the U.S. Navy site and the adjacent commercial strip are not prohibited, but would likely require additional assessment under CEQA. The City of San Bruno does not, however, anticipate further development at this time.

The Specific Plan is designed to capitalize on the proximity of the Specific Plan area to regional shopping centers, and regional transportation nodes, including a new BART station at Tanforan Shopping Center, and four highways: US101, I-380, I-280 and SR82 (El Camino Real). As a transit-oriented development (TOD), the parking requirements are reduced, and Specific Plan design guidelines encourage development of a pedestrian-friendly environment such as public walkways, extensive landscaping, benches, outdoor seating in front of offices and restaurants, street level windows and doors, etc. Among its many TOD requirements, the Specific Plan requires a proposed developer to pay its pro rata share of traffic improvements required as a result of development in the Specific Plan area to North Areawide Traffic Improvements. The Specific Plan also requires active participation in the City's Transportation Demand Management Program, and the provision and maintenance of bicycle racks near office buildings.

E. PUBLIC INVOLVEMENT AND REVIEW

The California Environmental Quality Act and the City of San Bruno encourage public participation in the planning and environmental review processes. Opportunities have been and will continue to be provided for the public to present comments and concerns regarding the CEQA and planning process through a CEQA public review and comment period and public hearings or meetings before the San Bruno City Planning Commission, the Citizen's Advisory Committee (CAC), the Redevelopment Agency, and the City Council. Notification of opportunities to provide public comment has been disseminated through notices mailed to residents and interested parties, the City's web site at www.ci.sanbruno.ca.us, notices and other coverage published in newspapers, announcements on local cable television, and notifications posted at the Civic Center. Written public comments may be submitted c/o Planning and Building Department, 567 El Camino Real, San Bruno, CA 94066 or via the City's web site at www.ci.sanbruno.ca.us at any time during the public review and comment period. Written and spoken comments may also be presented at scheduled public hearings.

As noted above, development proposed as part of the Specific Plan would be located within a portion of the Specific Plan that is also subject to the Redevelopment Plan. A redevelopment plan represents a process and a basic framework within which specific projects will be undertaken. The plan provides the agency with financing tools to make improvements within the Plan Area, including improving dilapidated facilities and infrastructure with tax increment financing.

In December, 1999, the Chairperson of the San Bruno Planning Commission appointed a Citizens Advisory Committee (CAC) to make recommendations on the Specific Plan for the U.S. Navy Site and its environs. The CAC is comprised of two members of the Planning Commission, stakeholders in adjacent properties (including commercial, office, church, residential uses, and the public school district), as well as representatives from other residential neighborhoods in San Bruno, and a member of the former Senior Housing Site Selection Committee. Staff from the City's Community Development Department served as advisors to the Committee and guided members through the planning process. Current CAC members are listed below:

Planning Commission:
Terry Birt
Bob Marshall, Jr.

Property Owners or Representatives of Property Owners Within the Specific Plan Area:
Dr. Donna Elder, Superintendent, San Bruno Park Elementary School District
Mike Halper, Owner, San Bruno Office Park
Dr. John Russo, South Bay Health Center
Ann Shea, General Manager, Peninsula Place Condominiums

Property Owners or Representatives of Property Owners Adjacent to the Specific Plan Area:
Sia Glafkides, Alternate for Property Owner of 1001 Sneath Lane Medical Building
Scott Pritchett, Property Manager, Airport Trade Center
Bishop Mark Vranes, Church of the Latter Day Saints

San Bruno Residents:
Alice Barnes
Gary Fleming
Teresa McIntosh
Eve Schindler

Alternates:
Joan Korsch
Al Watson

Members of the CAC can be contacted c/o the Planning and Building Department, 567 El Camino Real, San Bruno, CA 94066; telephone, (650) 616-7074; fax, (650) 873-6749; or via the City's web site at http://www.ci.sanbruno.ca.us.

F. INTENDED USES OF THE EIR

Any tiered EIR must refer to the prior EIR and state where a copy of the prior EIR may be examined. Various types of EIRs can be used in a tiered EIR or as the basis of a tiered EIR, and include a General Plan EIR, a staged EIR, a program EIR, a master EIR, and a redevelopment project.

In conformance with CEQA, California *Public Resources Code*, Section 21000 *et seq.*, this EIR provides information addressing the environmental consequences of the proposed project, and possible means of reducing or avoiding its potentially significant impacts.

The guidelines for implementing CEQA help define the purpose of this EIR:

> **15121 (a) Information Document.** An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effect[s] of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency.
>
> **15151 Standards for Adequacy of an EIR.** An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

Public agencies and other entities expected to use the EIR include the following:

- City of San Bruno
- San Bruno Redevelopment Agency
- Adjacent cities, including Millbrae, South San Francisco, and Pacifica
- San Mateo County
- The City and County of San Francisco
- The City/County Association of Governments (C/CAG)
- The Airport Community Roundtable
- The Airport Land Use Commission
- Multi-Cities Transportation Systems Management Agency (MTSMA)
- Association of Bay Area Governments (ABAG)
- Metropolitan Transportation Commission (MTC)
- Bay Area Rapid Transit District (BART)
- San Mateo County Transportation Agency (Samtrans)
- Joint Powers Board (Caltrain)
- California Department of Transportation (Caltrans)
- California Congestion Management Agency (CMA)
- California High Speed Rail Commission
- San Mateo County Flood Control District
- San Francisco Water District
- Other State of California Agencies, including Housing and Community Development

Private sector users of the EIR may include the following:

- Homeowners associations, neighborhood organizations, block clubs, etc.
- Developers
- Housing providers and housing advocates
- Social service providers
- Existing and potential residents, business and/or property owners
- Students, researchers, etc.

The *CEQA Guidelines*, Section 15382, define a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project...." Therefore, in identifying the significant impacts of the project, this EIR concentrates on substantial physical effects and upon mitigation measures to avoid, reduce, or otherwise alleviate those effects. CEQA does not require that the EIR discuss, or that the lead agency (the City of San Bruno) impose, mitigation measures for nonphysical impacts or physical impacts that are less than significant.

CEQA requires decision-makers to balance the benefits of a proposed project against its significant and unavoidable environmental impacts in determining whether to approve a project. If the decision-makers determine that the benefits of a proposed project outweigh its unavoidable adverse environmental effects, they may find the adverse environmental effects to be nonetheless acceptable and approve the project.

G. PROJECT APPROVAL PROCESS

The City of San Bruno has a primary responsibility in approving the proposed U.S. Navy Site Specific Plan, and it therefore is the lead agency responsible for preparation of this EIR (*CEQA Guidelines*, Section 15051). In accord with *CEQA Guidelines*, Section 15080, the EIR preparation and approval process has been combined with the process for planning, reviewing, and approving the proposed Specific Plan.

As lead agency, the City of San Bruno is responsible for notifying the following entities of the preparation of an EIR (Notice of Preparation): responsible agencies; other state, local agencies that have jurisdiction with respect to the project or the resources that may be affected by the project; federal agencies involved in approving or funding the project (if any); trustee agencies responsible for natural resources affected by the project; and to the California Office of Planning and Research State Clearinghouse. The lead agency is also responsible for reviewing and evaluating comments made on the Draft EIR and preparing responses to them. The lead agency prepares a Final EIR and certifies the adequacy of the EIR. The City of San Bruno, as the lead agency, is responsible for submitting the EIR and other prescribed materials to the San Bruno Planning Commission and to the San Bruno Citizen's Advisory Committee for review and recommendation, and then to the San Bruno City Council for adoption (see Table I.1).

TABLE I.1
CITY OF SAN BRUNO
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN ADOPTION PROCESS

Key Step	Date	Status
Notice of Preparation of a Draft Environmental Impact Report filed with the California State Clearinghouse.	September 1, 1999	Completed
Last Day to Comment on the Notice of Preparation	October 9, 1999 (no later than 30 days after receipt of the Notice)	Completed
Notice of Completion and initiation of 45-day public review period.	October 27, 2000	In process
CAC recommendation to the Planning Commission	November 2, 2000	To be completed
Planning Commission review and recommendation to City Council	November 7, 2000 November 21, 2000 December 5, 2000	To be completed
City Council hearing and review of public comments	December 12, 2000	To be completed
City Council adopts Specific Plan and General Plan Amendments	January 9, 2001	To be completed

SOURCE: City of San Bruno; Environmental Science Associates.

REFERENCES - Introduction

(All printed references are available at the San Bruno Planning and Building Department, City Hall, 567 El Camino Real, San Bruno, unless otherwise noted.)

City of San Bruno, *Draft U.S. Navy Site and Its Environs Specific Plan*, August 29, 2000.

Governor's Office of Planning and Research, State of California, *Guidelines for Implementation of the California Environmental Quality Act* (hereinafter *CEQA Guidelines)*, as amended, 1998.

Governor's Office of Planning and Research, State of California, *The Planner's Guide to Specific Plans*, http://ceres.ca.gov/planning/specific/, accessed June 5, 2000.

CHAPTER II
PROJECT DESCRIPTION

This chapter of the EIR describes the U.S. Navy Site and Its Environs Specific Plan (the "Specific Plan") in terms of its objectives and characteristics. The Specific Plan and the project area are described by expanding on the basic information included in the EIR Introduction and by providing the primary description of this tiered and focused program-level EIR.

A. PROJECT OBJECTIVES

The project sponsor, the City of San Bruno, proposes adoption of a specific plan to direct the planning and implementation of activities that encourage investment and new development in the project area. The Specific Plan is proposed to be generally consistent with the City's General Plan and Zoning Ordinance but may necessitate certain amendments or revisions to these documents. The Specific Plan would provide clearly established public policies, a land use plan and design specifications to guide new transit-oriented development (TOD) that complements existing development both within and near the Specific Plan area. The Specific Plan calls for the revitalization and reuse of the U.S. Navy site with a mix of new uses that would generate a net fiscal benefit to the City and enhance the area as a gateway to San Bruno.

The City of San Bruno's objectives for the Specific Plan are to:

1. Establish a physical plan for the gradual transition of the Specific Plan area to urban uses near major transportation corridors that support the area's intended transportation/transit role;

2. Establish policies and guidelines that encourage a pedestrian-friendly, mixed-use Transit-Oriented Development (TOD) that promotes use of public transit, and walkability and livability as part of a cohesive interactive community;

3. Establish land uses that help assure long-term economic vitality and sustainability for the City;

4. Provide policies and guidelines that encourage a comprehensive new development and re-use of the U.S. Navy site to complement and enhance existing uses in a consolidated and more economically efficient land use pattern;

5. Establish the preferred location, intensity, and character of all land uses, capital improvements, and transportation systems that will effectively implement the San Bruno Strategic Plan for Economic Development;

6. Establish the preferred location, intensity, and character of all land uses, capital improvements, and transportation systems that will effectively implement and complement the San Bruno Redevelopment Project Area Plan, adopted in July, 1999;

7. Provide policies and standards that will directly guide and control public and private investment and development in the Specific Plan area to ensure that the ultimate character of new development is consistent with San Bruno's long-range goals and objectives;

8. Provide policies and standards that will directly guide and control public and private investment and development in the Specific Plan area to ensure that new development is consistent with the San Bruno Redevelopment Project Area Plan, adopted in July, 1999;

9. Develop a street system of interconnecting streets to create a safe and friendly circulation network that efficiently links the site to the existing circulation network without negatively impacting existing conditions;

10. Implement design and development standards to create a visually attractive gateway development based upon the principles of a pedestrian-friendly, Transit-Oriented Development (TOD).

11. Provide for the construction and implementation of utility improvements necessary to support new development;

12. Provide adequate public and private recreational space and services to all residents and users of the Specific Plan site;

13. Meet the City of San Bruno's housing needs, including low- and moderate-income housing and senior housing;

14. Develop job opportunities that are transit accessible;

15. Allow densities that encourage major users to the U.S. Navy site;

16. Provide strong visual and pedestrian linkages to Tanforan Park Shopping Center, BART and Caltrain, and the Bayhill Office Park (Gap Campus);

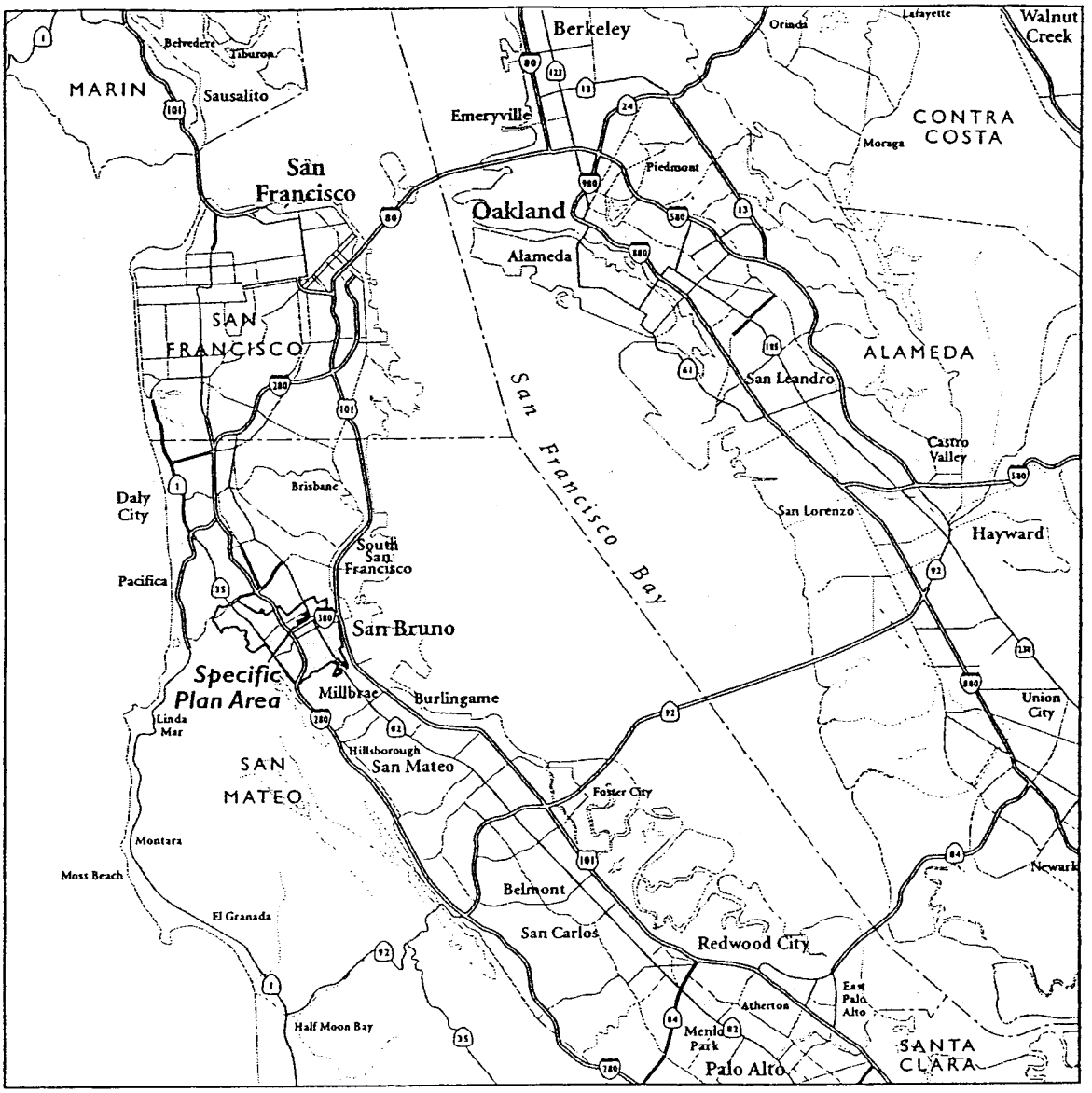
17. Create environmentally sensitive development;

18. Facilitate realistic development that can be expeditiously implemented.

B. PROJECT LOCATION AND SITE LOCATION DESCRIPTION

SPECIFIC PLAN VICINITY

The U.S. Navy Site and Its Environs Specific Plan encompasses an established urban area within the city limits of the City of San Bruno, California. San Bruno is located along the western side of the San Francisco Bay in San Mateo County (see Figure II.1). The City of San Bruno is located adjacent to and south of the City of South San Francisco, adjacent to and north of the City of Millbrae, and adjacent to and east of the San Francisco Peninsula Watershed (which is also a California State Fish and Game Refuge, located in an unincorporated portion of San Mateo County). A portion of the City of Pacifica adjoins San Bruno's northwestern boundary. San Bruno is west of and adjacent to the boundary of San Francisco International Airport, across the U.S. 101 corridor.



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U.S. Navy Site and Its Environs Specific Plan Area, San Bruno, CA - Figure II.1

Regional Location of San Bruno, California

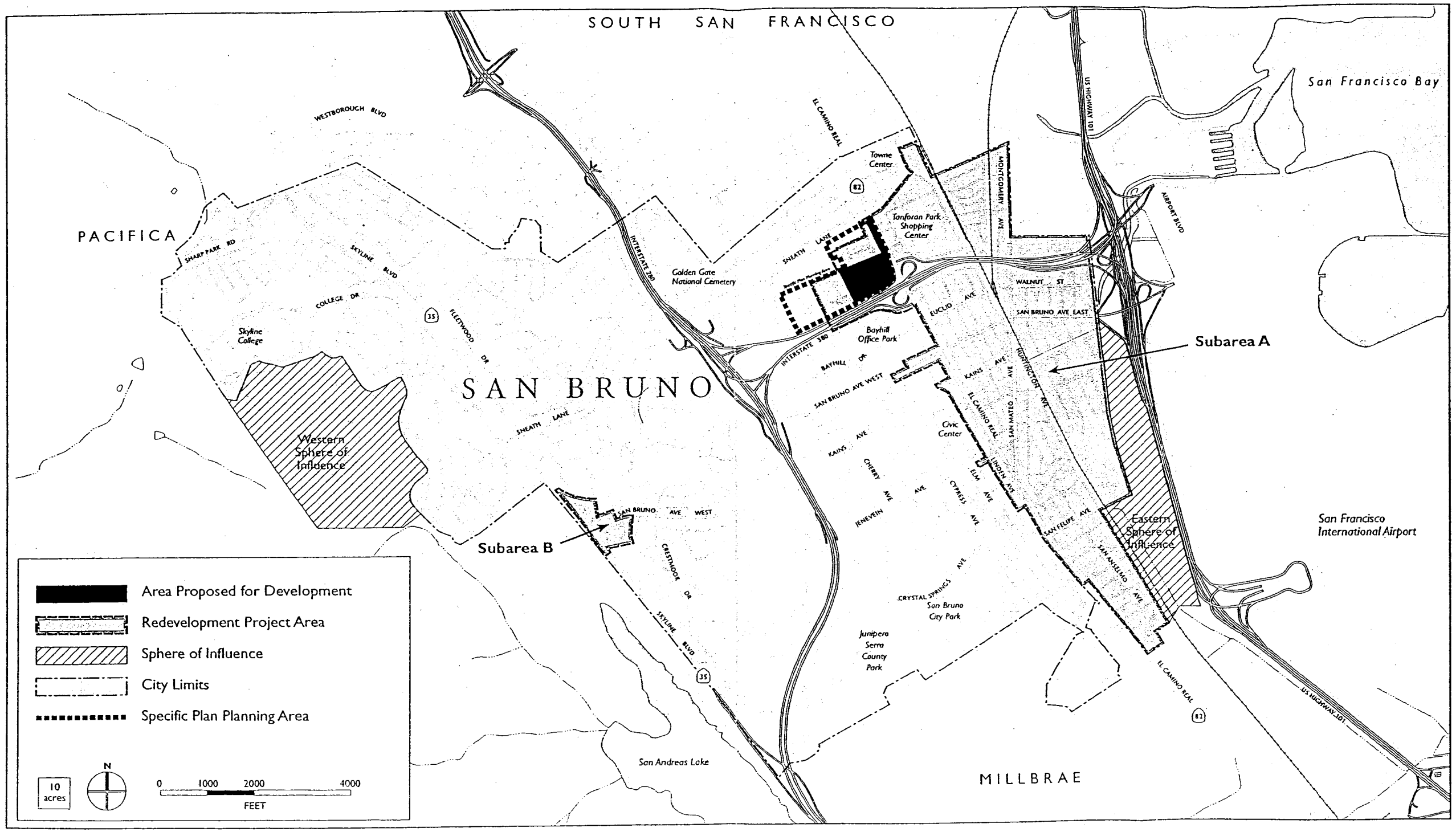
The Specific Plan area (see Figure II.2) is located in the northern area of San Bruno, at the confluence of local, regional, state and national land uses. The Specific Plan area is surrounded by a national cemetery, a large regional shopping mall, office uses, institutional and high-density residential uses, and is also located along a well-linked transportation network. A BART station, under construction in San Bruno, is located less than 0.25 miles to the east and is part of the extension of BART services to the San Francisco International Airport. The intersection of Interstate 380 (I-380) and U.S. 101 is approximately 0.75 miles to the east; the intersection of I-380 and I-280 is approximately 0.4 miles to the west.

To the north of the Specific Plan area are Sneath Lane and the 165-acre Golden Gate National Cemetery, one of six national military cemeteries in California. Managed by the National Cemetery System (NCS), a part of the Veterans Administration, the cemetery is the burial grounds for over 135,000 veterans of the armed forces, as well as spouses and eligible dependents. The Cemetery estimates it has approximately 2,000 visitors each month (Porter, 2000). With some exceptions, the Cemetery is considered full (Porter, 2000).

Along the northwest perimeter of the Specific Plan area are a building and a vacant lot owned by the Church of the Jesus Christ of Latter-Day Saints (LDS). The structure is an approximately 12, 900 sq. ft. "Stake Center," used on a daily basis, but attended most heavily on Sundays, when 150 to 250 persons worship and attend religious instruction meetings. The Church intends to construct an 11,000 sq. ft. cultural center on its adjacent vacant lot (west of the U.S. Navy and Marine Corps Reserve Center) that would also consist of an assembly area, classrooms, office areas, and an additional 32 new parking spaces (Lemmon, 2000). Also along the northwest perimeter of the Specific Plan area are miscellaneous businesses and the Airport Trade Center, at the corner of Sneath Lane and Cherry Avenue. The Airport Trade Center consists of 5 office/ warehouse buildings including several air freight companies.

The southern boundary of the Specific Plan area consists of Interstate 380 (I-380) and adjacent lands owned by the California Department of Transportation (Caltrans) at the northwest corner of the intersection of El Camino Real and a ramp onto I-380. The freeway, ramp and green buffer rise from east to west, and are separated from the Specific Plan area by a chain link fence. The eastern end of the onramp is nearly level with the Specific Plan area. Further south and across I-380, as noted above, is the 80-acre Bayhill Office Center that offers Class A office space.

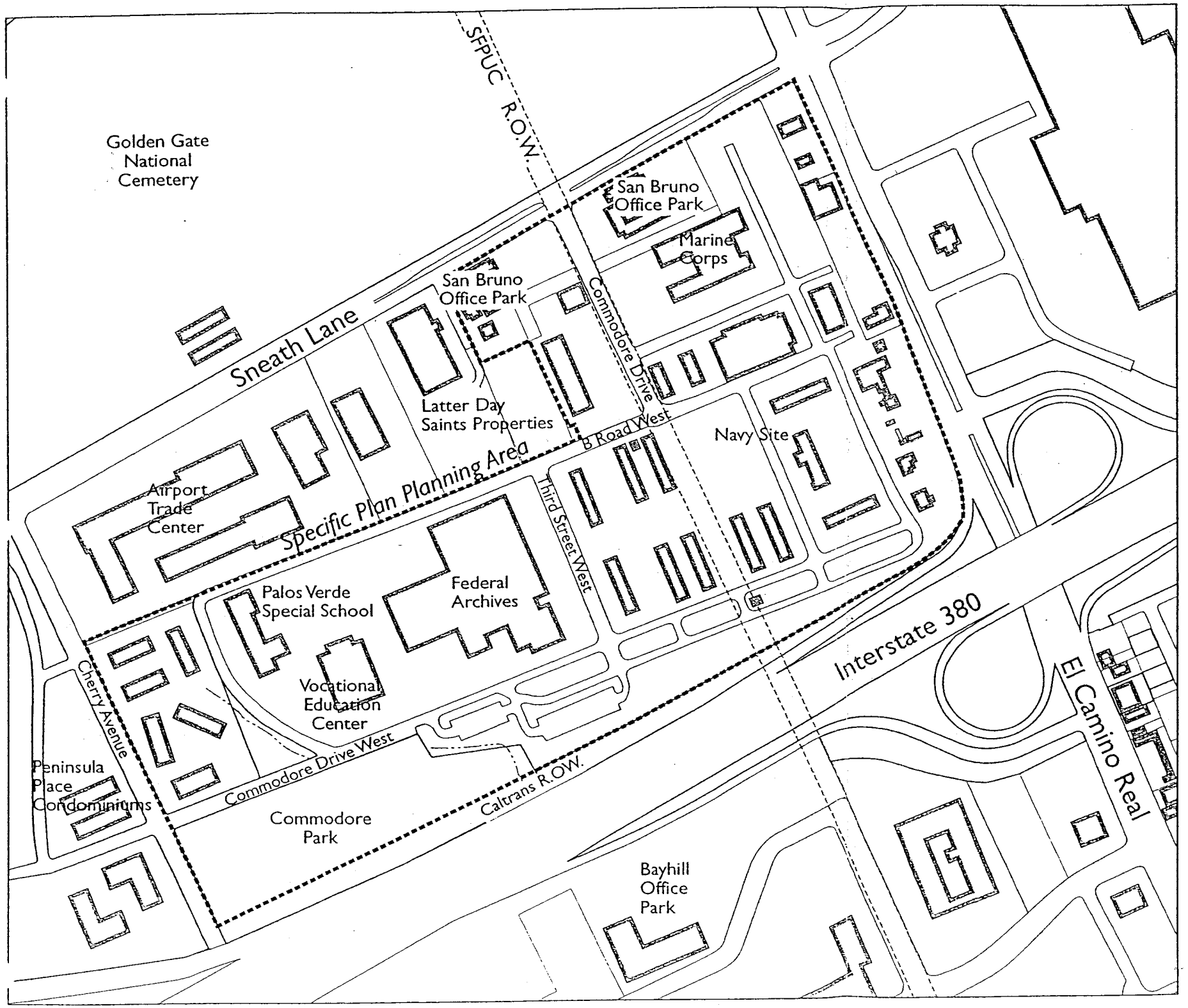
The eastern perimeter of the Specific Plan area is bordered by El Camino Real and the Tanforan Park Shopping Center. El Camino Real extends from Mission Boulevard in Daly City, through the Peninsula to San Jose, linking the diverse communities of San Bruno, Millbrae, Burlingame, Hillsborough, San Mateo, Belmont, San Carlos, Atherton, Menlo Park, Palo Alto and San Jose. The 49-acre Tanforan Park Shopping Center is a regional shopping center that includes an enclosed mall occupied by approximately 130 businesses, a four-screen cinema, a BART Station now under construction, and an estimated 4,700 parking spaces. Plans for redevelopment of portions of the Shopping Center are in the early discussion stages, and consist of new retail shops, a fourth anchor, a multi-screen cinema and a hotel.



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U.S. Navy Site and Its Environs Specific Plan, San Bruno Redevelopment Plan Project Area, San Bruno, CA - Figure II.2

Specific Plan Area Proposed for Development



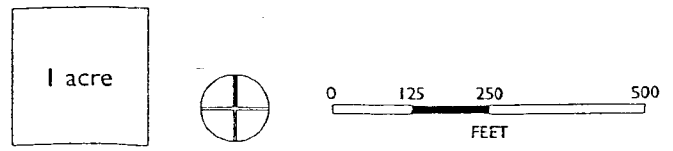


Figure II.3

U.S. Navy Site and Its Environs
Specific Plan Area

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The western perimeter of the Specific Plan area is bounded by Cherry Avenue. A condominium complex with 872 units straddles Cherry Avenue: 136 units are within the Specific Plan area and the remaining 736 units are directly across Cherry Avenue, outside of the Specific Plan area. The northwestern perimeter is bordered by the Airport Trade Center, a five building complex, and a medical building and the property owned by the religious organization, noted above.

SPECIFIC PLAN AREA

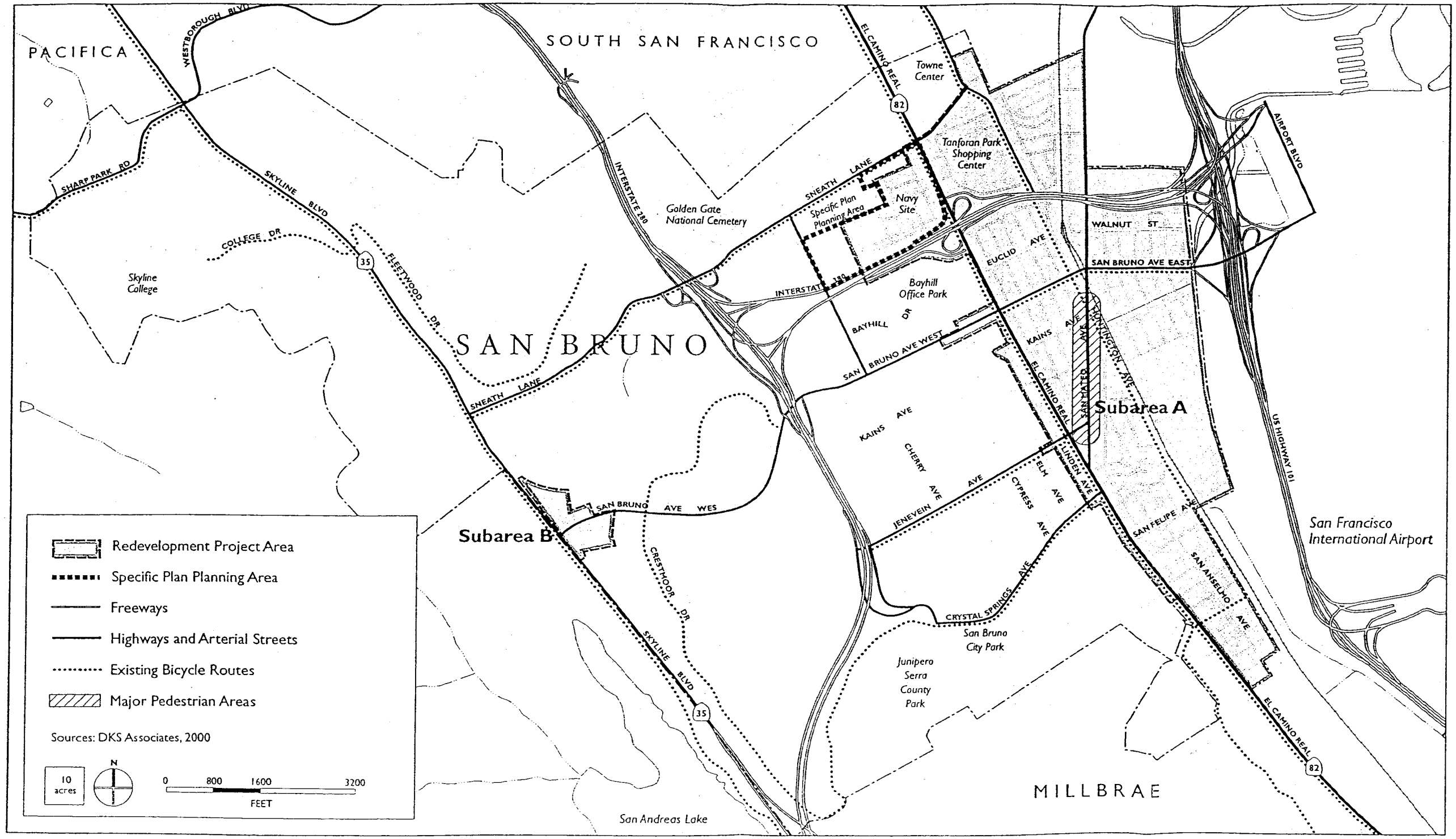
The Specific Plan area (see Figure II.3) consists of approximately 56 acres, generally bounded by Sneath Lane to the north, El Camino Real to the east, I-380 to the south and Cherry Avenue to the west. This section describes the two distinct subareas of the Specific Plan area: the area that is built-out and where no new development is planned, and the areas in which development is proposed. The largest area, which covers nearly 34.5 acres, is the area in which no new development is proposed. The smaller area, approximately 21.5 acres, encompasses the U.S. Navy facility,[1] located at 900 Commodore Drive, and a small commercial strip along El Camino Real adjacent to the U.S. Navy facility.

BUILT-OUT AREA, NO PROPOSED DEVELOPMENT

The 34.5-acre western and northern portions of the Specific Plan area are built-out and no development is proposed for these areas as part of the Specific Plan. This built-out portion of the Specific Plan area is mostly outside both the San Bruno Redevelopment Project Area Plan and the scope of the San Bruno Redevelopment Project Area Plan EIR.[2] Circulation is limited to Commodore Drive, a east-west public right-of-way that divides the area into two sections, several paved easements and parking areas related to lands attached to the Federal Archives building, and parking areas on the school grounds. An open segment of San Bruno Creek, restricted from public access by a chain-link fence, runs alongside Peninsula Place, adjacent to Palos Verde School, under Commodore Drive, and enters a culvert south of Commodore Drive on Caltrans property, adjacent to I-380.

This portion of the Specific Plan area contains seven uses: the five-building San Bruno Office Center, a 136-unit portion of Peninsula Place, Palos Verde School, the Education Vocation Center, and the National Archives facility, all located north of Commodore Drive and easements that extend from the eastern end of Commodore Drive; Commodore Park, located south of Commodore Drive, and the U.S. Navy and Marine Corps Reserve Center. The San Bruno Office Center is a professional business office center that consists of five buildings along Sneath Lane. Three buildings, totaling 28,500 sq. ft., are located on Sneath, between Commodore Drive and El Camino Real; the other two buildings, totaling 26,500 sq. ft., are located on Sneath, on the north side of Commodore Drive. The office park is occupied by 43 businesses that include professional offices and business services. The office park provides 181 parking spaces; the number of employees is estimated at approximately 200.[3]

1 The U.S. Navy site does not include the U.S. Marine Corps Reserve Center.
2 The National Archive facility is located within the boundaries of the Redevelopment Project Area.
3 This estimate is based on 275 sq. ft. per employee.



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U.S. Navy Site and Its Environs Specific Plan and San Bruno Redevelopment Plan Project Area, San Bruno, CA - Figure III.D.1

Existing Transportation Network

Peninsula Place, on Cherry Avenue between Sneath Lane and Commodore Drive, is a condominium development with 872 units in over 70 buildings. Straddling Cherry Avenue, the complex includes approximately 201 studios, 476 one-bedroom units, and 195 two-bedroom units. Each unit is deeded one parking space, for a total of approximately 872 resident parking spaces, located on the first floor of each building. The complex also provides a limited number of guest parking spaces. The 136-unit portion of the complex located within the Specific Plan area, east of Cherry Avenue, consists of six buildings. This portion of the complex also provides an estimated 50 guest parking spaces in surface lots along the northern and eastern perimeter. The development includes landscaping and a swimming pool area. Entrances are located along northbound Cherry Avenue, and along Commodore Drive. A fenced, open segment of San Bruno Creek runs along the eastern perimeter of the complex.

Two public schools, owned and operated by the San Mateo County Office of Education, are located adjacent to and east of Peninsula Place, across San Bruno Creek. Palos Verde School, at 1290 Commodore Drive, is a 3.1-acre elementary school that provides special education for students with severe emotional and physical needs. A total of 60 employees work at the Palos Verde School, including approximately 40 staff persons from the San Mateo County Office of Education's special elementary educational programs, and approximately 20 staff persons in the San Mateo County School-Based Mental Health Unit. Students are taken by bus to this unit from other locales.

East of Palos Verde School is the Vocation Education Center, located at 1280 Commodore Drive. The 3.1-acre Vocation Center is a school for junior high school, high school and junior college students with severe emotional and/or physical needs. Approximately 40 employees are housed at the Center, and this building includes a unit of California Children's Services, which provides physical and occupational therapy and is staffed by an additional 10 to 12 persons.

The National Archives and Records Administration (NARA) owns and operates a 6.7-acre National Archives facility at 1000 Commodore Drive. Located in the NARA's Pacific Region, the two-story Leo J. Ryan Memorial Federal Building maintains retired records from Federal agencies and courts in northern California, Hawaii, Nevada (except Clark County), the Pacific Trust Territories, and American Samoa. The Facility is open on weekdays only, from 7:30 a.m. to 4:00 p.m., and Wednesdays from 7:30 a.m. to 8:00 p.m. The Facility employs approximately 55 persons, and has an estimated 10 to 50 visitors each day. Approximately 50 surface parking spaces are located on-site, along the southern perimeter of the Facility.

The U.S. Navy and Marine Corps Reserve Center is located south of the San Bruno Office Center and east of Commodore Drive. On the weekends, during drill periods, an estimated 190 U.S. Navy personnel and 210 U.S. Marine personnel use the U.S. Navy and Marine Corps Reserve Center (Brown, 2000).

Commodore Park is located south of Commodore Drive, along the southern perimeter of the project site, at the corner of Cherry Avenue and Commodore Drive. Commodore Park is a four-acre City-owned park, managed by the San Bruno Parks and Recreation Department, with a baseball field, play equipment, picnic tables and barbecues, exercise equipment, and restrooms.

With the exception of weekly maintenance staff, the park is not staffed and no regular activities are scheduled for the use of the park. No records are currently kept on the number of users (Smith, 2000).

U.S. NAVY FACILITY DEVELOPMENT AREA

The Specific Plan proposes development of a 20-acre site currently owned and occupied by the U.S. Navy, and located within the San Bruno Redevelopment Plan Project Area. The U.S. Navy site consists of approximately 30 primary structures, and several small ancillary structures. An estimated 155 persons work at the U.S. Navy site during the weekdays in 17 buildings, and a family of four occupies the site. Weekday employees consist of 115 EFA West associates,[4] 10 Navy Reserve staff personnel, 26 Marine Reserve staff, and six Defense Automated Printing Agency (DAPS) personnel. Table II.1 lists the buildings at the U.S. Navy Site and notes whether the building is in use by Navy personnel. Although the Navy has plans to consolidate personnel further, these plans have not yet been finalized (Brown, 2000). Navy Reserve personnel and DAPS personnel will be relocated off site by December, 2000.

Access to the U.S. Navy site is from a north-south segment of Commodore Drive at the northern edge of the site, via a guard station that requires visitors to sign-in and post identification tags on any motor vehicle traveling on the site. When originally constructed, primary access to the U.S. Navy site was from El Camino Real. Structures from the original entrance along El Camino Real remain in place, however, the driveway is fenced, and access is now prohibited.

Existing buildings range from one- to two-stories in height. An inventory and evaluation of existing buildings and structures (JRP Historical Consulting Services, 2000), classifies the buildings as World War II-Era Buildings and Cold War Era Buildings. The World War II-Era Buildings consist of five building types – administration buildings, U-type barracks, support facilities, warehouse and storage facilities, and officers' housing, and includes approximately 28 buildings. The Cold War Era Buildings include the security/police station, and the Navy and Marine Corps Reserve Center.

In general, the administrative buildings, officers' housing and barracks are located in the southern portion of the U.S. Navy site, with officers' housing (two units) at the southeastern edge and a set of administrative buildings located at the southwestern edge. Warehouse and storage facilities are located in the center of the site, on an east-west axis, while the Guard Station is at the center of the site, and the Navy and Marine Corps Reserve Center is located in the northeastern portion of the site. Buildings are clustered together by function; landscaping and walkways provide separation and visual orientation to the clusters.

The U.S. Navy site includes a network of internal streets that provide access on north-south axes, and on east-west axes. While no street provides access from the northern perimeter to the southern perimeter of the U.S. Navy site, two streets provide access from the eastern perimeter to

[4] EFA West is the U.S. Navy's Engineering Field Activity, West, which is part of the Naval Facilities Engineering Command.

TABLE II.1
EXISTING BUILDINGS: JULY, 2000
U.S. NAVY SITE
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN

Building No.	Building Type	Original Use	In Use	Not In Use
A207	Warehouse/Storage	Public Works Shop	X	
A212				X
A224			X	
B100	Warehouse/Storage	Security Office	X	
B101	Warehouse/Storage	Bakery		X
B101a				X
B102	Administration	Personnel Office	X	
B103	Warehouse/Storage	Refrigerated Storehouse	X	
B201	Warehouse/Storage	Public Works Storage		X
B203	Warehouse/Storage	Public Works Storage	X	
B204	Support	Guard Station	X	
B206	U-Type Barracks	Barracks	X	
B208	U-Type Barracks	Barracks	X	
B210	Administration	Chief Petty Officers Barracks		X
B222	U-Type Barracks	Barracks		X
C101	Support	Guard Station		X
C103	Support	Guard Station		X
C105	Administration	Pay/Distributing Office		X
C107	Administration	GSA Headquarters	X	
C201	U-Type Barracks	Barracks	X	
C203	U-Type Barracks	Barracks	X	
C205	U-Type Barracks	Barracks	X	
C207	U-Type Barracks	Barracks		X
C209	Administration	Operations Headquarters		X
C210	Support	Meter House		X
C221	U-Type Barracks	Barracks	X	
C223	U-Type Barracks	Barracks	X	
H102	Officers' Housing	Officers' Housing		X
H104	Officers' Housing	Officers' Housing	X	
H105	Officers' Housing	Officers' Housing/Garage		X
H106	Officers' Housing	Officers' Housing/Garage		X
U.S. Navy and Marine Corps Reserve Center	Administration	Reserve Center	X	

SOURCE: EFA West, ESA

the western perimeter. Commodore Drive and "B" Road West provide the east-west access. Commodore Drive West runs along the southern perimeter of the U.S. Navy site, and includes a median strip with mature trees. "B" Street West, also follows an east-west axis. Four streets are oriented on a north-south axis: 1st Street West, 2nd Street West, 3rd Street West and Commodore Drive. Commodore Drive is located between Sneath Lane and "B" Road West, while 1st, 2nd and 3rd are located between "B" Road West and Commodore Drive West.

Parking is generally provided adjacent to all of the warehouse and storage facilities, as well as the administrative buildings. The site currently provides an estimated 1,000 parking spaces. Older vehicles are also stored on the U.S. Navy site, along the southeastern perimeter near the old entrance, and near several warehouses in the northern area.

Over 400 trees, ranging in size from three inches in circumference to over 170 inches, are located at various locations throughout the site, and include four tree groves. None of the trees are indigenous to the San Bruno area. The most common species include blue gum (*Eucalyptus globulus*), myoporum (*Myoporun laetum*), pine (*Pinus* sp.), cherry/plum (*Prunus* sp.) and red iron bark gum (*Eucalyptus sideroxylon*). A tree evaluation conducted in October, 1999, found 93 percent of the trees to be in good health, with only one tree in poor heath and one that had died. The survey recommends, that with the exception of trees that are part of a grove, all trees in fair or poor health, or trees that have died, be removed – a total of less than 25 trees. Most trees are located around the perimeter of the U.S. Navy site, or along existing walkways and existing buildings. The City of San Bruno does not have a tree ordinance that governs trees on private properties, although it does have an ordinance governing street trees.

The U.S. Navy site is designated by the 1984 General Plan for Regional/Community Office uses with the intent "to serve a market area greater than the community and generally includes a variety of retail, services, administrative and professional offices" (General Plan, 1984). The site is zoned A-R, *Administrative and Research District* and C-N, *Neighborhood Commercial District*. The A-R zoning district encompasses most of the U.S. Navy site, while the C-N zoning district applies to the commercial strip along El Camino Real. Neither zoning districts permits residential development. The Specific Plan would therefore require an amendment to the General Plan and to the Zoning Ordinance.

COMMERCIAL STRIP DEVELOPMENT AREA

Along El Camino Real, northeast of and adjacent to the U.S. Navy site, are three commercial buildings and adjoining parking lots. A service station is located at the corner of El Camino Real and Sneath Lane at 1199 El Camino Real. Adjacent to the service stations is a veterinarian practice and pet hospital, located at 1151 El Camino Real. At the southern end of the commercial strip is a dental care office, located at 1101 El Camino Real. Between the dental office and the veterinarian are two adjacent parking lots.

C. PROJECT CHARACTERISTICS

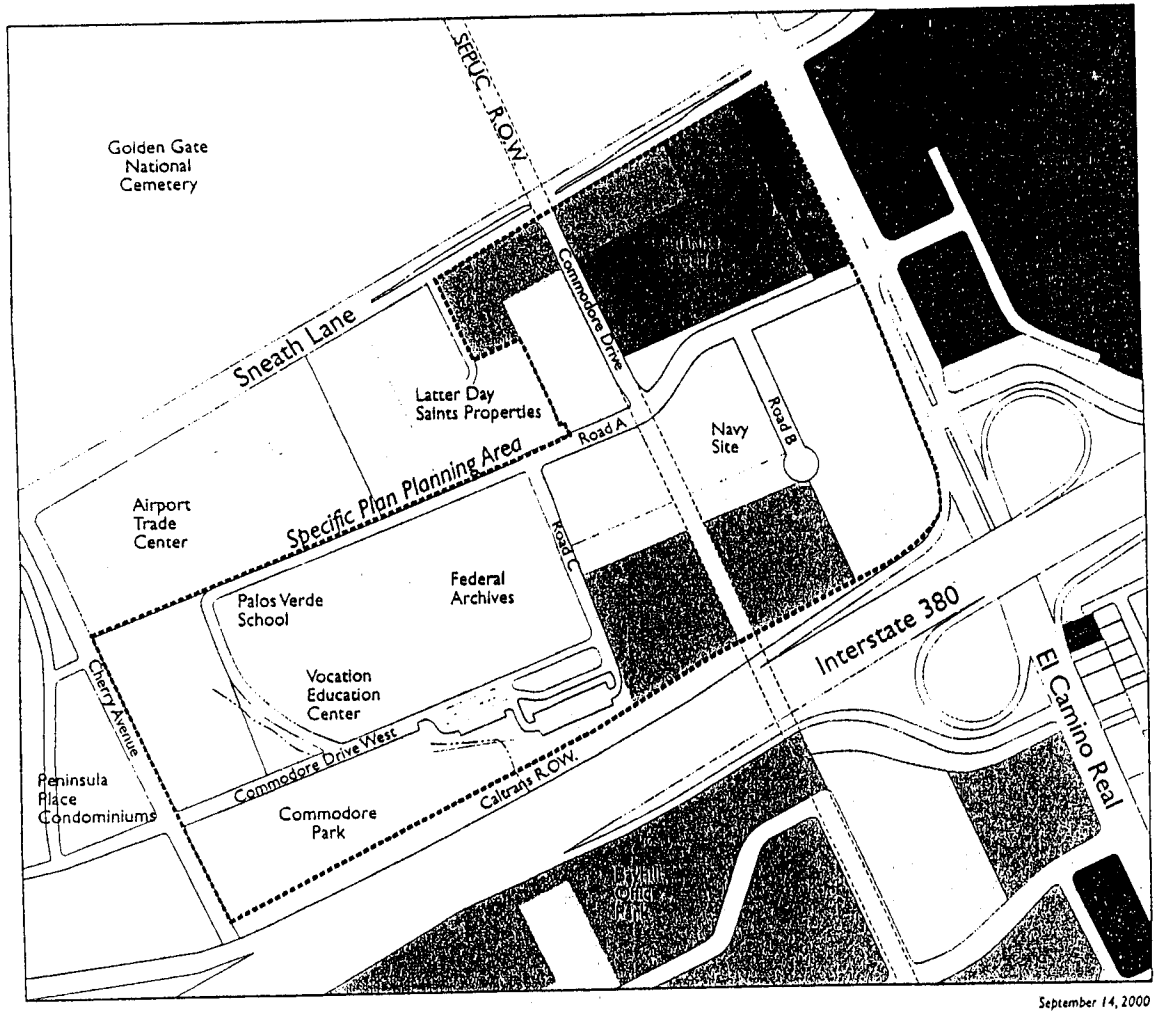
The proposed project is the Specific Plan, which is incorporated in this EIR as Appendix F. The Specific Plan presents a general program for encouraging investment and new development within the Specific Plan area through clearly established public policies, capital improvements, designated land uses and design guidelines that provide investors with a level of certainty regarding the future of the area. Figure II.4 describes the land uses proposed by the Specific Plan. The U.S. Navy has announced its intention to sell a 20-acre portion of land it now owns and partially occupies on the eastern side of the Specific Plan area at an auction in October, 2000. This land could then be used for development. As a result, the proposed Specific Plan would include land uses that assume development for the 21.5-acre area that encompasses the U.S. Navy site and the commercial strip along El Camino Real. The remaining 34.5 acres of the Specific Plan area would not be developed and would remain publicly- and privately-owned, as described above in the section entitled *Existing Conditions: Built-Out Area, No Proposed Development.* The City of San Bruno anticipates no changes in existing development.

The proposed Specific Plan is designed to encourage comprehensive new development and re-use of the U.S. Navy site to complement existing uses efficiently and to achieve City of San Bruno goals and objectives for transit-oriented development (TOD); to increase the supply of market-rate, senior and affordable housing; and to improve pedestrian linkages between the U.S. Navy site and other regional centers nearby. (See *Project Objectives*, above.) The Specific Plan is designed to guide development until completion in 2020.

The analysis of potential environmental impacts that could result from the Specific Plan assumes the development outlined in Table II.2. These assumptions assume the "worse-case" scenario in order to describe the widest parameters of environmental impacts. For example, although not more than 60 percent of all residential units would be two-bedroom units and not more than 10 percent would include more than two bedrooms, this analysis assumes the maximum number of 2+-bedroom units, and the maximum number of two-bedroom units. The assumptions used in this analysis are also dependent on approval, by the voters of the City of San Bruno, of the proposed building heights and the parking structure. In 1977, voters in San Bruno passed an Initiative Ordinance (No. 1284), which requires that a simple majority of San Bruno's voters approve high-rise or high-density development over three-stories and 50 feet in height that would encroach on scenic corridors, open spaces or parking structure. The designated scenic corridors include Crystal Springs Road between Oak Avenue and Junipero Serra Freeway (I-280), and Sneath Lane from El Camino Real to the City's western boundary.

Development of the U.S. Navy site would likely require demolition of all existing structures.[5] None of these buildings are considered an historical resource, nor do they appear to be eligible for the National Register of Historic Places. The U.S. Navy anticipates that the Navy Reserve staff (approximately 10 persons during the weekdays and approximately 190 persons on weekends)

[5] As noted earlier in this document, the U.S. Navy site does not include the Marine Corps Reserve Center, which would remain in operation for an indefinite period of time.



September 14, 2000

DYETT & BHATIA
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Figure II.4

U.S. Navy Site and Its Environs
Specific Plan Area:
Proposed Land Use Diagram

TABLE II.2
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN
Development Assumptions – Voter Approval Required For Maximum Heights and Parking Structures (Rounded)

	No. of Units	Total Square Feet	No. of Parking Spaces	Maximum Height/No of Stories
Market Rate Residential	160		180	65 feet/ 4 stories (over parking)
Affordable Residential	50		55	65 feet/ 4 stories (over parking)
Assisted Senior Residential	190		95	75 feet/ 6 stories
Office (2 buildings)		285,000 sq. ft.	810	90 feet/ 5 stories
Retail		20,000 sq. ft.	Not required[1]	Per Zoning
Commercial		15,000 sq. ft.	50-75[2]	Per Zoning
Hotel	400-500 rooms		340-425	90 feet/ 6 stories (half level underground parking)
Total	Residential: 400 Hotel: 400-500 rooms	Office, Retail and Commercial: 320,000 sq. ft.	1530-1640	

1 Parking spaces not required for ancillary service.
2 No of parking spaces depends on office/commercial mix. Number of parking spaces could be one space per 200 sq. ft. for medical office space or banks to one space per 300 sq. ft. for general office.

SOURCE: City of San Bruno, ESA

and the Defense Automated Printing Agency staff (approximately six persons during weekdays) will vacate their facilities by December 2000. The U.S. Marine Corps Reserves (an estimated 211 persons on the weekends) will take over the U.S. Navy and Marine Corps Reserve Center, and the woodframe building it occupies south of the Reserve Center would be demolished. The U.S. Navy has not determined relocation dates for the remainder of its approximately 150 personnel.

Development proposed under the Specific Plan would be Transit-Oriented Development, a concept that places more dense, mixed use activities near transportation nodes to reduce or eliminate adverse impacts associated with motor vehicles, such as noise, traffic congestion, and poor air quality. The Draft Specific Plan states:

> Emphasizing the goals of economic and environmental sustainability, the Specific Plan incorporates the principles of Transit-Oriented Development (TOD) to provide a cohesive development linking office and commercial destinations and high density residential uses with mass transit access, while providing a walkable environment integrated into adjacent commercial, institutional and residential areas.
>
> The Specific Plan takes advantage of the site's prime location for international and regional access by all modes of transportation, including airplane, car, and mass transit, as well as its close proximity to regional commercial and office uses, restaurants and entertainment, housing and open space. New development will be located so that hotel use capitalizes on visibility from Interstate 380 and El Camino Real and is screened from the Golden Gate Cemetery to the north, while residential uses are located away from the freeway and El Camino Real for tranquility, and outside of the 70 CNEL Aircraft Noise Contour.
>
> . . . .
>
> Pedestrian linkages will be provided through sidewalks enhanced by landscaping and amenities that will encourage pedestrians to walk to transit, shopping, entertainment, churches, and local parks.

As a result, the Specific Plan contains guidelines and requirements that promote transit use and development of a pedestrian-friendly environment. The Specific Plan would also include construction of a parking garage that would require voter approval under Ordinance 1284. The proposed Specific Plan design guidelines encourage the use of fountains, sculptures, statues and/or topiaries, street furniture along central walkways, bike racks near offices, continuous walkways from housing developments to recreational facilities, and office and hotel buildings with windows and doors at grade level adjacent to pedestrian walkways. The Specific Plan also includes development standards related to landscaping.

The Specific Plan includes a new 100-foot wide entrance and roadway realignment from El Camino Real to Commodore Drive that includes a new internal roadway system, and an east-west fire lane and pedestrian walkway. Roadway improvements would include landscaped median strips, and a landscaped buffer separating the proposed development from the Marine Corps Reserve Center. Roadway "A," on an east-west axis, would connect El Camino Real with Commodore Drive. Buildings along Roadway "A" would include the hotel and the residential structures. Roadway "B," on a north-south axis, would replace the current headquarters buildings C-105, C-107 and B-102, and would connect Roadway "A" to the fire lane and pedestrian walkway. Buildings along Roadway "B" would include the hotel, garage, residential and office buildings. The fire lane/pedestrian walkway would separate the office structures from the residential buildings, and would separate each office structure and each residential structure, producing a quadrangle that would also connect to each roadway, and would provide access to the roadway along the National Archives facility. The project would include a slight realignment at

the southern end of Commodore Drive, and a traffic signal at the intersection of Sneath Lane and Commodore Drive.

Development of the U.S. Navy site would require both an amendment to the General Plan, as well as amendments to the Zoning Ordinance to permit residential uses.

Development proposed as part of the Specific Plan may include the demolition of the existing commercial buildings along the west side of El Camino Real, between Sneath Lane and I-380, adjacent to the U.S. Navy site. The City envisions one or more new commercial buildings, totaling 15,000 sq. ft., would be built on these adjacent properties. Development would meet Zoning Ordinance requirements. Permitted uses include restaurants; personal services; miscellaneous retail; finance, insurance and real estate offices; and similar uses. Conditional uses include service stations, medical/dental and professional offices, and other similar uses. Maximum allowable height would be 50 feet, with a 15-foot minimum setback along El Camino Real, and a minimum lot size of 5,000 sq. ft. (6,000 sq. ft. for corner lots).

Development proposed as part of the Specific Plan would be anticipated to generate an estimated 533 residents and between 1,902 and 2,226 employees.

While the proposed Specific Plan is anticipated to be generally consistent with San Bruno's General Plan and Zoning Ordinance and Map, several of the projects being assumed for the purposes of this EIR could, if constructed, necessitate amendments to San Bruno's General Plan and/or Zoning Ordinance, among other regulations, in order to achieve consistency and compliance. Individual determinations concerning compliance, consistency, environmental effects, and other relevant considerations may also be required.

D. IMPLEMENTATION STRATEGY

The Implementation Strategy is part of the project documentation, and identifies the goals of the Specific Plan, strategies for achieving these goals, and specific projects that are proposed. While neither the City of San Bruno nor the San Bruno Redevelopment Agency are required to carry out the projects identified in the Implementation Strategy, the document nonetheless identifies the manner in which the City of San Bruno and the San Bruno Redevelopment Agency propose to target its resources during the next twenty years.

Activities that may be included in the Implementation Strategy are:

- **General Plan Amendments:** Significant changes in land uses or the circulation network will require amendments to the San Bruno General Plan.

- **Zoning Amendments:** Development proposed as part of the Specific Plan will require amendments to the San Bruno Zoning Ordinance to allow residential development and minimum parcel size areas that would encourage parcel consolidation and coordination of development uses. Amendments could also allow some nonconforming uses.

- **Voter Initiative:** A voter initiative must be approved by a majority of the electorate in order to develop to heights greater than three stories or 50 feet, and to build an above-grade parking structure. (These restrictions were established by Ordinance 1284 in May, 1977.)

- **Development Approval Process:** All development proposed as part of the Specific Plan would require submittal to the City of San Bruno's Office of Community Development for site development and design review approval. Additional environmental analysis may be required, depending on the nature of the specific projects. Additional design review may be required by a special design review board.

- **Redevelopment Project Area Plan Policies:** The Redevelopment Plan overlaps most of the area proposed for development within the Specific Plan area. The Redevelopment Agency could assist in the acquisition and consolidation of parcels within the Redevelopment Project Area Plan boundaries.

- **Phasing of Improvements:** The first development project in the Specific Plan area will be required to submit a phasing plan and a parcelization map that must be submitted to the City of San Bruno for approval. The phasing plan would include a plan for staged construction of streets and utilities. All infrastructure improvements necessary to support development must be completed before construction is completed on any structures.

- **Traffic Improvements:** Developers would be required to share the cost of street improvements within the Specific Plan area, although the Redevelopment Agency, through tax increment funds, could provide initial funding. Developers would also be required to pay initial fees for the maintenance of specific street improvements.

- **Streetscape Improvements:** Developers would be required to install all streetscape improvements in accordance with design plans approved by the City of San Bruno, and maintain streetscape improvements in accordance with the Development Agreement. Ongoing maintenance would be provided for through annual assessment fees.

- **Utility Infrastructure Improvements:** Developers would be required to finance the installation of infrastructure improvements as required for the development of each property. The City may consider tax increment financing, if available, for critical infrastructure improvements.

- **Community Services:** Residential developers would be required to provide on-site recreational facilities for each project, or pay in-lieu park fees as required to offset recreational impacts. In addition, developers would be responsible for payment of fees to local school districts, as required by Senate Bill 50. The developer would be required to pay for the installation of any improvements required by the Fire Department and/or the Police Department, and for the payment of development fees, as appropriate, or to offset the cost of any mitigation measures identified herein.

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(All printed references are available at the San Bruno Planning and Building Department, City Hall, 567 El Camino Real, San Bruno, unless otherwise noted.)

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Smith, Dennis, Interim Director, City of San Bruno Parks and Recreation Department, personal communication, June 26, 2000.

CHAPTER III
ENVIRONMENTAL SETTING, IMPACTS AND MITIGATIONS

A. POPULATION

SETTING

This section describes population and population density trends in the City of San Bruno and within the Specific Plan area, and places these trends in the context of growth in adjacent cities, towns and San Mateo County. Much of the Specific Plan area is non-residential and development proposed as part of the Specific Plan includes large non-residential uses. This section therefore extends the description of population trends to include an estimate of the current number of weekday employees and visitors, customers and/or clients in the Specific Plan area and vicinity.

CITY OF SAN BRUNO AND VICINITY

During the 1950s, the City of San Bruno and surrounding cities experienced rapid population increases, often as a result of spurts in housing development and annexations that in some cases doubled the population in ten years. Between 1950 and 1960, San Bruno's land area doubled, and its population increased by 133 percent. Between 1960 and 1970, population growth in San Bruno slowed, and between 1970 and 1980, the City's population decreased. The 1984 General Plan predicted that between 1980 and 2000 San Bruno would lose an additional 9 percent of its population. The 1990 Census, however, indicated that San Bruno's population had increased from 35,871 persons to 38,961, an increase of 9 percent. The Association of Bay Area Governments (ABAG) now estimates that San Bruno's population is approximately 42,000. By 2010, the population is forecast to increase to approximately 44,600 persons; by 2020, the population is anticipated to reach approximately 46,300 (Association of Bay Area Governments, 1999).

Nearby cities reflect similar changes in population, with some experiencing even larger population gains between 1950 and 1970, and larger declines between 1970 and 1990. The City of San Bruno's population growth appears moderate in comparison to nearby cities, the County and the State, and moderate growth is anticipated for the future. San Bruno is now the sixth most populous city of the 21 cities, towns and areas in San Mateo County.[1]

[1] The cities of Daly City (106,200), San Mateo (95,400), Redwood City (79,000), and South San Francisco (63,700), along with the combined unincorporated areas of San Mateo County (68,000), are more populous than the City of San Bruno.

Table III.A.1, below, describes population trends in San Bruno, nearby cities, San Mateo County and the State of California, between 1950 and estimates for 2010 and 2020.

TABLE III.A.1
CHANGES IN POPULATION (PERCENT): 1950-2020
City of San Bruno, San Bruno Vicinity, San Mateo County, State of California

	Census Year						
	1960	1970	1980	1990	2000	2010	2020
Colma	+68%	+7%	-26%	+179%	+21%	+16%	+5%
Daly City	+195%	+49%	+17%	+17%	+15%	+4%	+2%
Millbrae	+77%	+32%	-4%	+2%	+6%	+9%	+3%
Pacifica	Not Available	+72%	+2%	+2%	+9%	+4%	+2%
San Bruno	+133%	+25%	-2%	+10%	+8%	+6%	+4%
San Mateo County	+89%	+25%	+6%	+11%	+13%	+6%	+4%
State of California	+48%	+27%	+19%	+26%	+16%	+15%	+14%

* 1950 Census figures not available.

SOURCES: Association of Bay Area Governments; California Department of Finance; Association of Bay Area Governments; ESA.

Because the population has increased, the number of persons per square mile, or the population density, has also increased in San Bruno, although it remains less dense than many other cities and towns in San Mateo County. Table III.A.2, below, describes the population density in San Bruno, nearby cities and towns, and in San Mateo County from 1970 to projected densities in 2020.

San Bruno is estimated to have 533 more persons per square mile in 2000 than in 1990. The larger nearby cities of South San Francisco and Daly City are estimated to have 1,400 and 1,882 more persons, respectively, per square mile in 2000 than in 1990.[2]

2 Other examples of current population densities in San Mateo County are Brisbane, now at an estimated 169 persons per sq. mi.; Foster City, at 7,775 persons per sq. mi.; Redwood City, at 4,157 persons per sq. mi.; and San Mateo, now at 6,814 persons per sq. mi.

TABLE III.A.2
DENSITY (PERSONS PER SQ. MILE): 1970-2020*
City of San Bruno, San Bruno Vicinity, San Mateo County

		Number of Persons Per Square Mile					
	Sq. Mi.	1970	1980	1990	2000	2010	2020
Colma	3.1 sq. mi.	173	127	356	365	423	442
Daly City	7.5 sq. mi.	8,923	10,469	12,278	14,160	14,720	15,067
Millbrae	3.2 sq. mi.	6,538	6,268	6,379	7,250	7,375	7,594
Pacifica	12.6 sq. mi.	2,859	2,926	2,910	3,270	3,413	3,476
San Bruno	**5.7 sq. mi.**	**6,360**	**6,214**	**6,835**	**7,368**	**7,825**	**8,123**
South San Francisco	6.7 sq. mi.	6,962	7,372	8,106	9,507	9,955	10,373
San Mateo County	449.1 sq. mi.	1,239	1,308	1,446	1,641	1,736	1,803

* Density figures are an average of persons per square mile, and include areas that may be considered unbuildable, as well as areas that cannot be used for residential development. Densities for 2000 through 2020 are based on forecasts by the Association of Bay Area Governments (ABAG), *Projections 2000* (December, 1999).

SOURCES: Association of Bay Area Governments; California Department of Finance; U.S. Census; ESA.

The number of jobs in San Bruno, held by both San Bruno residents and non-residents, is anticipated to have increased from 1990 to 2000 by nearly 8 percent, despite a decrease by 4 percent in 1995. The increase in the number of jobs in San Bruno is forecast to continue through 2020 (ABAG, 2000). Table III.A.3 compares the number of jobs in San Bruno with nearby cities and towns by census year. In 1990, San Bruno ranked ninth in San Mateo County for total jobs; in 2000, San Bruno ranks tenth.[3]

[3] The cities of San Mateo (59,070 jobs), Redwood City (52,600 jobs), South San Francisco (47,520 jobs), Menlo Park (31,330 jobs), Burlingame (29,170 jobs), Daly City (26,030 jobs), Foster City (17,850 jobs), San Carlos (17,420 jobs), and the San Francisco International Airport (33,820 jobs) provide more jobs than the City of San Bruno. In 1990, jobs in San Bruno were more numerous than in Foster City; however, by 2000, development in Foster City outpaced development in San Bruno.

TABLE III.A.3
NUMBER OF JOBS (BY CENSUS YEAR): 1990-2020
City of San Bruno, San Bruno Vicinity, San Mateo County

	Census Year			
	1990	2000	2010	2020
Colma	1,140	1,670	1,870	2,080
Daly City	20,530	26,030	29,860	34,260
Millbrae	5,960	6,350	6,740	7,020
Pacifica	4,350	4,840	5,370	5,690
San Bruno	**15,330**	**16,500**	**17,500**	**19,180**
South San Francisco	44,140	47,520	49,100	54,310
San Mateo County	326,670	380,370	413,840	451,830

SOURCE: Association of Bay Area Governments, ESA.

SPECIFIC PLAN AREA

The 56-acre Specific Plan area is part of the 0.9 square mile U.S. Census Tract 6041.02[4] that also encompasses the Tanforan Park Shopping Center, the Golden Gate National Cemetery, the San Bruno Towne Center Shopping Center, and the Bayhill Office Park area. Existing residential development within this census tract is mostly limited to the 872-unit Peninsula Place condominium complex, and an approximately 87-unit apartment complex, located along the east and west sides of Cherry Avenue, in the western portion of the census tract. Both complexes were constructed in the 1970's. A small number of persons have lived at the U.S. Navy site between 1970 and 2000.[5] At the present time, a family of four resides at the site.

Throughout 1980 and 1990, the population in census tract 6041.02 has remained approximately 4 percent of San Bruno's citywide population: In 1980 the population was approximately 1,295 persons, and in 1990 the population reached approximately 1,525 persons. The population density in 1980 was approximately 1,440 persons per square mile and approximately 1,695 persons per square mile in 1990. Table III.A.4 compares 1990 population densities in the census tract, in which the Specific Plan area is located, to population densities citywide.

4 This census tract was originally part of census tract 6041, which was divided into two tracts – 6041.01 and 6041.02 – for the 1980 U.S. Census. Census tract 6041.01 encompasses the San Bruno Park and Lomita Park neighborhoods, as well as the Central Business District.

5 In general, military personnel are counted at the place where they live and sleep most of the time.

TABLE III.A.4
RESIDENTIAL POPULATION DENSITIES, 1980 and 1990*
SPECIFIC PLAN VICINITY AND CITYWIDE

	Square Miles	1980 Population	1980 Population Density	1990 Population	1990 Population Density
Specific Plan Area	0.09 sq. mi.	211 persons[1]	2,344 persons per sq. mile	222 persons[2]	2,467 persons per sq. mile
Specific Plan Area and Vicinity[3]	0.9 sq. miles	1,295 persons	1,440 persons per sq. mile	1,525 persons	1,695 persons per sq. mile
San Bruno	5.7 sq. miles	35,417 persons	6,214 persons per sq. mile	38,961 persons	6,835 persons per sq. mile

*2000 projections at a census tract level are not available.

1 Based on 1980 U.S. Census average of 1.55 persons per household for U.S. Census Tract 6041.02 in 136 units (number of military personnel unknown and negligible.)
2 Based on 1990 U.S. Census average of 1.63 persons per household for U.S. Census Tract 6041.02 in 136 units (number of military persons unknown and negligible).
3 Consists of U.S. Census Tract 6041.02, which includes the Tanforan Park Shopping Center, the Towne Center Shopping Center, the Golden Gate National Cemetery, the U.S. Navy site, adjacent commercial and retail uses, the 872-unit Peninsula Place condominium complex, and the approximately 70-unit apartment complex.

SOURCE: Association of Bay Area Governments; California Department of Finance; U.S. Census; ESA.

During the weekday, an estimated 1,593 to 1,633 employees and clients of businesses and institutions, as well as an undetermined number of visitors are present in the Specific Plan area. Table III.A.5 presents estimates of the number of employees, clients and visitors present in the Specific Plan area during weekdays.

IMPACTS AND MITIGATION MEASURES

APPROACH TO ANALYSIS

This section estimates both the residential population and the weekday number of employees that would be generated by the development proposed as part of the Specific Plan. The residential population is estimated by using the 1990 median household size for the census tract in which the Specific Plan is located. The number of employees is based on a variety of standards used by other municipalities.

TABLE III.A.5
ESTIMATED NUMBER OF EMPLOYEES, CLIENTS AND VISITORS IN SPECIFIC PLAN AREA (WEEKDAY)
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN AREA

Employer/Institution	Estimate of Weekday No. of Employees	Estimate of Weekday No. of Clients, Visitors or Students
San Bruno Office Center	200	Unknown
Palos Verde School	60	35+
Vocation Education Center	52	35+
National Archives Facility	55	10 to 50
U.S. Navy Site	157	Unknown
(Does not include weekend use of the Reserve Center)		
Russo Dental Care	10	20
White & Ivie Small Animal Hospital	14	20
Tanforan Shell Station (Includes car wash, mini-mart)	8	917
Totals	556	1,037+ to 1,077+

SOURCE: Institute of Transportation Engineers, *Trip Generation*, 6th Edition, 1997; ESA (phone survey, July-August, 2000).

SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* states that a project would significantly impact population if it would:

- Induce substantial 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).
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

The Initial Study completed for this EIR, and attached as Appendix B, responds to whether or not the project would displace substantial numbers of existing housing or substantial numbers of people. This analysis responds to whether or not the proposed project would induce substantial growth in an area, directly or indirectly.

OPERATIONAL IMPACTS

Impact A.1: Development proposed as part of the Specific Plan would result in an increase in the residential population of the City of San Bruno. This would be a less than significant impact.

Development proposed as part of the Specific Plan could result in as many as 160 market-rate residential units, 50 affordable residential units and 190 assisted senior housing units, for a total of 400 residential units. An estimated 226 persons now live in the Specific Plan area, including 222 persons (at 1.63 persons per unit) in the 136-unit portion of the Peninsula Place condominium complex, and the four-member family that occupies the U.S. Navy site. The proposed new residential development would add an estimated 190 seniors (one person per unit), and an estimated 343 persons in the market-rate and affordable housing units (1.63 persons per unit), for a total of 533 persons. At the completion of the proposed residential development, the total residential population in the Specific Plan area would be approximately 755 persons, or an estimated density of 8,389 persons per square mile. This density would be approximately 14 percent higher than estimated densities for the City of San Bruno as a whole in 2000. However, by 2020, the density of the Specific Plan area would only be 3 percent higher than the estimated citywide density.

Additionally, if the proposed residential development is factored into citywide densities, the 2000 residential density of San Bruno would increase from 7,368 persons per sq. mi. to 7,462 persons per sq. mi., an increase of only 1.2 percent. This increase in overall residential density in the City of San Bruno would be a less than significant impact.

A higher density for a small area is appropriate for the location in which the proposed residential development would be located. The development would be a Transit-Oriented Development, located within walking distance of a BART station, adjacent to an interstate highway (I-380) and an on-ramp, in a discrete area separated from less dense areas of San Bruno by major thoroughfares, a national cemetery, a regional shopping center, and adjacent high density housing. The concentrated higher density would not make use of lands formerly set aside for open space or recreational purposes, nor would it place high density use in the midst of an area designated for single-family dwellings.

Lastly, future residential development in the Specific Plan area would be constrained by the density specifications and the land use restrictions in the Specific Plan. As a result, no further residential development would be permitted under the Specific Plan. Residential development near the Specific Plan area would also be constrained by existing development that includes the Tanforan Park Shopping Center, the Golden Gate National Cemetery, the Federal Archives and a

872-unit condominium complex. These existing uses are constrained by the San Bruno General Plan and the San Bruno Zoning Ordinance.

Because of the proposed location of the residential development, the small increase in citywide density that would result, the restrictions placed on further residential development by the Specific Plan, and the nature of nearby land uses, the increase in the residential population in the Specific Plan area would result in a less than significant increase in San Bruno's residential population.

Mitigation Measure: None required.

Impact A.2: Development proposed as part of the Specific Plan would result in an increase in the number of employees in the Specific Plan area on weekdays. This would be a less than significant impact.

Including the 157 employees at the U.S. Navy site, an estimated 556 persons currently work in the Specific Plan area on weekdays. Development in the Specific Plan area would result in an estimated 1,900 to 2,225 persons (number rounded) working in the Specific Plan area, an increase of approximately 1,346 to 1,670 employees, excluding any potential daily visitors to the site. Table III.A.6. lists the anticipated number of employees in the Specific Plan area, following completion of the development anticipated by the Specific Plan. This would represent a 242 percent to 300 percent increase in the number of employees in the Specific Plan area.

As recently as 1988, the U.S. Navy site employed an estimated 1,000 persons in buildings converted from barracks and warehouse uses. The U.S. Navy site has a history of use as an employment center, and is now underutilized for employment purposes. However, despite the fact that the Specific Plan area has supported employment levels at least as high as 1,375 persons (1,000 jobs at the U.S. Navy site and 375 jobs at other sites in the Specific Plan area) in two-story buildings, the proposed project would still result in a 62 percent increase in the number of employees in the Specific Plan area.

The City of San Bruno currently has an estimated 16,500 jobs (ABAG, 1999). Between 1990 and 1995, the City of San Bruno lost an estimated 620 jobs, one of the highest losses in San Mateo County,[6] but regained 1,790 jobs between 1995 and 2000, for a net gain of 1,170 jobs. Development proposed as part of the Specific Plan would increase the number of jobs above 2000 levels by 9 percent to 11 percent. By 2020, ABAG estimates that the number of jobs in San Bruno will have increased by 16 percent to 19,180 jobs. The 1,500 to 1,835 (numbers rounded) additional jobs generated by development in the Specific Plan are well within the ABAG forecast. These additional jobs would be located in a discrete area, surrounded by major thoroughfares and a regional shopping center, near public transit that includes BART and Caltrain. Additional

6 The cities that lost more jobs include San Mateo (1,600 jobs), Burlingame (980 jobs) and Belmont (640 jobs) (ABAG, 1999).

TABLE III.A.6
PROJECTED EMPLOYEE POPULATION
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN

Name/Type of Development	Existing or New Development	Use	Projected No of Daily Employees
Palos Verde School	Existing	Institutional (Public School)	60 employees
Vocation Education Center	Existing	Institutional (Public School)	52 employees
National Archives	Existing	Institutional (Federal Government)	55 employees
San Bruno Office Park	Existing	Office (Private)	200 employees (est.)
Commodore Park	Existing	Open Space (City of San Bruno)	.5 employees
Marine Corps Reserve Center	Existing	Institutional (Federal Government)	26 staffpersons (est.)
Existing Subtotal (without 157 Navy staff)			393 persons
Residential Development	Proposed	High Density Residential (Market Rate)	5 employees (est.)
Residential Development	Proposed	High Density Residential (Affordable)	2 employees
Residential Development	Proposed	High Density Residential (Assisted Senior)	48 employees
Office Buildings	Proposed	Regional Office	1,036 employees
Retail	Proposed	Retail	57 employees
Commercial	Proposed	Neighborhood Commercial	60 employees
Hotel	Proposed	Regional Commercial	300 to 625 employees
New Development Subtotal			1,508-1,833 persons (undetermined number of visitors)
GRAND TOTAL			1,902-2,226 persons

SOURCE: ESA, City of San Bruno

office, hotel, and commercial development in the Specific Plan area would be constrained by the Specific Plan. Areas adjacent to the Specific Plan area are built-out, and constrained by the General Plan.

This increased number of employees would be located in five- and six-story structures in an area that is an established and discrete employment center. In the Bay Area, employees are likely to commute from other areas or already live nearby, and, because of current housing prices, are unlikely to relocate to live near employment. With the exception of the Tanforan Park Shopping Center (another established employment center), areas adjacent to the Specific Plan area are built-out. Therefore, development proposed as part of the Specific Plan would not by itself induce additional population growth either inside or outside of the Specific Plan area. Development proposed as part of the Specific Plan would therefore result in a less than significant impact on San Bruno's population.

Mitigation Measure: None required.

REFERENCES – Population

(All printed references are available at the San Bruno Planning and Building Department, City Hall, 567 El Camino Real, San Bruno, unless otherwise noted.)

Association of Bay Area Governments, *Projections 2000*, December, 1999.

Brown, Harold, Relocation Project Manager, EFA West, Naval Facilities Engineering Command, San Bruno, personal communication, July 6, 2000.

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B. LAND USE, PLANS AND POLICIES

INTRODUCTION

The U.S. Navy Site and its Environs Specific Plan ("Specific Plan") encompasses approximately 56-acres in a northern portion of the City of San Bruno, generally bordered by Sneath Lane and I-380 (north and south), and Cherry Avenue and El Camino Real (east and west). Specifically excluded from this quadrangle are properties in the northwestern portion that belong to a religious organization and some commercial properties along Sneath Lane, north of Commodore Drive.

Development under the proposed Specific Plan would be guided by several policy documents that include the *City of San Bruno 1984 General Plan*, the *San Bruno Redevelopment Plan*, and the policies, objectives, land use plan and general design standards that would be adopted for the Specific Plan. In addition, development would be guided by the City of San Bruno's Zoning Ordinance and San Bruno's Local Ordinance 1284, which restricts building heights, as well as the State of California's planning, zoning and development laws.

Development proposed as part of the Specific Plan would occur at the U.S. Navy site and a commercial strip located along El Camino Real, adjacent to the U.S. Navy site. Future development in Specific Plan areas outside of the U.S. Navy site and the adjacent commercial strip are not prohibited, but would likely require additional assessment under CEQA. The City of San Bruno does not, however, anticipate further development at this time.

SETTING

HISTORICAL DEVELOPMENT OF LAND USES

City of San Bruno

By the 1880's, most of the land in San Bruno was used for ranches that provided horses, milk and meat to the San Francisco area. The first large-scale housing development took place as part of the post-earthquake regional building boom following the 1906 Earthquake. In 1914, when San Bruno officially incorporated as a city, its population was approximately 1400 and its boundaries encompassed the Tanforan Racetrack and adjacent lands; the neighborhoods now known as San Bruno Park, Belle Air North, Belle Air, Belle Air South, and Mills Park; and the commercial/business areas of Bayhill and the Central Business District.

Despite this initial development, San Bruno remained a rural town until the 1940's when the U.S. government temporarily took control of the Tanforan Racetrack and built additional facilities on the west side of El Camino Real. After the war, many veterans returned to the area to live, generating residential development in the San Bruno Heights and in Mills Park areas. Residential development spread to the Parkview, Lomita Park, Crestmoor Park and Pacific Heights areas, all annexed by the City in the 1950's. The last annexation took place in 1963 along the eastern edge of San Bruno when the Portola Highlands residential area was annexed.

Specific Plan Area

Used for grazing after the Spanish occupation, the Specific Plan area remained in use for grazing and/or farmland long after construction of the Tanforan Racetrack, which opened in 1899. The City's original 1914 boundaries encompassed the Specific Plan area. In 1942, the western racetrack area was used by the U.S. Army for the internment of persons of Japanese descent. The Tanforan Assembly Center consisted of 180 buildings, and existed for about five and a half months before the detainees were relocated to the Topaz Relocation Center in Utah. In May, 1943, the U.S. Navy took control of the Assembly Center site to provide facilities, including housing, for an estimated 4,000 Navy personnel involved in U.S. war efforts, and in 1944 the Navy acquired and leased approximately 180 acres west of the Racetrack on land formerly used to cultivate vegetables and flowers. The newly acquired land became the "West Portion" of the U.S. Naval Advance Base Personnel Depot or the Terry B. Thompson Naval Base, and within a year, over 110 buildings and structures were constructed.

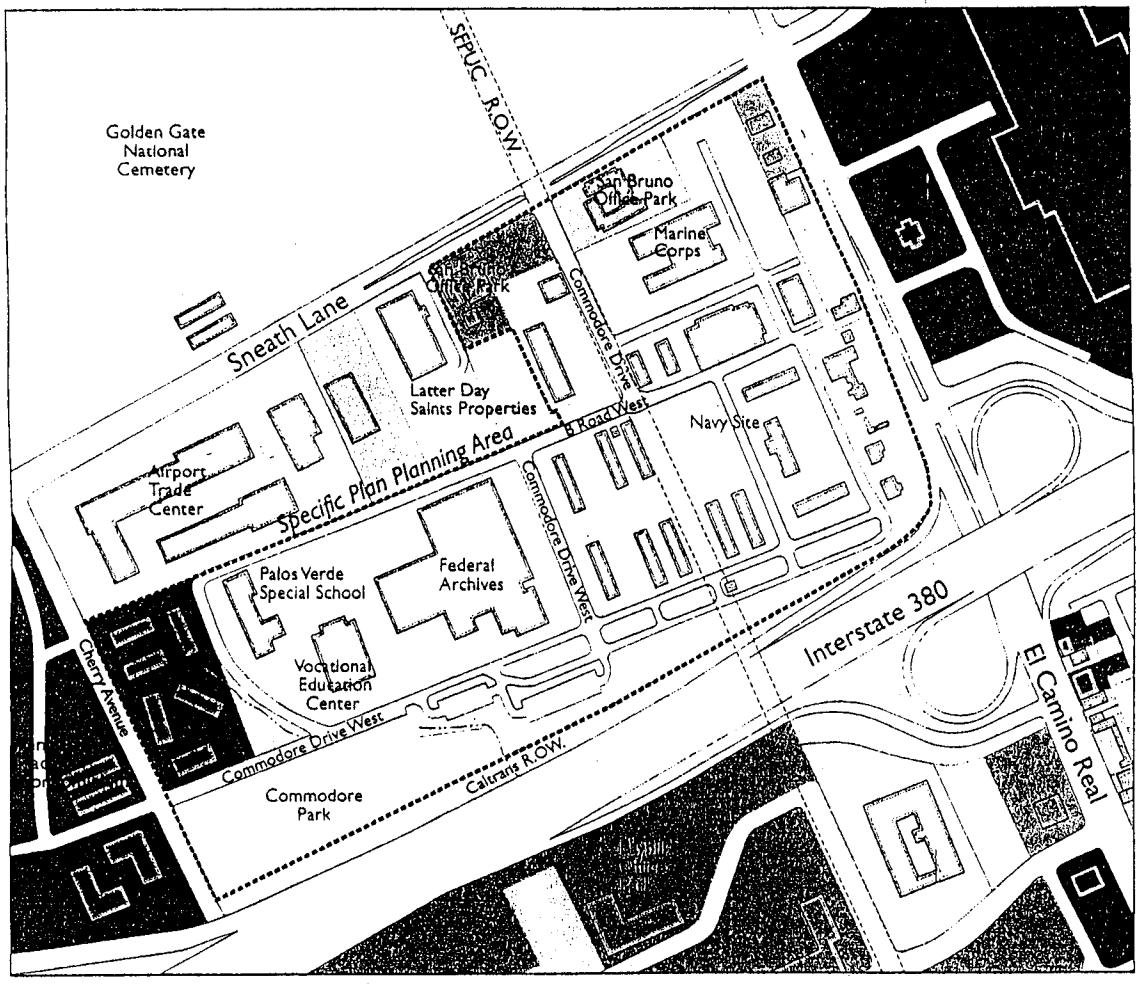
Following World War II, the Naval Base (in this document referred to as "the U.S. Navy site") was decommissioned and a few years later was subsequently re-occupied by various offices of the U.S. Navy. As its needs changed, the Navy sold off excess property to private developers and to the California Department of Transportation for construction of I-380. By the end of 1955, the U.S. Navy site consisted of 91 acres, and by the summer of 1963, the U.S. Navy site consisted of approximately 45 acres. Although in 1988, there were over 1,000 civilian employees at the site, there are now only an estimated 157 civilian employees.

The U.S. Navy site now consists of approximately 20 acres, and is the site of the Navy's Engineering Field Activity, West or EFA West, whose primary mission is environmental clean-up and the disposition of Navy properties. In 1997, the Commanding Officer announced the potential sale of a large portion of the Navy site under the provisions of the Relocation Asset Management Program (RAMP). The sale would not be considered a Base Realignment and Closure action and a portion of the site would be occupied indefinitely by the Marine Corps Reserve Center. In October, 2000, the U.S. Navy site will be auctioned off at a public sale.

Nearly all of the Specific Plan area was once part of the original 180-acre U.S. Navy site. The development of Commodore Park in the 1970s was authorized by the Marlow-Johnson Highway Park Act, which provided for the development of parks from surplus lands along state highways. (The I-380 right-of-way was also part of the original U.S. Navy site.) Peninsula Place (originally "The Place," the Federal Archives and the public schools were built in the 1960s or 1970s.

EXISTING LAND USES – SPECIFIC PLAN AND VICINITY

The Specific Plan area is surrounded by development (see Figure III.B.1), and the Specific Plan area is also developed. These land uses are described in detail in the *Initial Study and Environmental Checklist Form*, incorporated in this EIR as Appendix C (see *Project Description*, pages 4 through 18). In addition, existing land uses are described in Section II, *Project Description*, of this EIR.



DYETT & BHATIA
Urban and Regional Planners

- Single-family Residential
- 2 Unit Residential
- 3,4 Unit Residential
- 5+ Unit Residential
- Neighborhood Retail
- Regional Retail
- Regional Office
- Finance/Insurance
- Services
- Auto Use
- Industrial
- Parks/Open Space
- Public/Quasi-Public
- Vacant
- Building Footprint

Source: San Francisco Public Utilities Commission, *Digital Orthophotos.*
Bay Area Regional Database, *Digital Orthophotos.*
San Francisco Bay Area Rapid Transit District, *San Francisco Airport Extension, 1998.*
City of San Bruno, *Land Use Survey for the Proposed Redevelopment Area, 1998.*

1 acre

0 125 250 500
FEET

Figure III.B.1
U.S. Navy Site and Its Environs
Specific Plan Area:
Existing Uses and Buildings

RELEVANT PLANS AND POLICIES

City of San Bruno General Plan

Adopted on June 25, 1984, the City of San Bruno's General Plan establishes comprehensive, long-term land use policy for the City. San Bruno's General Plan consists of the following elements: Seismic Safety and Safety; Noise; Open Space, Conservation, Scenic Corridors; Housing; Circulation; and Land Use. The Land Element, the Open Space, Conservation, Scenic Corridors Element and the Housing Element are pertinent to the proposed Specific Plan, and are discussed below.

General Plan Land Use Element

San Bruno's 1984 General Plan Land Use Element establishes land use categories characterized by population density (persons per acre), maximum allowable structural land coverage (square feet per acre) and maximum allowable building height. Two densities are presented for each land use classification: one for 1980 and the projected density for 2000. Because the 1980 U.S. Census reported a decline in San Bruno's population, the General Plan anticipated a further decrease in San Bruno's 2000 population. Instead, however, San Bruno's population increased in 1990, and has continued to increase. San Bruno's population is now estimated at approximately 42,000.[1]

The General Plan Land Use Element designates three land uses within the Specific Plan area: Residential – High Density; Regional Community/Office; and Park/Open Space. These land uses are described in Table III.B.1, below.

The General Plan divides the City of San Bruno into seven planning areas, which represent "one or more cohesive residential neighborhood or commercial districts" (p. 158). The Specific Plan area is part of Planning Area 6, which includes Bayhill, the Navy Lincoln Center, the Tanforan Park Shopping Center, San Bruno Park and Lomita Park, and is considered to be one planning area in order to "reflect census tract boundaries" (General Plan, p. 167). The Navy Lincoln Center is described as a "large multi-use area between El Camino Real and Interstate 280 [that] includes the U.S. Navy and Marine facilities and Archive Building, La Esperanza School, Golden Gate National Cemetery, Commodore Park and a mix of industrial warehouses and offices" (General Plan, p. 167) as well as two high density residential complexes – Cherry Villa (87 units) and Peninsula Place (872 units). The General Plan notes that there is little opportunity for development in this area, with the exception of a vacant parcel that may be developed for church use, and a triangular piece of Caltrans land near the I-380/I-280 interchange.

Adjacent to the Specific Plan area, land uses designated by the General Plan include *Public and Quasi-Public*, *Regional Community/Office*, and *Residential – High Density*. To the north and across Sneath Lane, the 165-acre Golden Gate National Cemetery is designated for *Public and*

[1] The 1984 General Plan bases its population forecasts on estimates by the Association of Bay Area Governments (ABAG). In *Projections 1983* (June 1983), the Association of Bay Area Governments estimated that San Bruno's 2000 population would approximate 32,700 persons.

TABLE III.B.1
LAND USES DESIGNATED BY THE 1984 GENERAL PLAN
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN AREA

General Plan Land Use Designation	Permitted Uses	Maximum Height and Densities	General Location	Existing Land Uses
Residential: High Density	Density of up to 30 units per acre. Permitted uses include multi-family structures; ancillary uses such as rooming and board houses, sanitariums, rest homes; uses related to residential use such as schools, churches, child care centers, tot lots.	*Maximum Height*: 35 ft. *Maximum Density*: 77.10 persons/acre (68.40 persons/acre in 2000)	Center area along the eastern border of the Specific Plan area	136- unit portion of 1000-unit condominium complex (Peninsula Place)
Regional Commercial/ Office	Intended for commercial and office uses that serve a market area greater than the community. Permitted uses include a large variety of retail sales, services, administrative and professional offices in an area easily accessible by vehicles and public transit.	*Maximum Height*: Regional Commercial – 50 ft. or 3 stories, whichever is less restrictive; Regional Office – 35 ft. but up to 50 ft. with use permit	Majority of land uses in the Specific Plan area	U.S. Navy Site, Federal Archives, two public schools, veterinarian, medical office, gas station
Parks/Open Space	Intended to provide recreational uses and open space for the general community. Permitted uses include public or private open space or recreation.	Subject to use permit	Strip along southeastern border of the Specific Plan area	Commodore Park

SOURCE: *City of San Bruno 1984 General Plan*, ESA.

Quasi-Public use that, according to the General Plan, includes governmental, fire and police uses, and cemeteries. To the east, the Tanforan Park Shopping Center is designated as *Regional Community/Office*. To the south of the Specific Plan area, and across I-380, land use is designated for *Regional Community/Office* use. Northwest and west of the Specific Plan area, land use is designated as *Residential – High Density*. (See Table III.B.1 for a description of *Residential – High Density* and *Regional Community/Office* uses.)

Although the General Plan did not anticipate development at the U.S. Navy site or elsewhere within the Specific Plan area, the General Plan Land Use Element contains several goals and policies that are relevant to the development proposed by the Specific Plan. These goals and policies are listed below.

Goal 1: Ensure that continued development of San Bruno as a predominately residential community is balanced by a strong commercial and industrial economic base.

Goal 3: Encourage public and private development which is aesthetically sensitive to the surrounding environment and is of the highest quality design and construction.

Goal 4: Provide for the health, safety and welfare of San Bruno residents and employees by maintaining safe traffic circulation, providing efficient emergency response, protecting against environmental hazards and providing for recreational, educational and social needs.

Goal 5: Seek opportunities for residents of San Bruno to live and work in their community to reduce the economic and social burdens of long-distance transportation.

Policy 1: *Community Development*: Encourage income generating development that is economically beneficial to the City and fulfills community as well as regional needs.

Policy 2: *Community Development*: Encourage innovative design and site planning in new development and renovation projects which enhance the community's appearance. Assure compatibility with the surrounding scale, character, and intensity of land uses.

Policy 3: *Community Development*: Assure that community facilities and public services are adequate to serve the City's present and anticipated needs, are safe and are environmentally sound.

Policy 4 *Community Development*: Assure that new development mitigates impacts on existing services including traffic circulation, water, sewer, and storm drainage systems, parks and recreational facilities, transit services, inc.

Policy 2: *Residential*: Cluster residential development where compatible with the surrounding residential development.

Policy 1: *Commercial:* Encourage ancillary uses in office complexes primarily to serve employee needs (i.e., café, health club, cleaners, sundries, etc.)

Policy 2: *Commercial:* Encourage clustered commercial development with cohesive design and combined parking.

Policy 3: *Commercial:* Encourage adequate on-site parking for uses along San Bruno Avenue and El Camino Real.

Policy 4: *Commercial:* Support upgrading of commercial and office structures citywide, particularly along El Camino Real and San Bruno Avenue, with setbacks, sign controls, and attractive façade and landscaping.

General Plan Open Space, Conservation, Scenic Corridors Elements

San Bruno's 1984 General Plan *Open Space, Conservation, Scenic Corridors Elements* consolidate policy discussion of the preservation of natural resources, the production of natural resources, outdoor recreation and "[o]pen space deemed necessary for the public welfare of the people," including fire hazards, geological hazards, water and air quality protection, and airport flight zones. All of these topics are discussed elsewhere in this EIR or in the Initial Study (Appendix C).[2]

[2] For example, Section III.F, *Public Services*, provides a discussion of the impact of the proposed project on the provision of public parks, and includes the park standards addressed by the *Open Space, Conservation, Scenic Corridors Elements*.

The 1984 General Plan describes parks and recreational opportunities in Planning Area 6, which encompasses the Specific Plan area. The General Plan states that "Commodore Park (4.5 acres), San Bruno's newest park, serves this area. In addition, two large apartment complexes have on-site open space and recreational facilities. . . . Within the Naval Base lands have been provided for City residents to develop a garden. Commodore park satisfies present park needs of residents (2 acres per 1,000)" (p. 68).

Although future development in the Specific Plan area was not anticipated by the 1984 General Plan, several goals and policies of the General Plan Conservation, Open Space and Scenic Corridors are relevant to development proposed as part of the Specific Plan:

Goal 1: To recognize open space as an integral part of planning for the overall improvement of the City.

Goal 2: To generate through public discussion of the importance of open space that will guide both public and private actions.

Goal 3: To recognize that open space fulfills basic human needs – psychological, physical, social, educational, and safety – and to establish a firm commitment to fulfill those needs for this and future generations.

Policy 2: *Open Space for the Preservation of Natural Resources*: Protect natural vegetation in park, open space, and scenic areas as wildlife habitat, to prevent erosion and to serve as noise and scenic buffers.

Policy 5: *Open Space for the Preservation of Natural Resources*: Conserve water locally and support regional water conservation efforts.

Policy 6: *Open Space for the Preservation of Natural Resources*: Strive to maintain and improve air quality by improving traffic circulation, encouraging local and commuter transit, and requiring project mitigation where air quality impacts are unavoidable.

Policy 7: *Open Space for the Preservation of Natural Resources*: Encourage use of alternative energy sources, including passive heating and cooling, by allowing variances to site or building requirements (i.e., setbacks, lot coverage, building height, etc.) where consistent with public health and safety.

Policy 8: *Parks and Open Spaces for Outdoor Recreation*: Provide recreational opportunities for a wide variety of ages, abilities, and interests.

Policy 9: *Parks and Open Spaces for Outdoor Recreation*: Maintain the present City-wide average of 2.5 acres of parkland per 1,000 population. Assure that parks and recreational facilities are well distributed throughout residential neighborhoods and employment centers.

Policy 10: *Parks and Open Spaces for Outdoor Recreation*: Maintain existing City parks and make improvements where feasible to meet park users' needs.

Policy 19: *Historic and Cultural Areas*: Continue to protect archaeological sites and resources from damage.

Policy 21: *Scenic Corridors*: Recognize and protect the following as local scenic corridors:

3) Sneath Lane from Skyline to El Camino Real: Review development to assure compatibility with natural scenic environment. Retain trees along upper Sneath Lanes.

Policy 23: *Scenic Corridors*: Improve the appearance of the following streets:

a. El Camino Real: Continue landscaping the median strips and review projects for good design. Coordinate landscaping design with neighboring jurisdictions.

General Plan Housing Element

San Bruno's 1984 General Plan Housing Element describes the existing housing stock, trends in both occupancy and occupants, and anticipates San Bruno's housing needs to 2000. Between 1970 and 1983, San Bruno's housing stock rose from 11,350 units to approximately 14,800 units, driven by a substantial increase in multi-family units. In this same time period, the number of multi-family units increased from 2,134 units (19 percent of the housing stock) to 5,349 units (36 percent of the housing stock). From 1978 to 1983, the number of owner-occupied units rose from 7,226 units (51 percent of the occupied housing stock) to 11,056 (75 percent of the occupied housing stock). At the time the General Plan Housing Element was adopted, approximately 55 percent of the housing stock had been built between 1950 and 1970, while approximately 27 percent had been built before 1950. An estimated five percent of the housing stock was considered overcrowded (more than 1.01 persons per room, including all rooms in a residence). Approximately 2.7 percent[3] of the housing was vacant. The Housing Element identified a need for 167 units of low and moderate income housing, and noted that the number of seniors (65 years of age or older) had risen from 5.3 percent of the population to 7.7 percent of the population. While ABAG anticipated a decline in population by 2000 in the City of San Bruno, employment opportunities were expected to increase by 50 percent.

The Housing Element identifies both unsuitable and potential housing sites. Unsuitable sites include areas within the 75 CNEL noise level, generally located near the San Francisco International Airport. Potentially available sites include the San Francisco Jail Site, an undeveloped portion of Skyline College's property, and potentially reusable sites such as the Pacific Heights Shopping Center and Crestmoor High School.

Instead of a decrease,[4] the 1990 U.S. Census indicated an increase in San Bruno's population to approximately 39,000 persons while the number of housing units increased to approximately 15,700. The number of owner-occupied units decreased to 9,150 units (63 percent of the occupied housing stock). An estimated 51 percent of the housing stock had been built between 1950 and 1970, while approximately 21 percent had been built before 1950. The vacancy rate for rental housing was approximately five percent, while the vacancy rate for owner occupied housing was approximately one percent. An estimated nine percent of the occupied housing

[3] This figure is an adjusted calculation to reflect the withholding of 400 units from the market for a condominium conversion.

[4] The 1984 General Plan estimated that the population in San Bruno would decrease from approximately 35,870 persons in 1980 to approximately 34,800 persons in 1990, and approximately 32,700 persons in 2000.

stock was considered overcrowded. An estimated 31 percent of all rental households paid more than 35 percent of household income for rent and the percentage of the senior population (65 years of age and over) increased to 10 percent of the population.

Although not specifically addressed by the General Plan, the Specific Plan area contains 136 units of condominiums (occupied) and barracks no longer occupied by military personnel. Currently the U.S. Navy site is occupied by one family of four and the barracks are either unoccupied or in use as offices.

ABAG estimates that San Bruno's population has now reached approximately 42,000 persons, living in approximately 14,680 households. Despite the fact that the Housing Element was based on unproven ABAG projections, several of the Housing Element's goals and policies are relevant to the development proposed as part of the Housing Element:

Goal 1: Promote availability of a decent home and a satisfying environment for every City resident regardless of age, sex, race, marital status, ethnic background, income or other arbitrary factors.

Goal 2: Promote sound neighborhoods and availability of adequate and affordable housing of all types and tenure.

Goal 3: Upgrade, maintain and increase the supply of available housing.

Policy 6: *Balance of Housing Types and Affordability*: Provide for a balance of residential uses by type (single and multi-family), tenure (owner and renter occupied), value and location.

Policy 7: *Balance of Housing Types and Affordability*: Ensure the continued availability of affordable housing for low and moderate income persons, the elderly, handicapped, minorities, and families with children, and without discrimination as to marital status.

Policy 8: *Balance of Housing Types and Affordability*: Encourage affordable housing specifically designed for the elderly and the handicapped.

Policy 9: *Balance of Housing Types and Affordability*: Encourage clustered residential developments, smaller units and fewer amenities with flexible development standards (parking, open space, densities, etc.) to reduce construction costs while protecting the neighborhood integrity.

Policy 10: *Balance of Housing Types and Affordability*: Encourage a wide variety of construction and financing techniques to achieve affordable housing.

Policy 11: *Potentially Available Sites*: Maintain a balanced residential environment with access to employment opportunities, community facilities, and adequate services.

Policy 12: Disperse new affordable housing throughout the community on available vacant or reusable land.

City of San Bruno Zoning Ordinance

The *City of San Bruno Zoning Ordinance*, adopted May 1, 1995, implements the provisions of the 1984 General Plan with specific restrictions for each land use classification established by the General Plan. The general purpose of the Zoning Ordinance is to "protect and promote the public health, safety, comfort, convenience, and general welfare" (p. 1). The City of San Bruno's Zoning Ordinance requires consistency with the General Plan, and states: "In those instances where general or specific plan policies are more restrictive than the zoning regulations, said applicable policies shall have precedence in regulating the application. Applications for rezoning, architectural review or use permits shall be denied if found to be inconsistent with the general plan or applicable specific plan" (p. 2).

The Specific Plan area falls within four zoning districts: R-4, *High Density Residential District*; C-N, *Neighborhood Commercial District*; A-R, *Administrative and Research District*; and O, *Open Space and Conservation District*. The permitted uses and corresponding General Plan land use designations are described in Table III.B.2, below.

The areas adjacent to the Specific Plan area fall within a variety of zoning districts. To the north and across Sneath Lane, the 165-acre Golden Gate National Cemetery is within an O, *Open Space and Conservation District*, and properties to the northeast fall within P-D, *Planned Development District*. The 49-acre Tanforan Park Shopping Center, east of the Specific Plan area, falls within a P-D, *Planned Development District*. To the south, across I-380, is another P-D, *Planned Development District* that encompasses the Bayhill Office Center, as well as a C-O, *Community Office District* along El Camino Real. Additional areas to the northwest and the area west of the Specific Plan area are with the R-4, *High Density Residential District*. All uses within a P-D, *Planned Development District* are conditional uses "consistent with the San Bruno General Plan . . . provided such use or uses have been designated on a development plan and approved by the planning commission and city council pursuant to the provisions of this section" (p. 105). The purpose of a C-O, *Community Office District* is "[t]o establish and promote the orderly development of an office and professional district with ancillary retail sales" (p. 95). Permitted uses in a C-O zoning district include offices, hotels, financial institutions, and some retail commercial uses specifically designated for El Camino Real. (See Table III.B.3, below, for a description of an R-4, *High Density Residential District*.)

Most of the zoning districts allow the Planning Commission to determine whether or not a proposed use is similar to the permitted uses. The Zoning Ordinance states that the Commission must consider the following:

A. Effect upon public health, safety and general welfare of the neighborhood involved and the city at large;

B. Effect upon traffic and parking conditions;

C. Effect upon the orderly development of the area in question and the city at large; and

D. Consistency with the general plan or applicable specific plan.

TABLE III.B.2
ZONING DISTRICTS
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN

Zoning District	Permitted Uses	Conditional Uses	General Regulations	General Plan Land Use Designation
R-4, *High Density Residential District*	• Single-family dwellings and duplexes; • Apartments; • Accessory buildings and uses; • Small family day care homes; • Special residential care facilities.	• Conditional uses permitted in the R-1 district; • Roominghouses, boardinghouses; • Sanitariums, rest homes, convalescent homes; • Hospitals; • Landscape public or private lots when adjacent to any C district.	Min. building site: 5,000-6,000 sq. ft. Min. lot area per dwelling unit: 1,450 sq. ft. Min. useable open space: 200 sq. ft. per unit Max. coverage by structure: 60 percent Max. height: 50' or 3 stories, whichever is more restrictive	Residential – High Density (maximum 30 units per acre)
C-N, *Neighborhood Commercial District*	• Apparel and accessory stores; • Food stores; • Eating places; • Miscellaneous retail; • Finance, insurance and real estate offices; • Personal services (with exceptions); • Any use found to be similar.	• Drive-in eating places; • Automobile service stations; • Medical/dental and professional offices; • An use found to be similar.	Min. building site: 5,000-6,000 sq. ft. Min. lot dimensions: 50-60 feet wide Min. useable open space: Not applicable Max. coverage by structure: 60 percent Min. coverage by impervious material: 90 percent Max. height: 35 feet	Regional Community/Office

TABLE III.B.2 (Continued)
ZONING DISTRICTS
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN

Zoning District	Permitted Uses	Conditional Uses	General Regulations	General Plan Land Use Designation
A-R, *Administrative and Research District*	• Printing, publishing and allied industries; • Manufacturing of electrical and electronic machinery, equipment and supplies; • Manufacturing of measuring, analyzing and controlling instruments; medical and optical goods, etc. • Business services; • Finance, insurance and real estate offices; • Administrative, professional, medical and dental offices; • Uses appurtenant to the above; • Printing/copy services, personal services.	• Specified in Chapter 12.84 (General Provisions, Conditions and Exceptions); • Car rental services (south side of W. San Bruno Ave.); • Any use found to be similar.	Min. building site: One acre Min. lot dimensions: 100 feet Min. useable open space: Not applicable Max. coverage by structure: 40 percent Min. coverage by impervious material: 80 percent Max. height: 40 feet	Regional Community/Office
O, *Open Space and Conservation District*	• Crop and tree farming.	• Public and private parks; trails; • Schools; • Cemeteries; • Other uses found to be consistent with the Open Space and Conservation Elements.	Min. lot area: One acre	Park/Open Space

San Bruno Redevelopment Plan

The San Bruno Redevelopment Plan was adopted in July, 1999, and will remain in effect for 30 years.[5] Administered by the San Bruno Redevelopment Agency, the Redevelopment Plan encompasses 717 acres within the City of San Bruno, and consists of two subareas: Subarea A (699 acres) is located in eastern San Bruno and includes commercial areas along San Bruno Avenue, El Camino Real, San Mateo Avenue, Montgomery Avenue and Tanforan Park Shopping Center; the Fifth Addition, Belle Air Park, San Bruno Park and Lomita Park neighborhoods; a mixed use area in northeastern San Bruno that is north of the Southern Pacific railroad tracks; and the U. S. Navy military facilities and U.S. Navy Reserve facility leased by the U.S. Marine Corps (together the "U.S. Navy Site"). Subarea B encompasses the Skycrest Shopping Center and other adjacent commercial parcels at the intersection of San Bruno Avenue and Skyline Boulevard.

The Specific Plan overlaps a portion of the Redevelopment Plan that includes the U.S. Navy site and a commercial strip along the east side of El Camino Real, adjacent to the U.S. Navy site. Development proposed as part of the Specific Plan would take place at the U.S. Navy site and the adjacent commercial strip.

Authorized by California Community Redevelopment law (Health and Safety Code, § 33000, et seq.), the Redevelopment Plan "provides a framework and process for preparing specific redevelopment proposals, establishing priorities, and preparing solutions for specific problem areas" (pp. 1-2). The Redevelopment Plan is not a specific plan nor does it set priorities for specific projects. The San Bruno Redevelopment Agency is authorized by the Redevelopment Plan to undertake certain redevelopment activities, including the acquisition, rehabilitation, management and disposal of property in the project area; improvements to infrastructure in the project area; relocation assistance; and the recording of property restrictions and covenants on all land within the project area to assure that future owners comply with the Plan's requirements. According to the Plan and with some exceptions ("minor variations"), "[t]he permitted land uses illustrated in the Land Use Map . . . are drawn from the applicable provisions of the General Plan of the City of San Bruno in effect at the time of the adoption of this Plan, and shall be deemed to be automatically modified as the permitted land use(s) in the applicable General Plan may be revised from time to time, in order to maintain conformance of this Plan with the General Plan" (p. 20).

The Redevelopment Plan includes proposed land uses and development assumptions for the U.S. Navy site. These land uses and development assumptions are described below in Table III.B.3, below.

5 No additional loans, advances or any other indebtedness to be paid with tax increment funds can be incurred after 20 years following adoption of the Redevelopment Plan.; tax increment funds can be used to retire indebtedness for a period of 40 years following adoption of the Redevelopment Plan.

TABLE III.B.3
REDEVELOPMENT PROJECT AREA PLAN
DEVELOPMENT ASSUMPTIONS
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN

Proposed Land Use			Assumed Units or Size	Assumed Parking Spaces
Residential:	Senior Assisted Housing		250 units	75
Residential:	Market-Rate Housing		75 units	150
Commercial:	Hotel		800 rooms	720
Commercial:	Convention Center		85,000 sq. ft.	425
Office			600,000 sq. ft.	1,200
Retail:	Restaurant		150,000 sq. ft.	500
		Totals	Residential: 325 units Hotel: 800 rooms Convention Center: 85,000 sq. ft. Office: 600,000 sq. ft. Retail: 150,000 sq. ft.	3,070

SOURCE: City of San Bruno, ESA

The Redevelopment Plan includes goals and objectives relevant to the development proposed as part of the Specific Plan:

Area-wide Goals:

Improve transportation and traffic circulation throughout the Project Area through improved intersections, traffic controls and signage, underpasses, bicycle routes, and mass transit shelters.

Create safe and convenient pedestrian and bicycle circulation.

Upgrade, modernize, and expand public infrastructure including improvements to water, sewer, and storm drainage systems.

Expand and improve the community's supply of low and moderate income housing by using redevelopment project housing set-aside funds.

Revitalize Commercial Areas:

Improve and enhance San Bruno's major shopping areas, including San Mateo, El Camino Real, San Bruno Avenue, and Tanforan Park.

Develop a plan to reuse the Navy facility, including opportunities for residential, office, and hotel uses.

Capitalize on the Project Area's location near San Francisco International Airport by, among other things, encouraging the expansion and improvement of lodging, conference, and meeting facilities.

City of San Bruno Ordinance 1284

In 1977, the San Bruno voters passed an initiative requiring voter approval, before any permits are issued and any other approvals granted, of any high-rise or high-density development that would encroach on scenic corridors and/or open spaces within the City. Ordinance No. 1284 codifies the initiative, and is retroactive to October, 1974. Without specific approval, the construction of buildings over 50 feet and three-stories in height, as well as the construction of parking structures are prohibited. Increases in residential density above the limit permitted in existing residential areas on October 10, 1974 in the Zoning Ordinance are also prohibited, unless specifically approved. Lastly, encroachment on the two following scenic corridors, designated by the initiative, is prohibited: Crystal Springs Road between Oak Avenue and Junipero Serra Freeway; and Sneath Lane from El Camino Real to existing westerly City limits.

San Mateo County Comprehensive Airport Land Use Plan

Under the State Aeronautics Act, Article 3.5, Section 21670 *et seq.*, all counties that have one or more airports (served by a scheduled airline) must establish an airport land use commission (ALUC). The ALUC is then required to develop and adopt a comprehensive airport land use plan (CLUP)[6] for areas surrounding its airports. The CLUP must: "(1) specify how land near airports must be used, based on safety and aircraft noise considerations; (2) develop height restrictions and airspace protection for proposed land development; and (3) set construction standards for buildings near airports, including soundproofing requirements for proposed buildings" (San Mateo County Comprehensive Airport Land Use Plan, p. I.-1).

6 This section of the EIR uses the abbreviation "ALUC" to refer to both the San Mateo Airport Land Use Commission and to the San Mateo County Land Use Committee. The San Mateo County Airport Land Use Commission has delegated its work concerning airport/land use planning issues to the Airport Land Use Committee. Therefore, the San Mateo County CLUP refers to the San Mateo County Land Use Committee as the ALUC. This abbreviation is more commonly used to refer to the Commission, as noted in the State of California Department of Transportation's *Airport Land Use Planning Handbook*, pp. 1-1 through 1-2.

The San Mateo County ALUC developed and implements the *San Mateo County Comprehensive Airport Land Use Plan* (CLUP), adopted in December 1996. The CLUP incorporates three individual airport land use plans, including the San Francisco International Airport Land Use Plan. The CLUP also establishes the procedures by which the Land Use Commission reviews proposed local agency actions that affect land within San Mateo County's airport land use areas. The Specific Plan area is located with the SFIA Airport Land Use Plan area, and land use would be restricted by both the SFIA 1995 Federal Aviation Administration (FAA)-accepted Noise Exposure Map (NEM), and the relevant Federal Aviation Regulations (FAR) Part 77 "Objects Affecting Navigable Airspace," which restricts building height. Compatibility standards for the CLUP's noise standards are summarized in Table III.B.4, below. Land use would also be restricted by the safety guidelines outlined in the San Mateo County CLUP which restrict the following hazardous uses:

- Any use that would direct a steady or flashing light of white, red, green, or amber color toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing, other than FAA-approved navigational lights.
- Any use that would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or engaged in a straight final approach toward a landing.
- Any use that would generate smoke or rising columns of air.

Table III.B.5 summarizes land use goals, objectives, and policies of the San Mateo County CLUP that may affect development in the Specific Plan area.

OTHER RELEVANT POLICIES AFFECTING LAND USE

California Subdivision Map Act

The California Subdivision Map Act (California Government Code §§66410 through 66499.58) gives a city the power to regulate and control the design and improvement of subdivisions within its boundaries. Each city must adopt an ordinance regulating and controlling subdivisions required by the Map Act to have either a tentative and final map, or a parcel map. The goals of the Act are to "encourage orderly community development by providing for the regulation and control of the design and improvement of the subdivision, with a proper consideration of its relation to adjoining areas; to protect the public and individual transferees from fraud and exploitation; and to ensure that the areas within the subdivision that are dedicated for public purposes will be properly improved by the subdivider so that they will not become an undue burden on the community" (Curtin, 1999).

California Department of Transportation

The California Department of Transportation (Caltrans) is responsible for maintenance and/or changes to San Bruno's interstate and state routes, including State Route 82 (El Camino Real). Any new curb cuts along El Camino Real within the Specific Plan area, would be subject to a State Encroachment Permit, as required by the *California Permit Handbook*.

TABLE III.B.4
AIRCRAFT NOISE/LAND USE COMPATIBILITY STANDARDS FOR SAN FRANCISCO INTERNATIONAL AIRPORT PLAN AREA[1]

Land Use	CNEL Range[2]	General Land Use Criteria	Applicability to City of San Bruno
Residential *(includes schools, libraries, churches, hospital, nursing homes, and auditoriums)*	Less than 65 dB	Compatible, with little noise impact; requires no special noise insulation for new construction	Most of San Bruno west of El Camino Real, including Belle Air School, San Bruno Park (First and Third Addition), Lomita Park
	65 dB to 70 dB	Conditionally compatible	Most of Belle Air Park South, San Bruno Park, portions of San Bruno Park (First Addition) and Belle Air Park South
	Greater that 70 dB	Incompatible; no new construction or development should be undertaken	Includes San Bruno Park (Fifth Addition) and Belle Air Park (North), a portion of Belle Air Park (South).
Commercial *(includes movie theaters, motels/hotels, sports arenas, playgrounds, cemeteries, golf courses)*	Less than 70 dB	Compatible	Most of San Bruno west of El Camino Real, most of the central business district
	70 dB to 80 dB	Conditionally compatible	Includes Tanforan Park Shopping Center and San Bruno Avenue East.
Industrial	Less than 75 dB	Compatible	All of the City of San Bruno.
Open Space *(includes agriculture, mining, fishing, spectator sports, and some recreational facilities)*	Less than 75 dB	Compatible	All of the City of San Bruno.

[1] City/County Association of Governments, *San Mateo County Comprehensive Airport Land Use Plan*, "San Francisco International Airport Plan," pp. V.-13-V.-14.

[2] Note that San Bruno's General Plan and the San Mateo County Airport Land Use Commission use CNEL as the basis for land use-noise compatibility criteria, while the FAA uses Ldn for some criteria and CNEL for others.

TABLE III.B.5
SUMMARY OF RELEVANT GOALS, OBJECTIVES, AND POLICIES OF THE SAN MATEO COUNTY COMPREHENSIVE AIRPORT LAND USE PLAN

Goal, Objective, or Policy	Text
Goal	Specifically, airport land use plans (CLUPs) have two purposes: • To 'provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission. . .' • To 'safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general.' (p. II.-1, citing section 21675[a], State Aeronautics Act)
General Policy (GP) – Administration of the CLUP (Admin): 1(b)	The policies contained in this CLUP are intended to help achieve compatibility between proposed land use development and/or proposed airport development with airport and aircraft operations. The policies contained herein do not apply to existing development in an airport environs area. (p. II.-7)
GP – Admin: 1(c)	Existing incompatible development in an airport environs area is recognized by the Airport Land Use Commission (C/CAG) as incompatible with the relevant policies and criteria contained in this [CLUP]. (p. II.-7)
GP – Airport/Land Use Compatibility Issues (Compatibility)/Noise Impact Reduction: (b)	The 65 dB CNEL[1] noise contour shall define the noise impact boundary for San Francisco International Airport, based on the operating and noise characteristics of the air carrier aircraft that operate at that airport. (p. II.-8)
GP – Compatibility/Noise Impact Reduction: (c)	The [ALUC] shall be guided by the aircraft noise/land use compatibility criteria table for each airport, as contained here (see individual airport land use plan chapters), when considering the consistency of a proposed local agency land use policy action with the relevant airport land use plan. (p. II.-8)
GP – Compatibility/Safety: (d)	The [ALUC] shall be guided by the safety/land use compatibility table for each airport, as contained here (see safety sections of the individual airport land use plan chapters), when considering the consistency of a proposed local agency land use policy action with the relevant airport land use plan. (p. II.-10)
GP – Compatibility/Height Restrictions/Airspace Reduction (Height): (a)	The applicable provisions of Federal Aviation Regulations (FAR) Part 77, 'Objects Affecting Navigable Airspace' are hereby incorporated, by reference, into this CLUP, to establish height restrictions and airspace protection in the vicinity of each airport located in San Mateo County. (p. II.-11)
GP – Compatibility/Height: (b)	The [ALUC] shall be guided by the relevant provisions in FAR Part 77 when considering the consistency of a proposed local agency land use policy action with the relevant airport land use plan. (p. II.-11)

TABLE III.B.5 (Continued)
SUMMARY OF RELEVANT GOALS, OBJECTIVES, AND POLICIES OF THE SAN MATEO COUNTY COMPREHENSIVE AIRPORT LAND USE PLAN

Goal, Objective, or Policy	Text
GP – Compatibility/Height: (c)	Any object or structure that would penetrate any of the imaginary surfaces defined in FAR Part 77, for each airport located in San Mateo County, shall be considered as an obstruction to air navigation, and therefore, inconsistent with the relevant airport land use plan. (p. II. 11)
GP – Compatibility/Height (d)	The [ALUC] shall inform the local agency and the project developer of the federal requirement to notify the FAA of proposed land development in the vicinity of an airport, via notice requirements contained in FAA Form 7460-1, "Notice of Proposed Construction or Alteration." (p. II.-11)

1 dB is decibel; CNEL is Community Noise Equivalent Level.

SOURCE: City/County Association of Governments of San Mateo County (C/CAG), *San Mateo County Comprehensive Airport Land Use Plan*, December 1996, pp. II.6-II.12.

The City has submitted a Project Study Report to Caltrans to obtain approval for a new intersection along El Camino Real, mid-block between Sneath Lane and I-380. The new intersection would allow access to the Specific Plan area and the Tanforan Park Shopping Center from both directions along El Camino Real. The City is also negotiating with Caltrans to allow the City to issue minor encroachment permits along El Camino Real.

IMPACTS AND MITIGATION MEASURES

APPROACH TO ANALYSIS

The development proposed as part of the Specific Plan is evaluated in this document to determine its compatibility with the applicable plans and policies, including land use and zoning designations and design guidelines for the area near the Specific Plan area, in order to determine the potential for significant land use impacts. In addition, the Specific Plan and its proposed uses are evaluated in terms of their compatibility with land uses surrounding the Specific Plan area and in close proximity to the project site.

SIGNIFICANCE CRITERIA

Appendix G of the CEQA *Guidelines* (revised October 28, 1998) states that a project could significantly impact land use if it would:

- Physically divide an established community;

- Conflict with any applicable land use plan, policy, or regulation or an agency with jurisdiction over the project, including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance adopted for the purpose of avoiding or mitigating an environmental impact.

- Conflict with any applicable habitat conservation plan or natural community conservation plan.

The proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan. Further explanation is provided in the Initial Study, attached as Appendix A.

OPERATIONAL IMPACTS

Impact B.1: Development proposed as part of the Specific Plan could physically divide an established community. This would be a less than significant impact.

Development proposed as part of the Specific Plan would take place at the U.S. Navy site and the adjacent commercial strip along El Camino Real, leaving the northern portion of the U.S. Navy site in use as a Marine Corps Reserve Center. Existing buildings would likely be demolished, leaving the Marine Corps Reserve Center and environs as the sole remaining military structure. Figure II.4, in Section II., *Project Description*, maps the locations of the land uses proposed by the Specific Plan.

The U.S. Navy site is a discrete and established area that is physically separated from other areas of the Specific Plan area, as well as from the City of San Bruno, by fencing on three sides and a guard station that monitors the entrance onto the site. The site is further separated by the adjacent I-380 right-of-way and Caltrans lands along the southern perimeter. The fourth side is occupied by the Federal Archives Building, which is accessible from Cherry Avenue, and from the internal roadway network at the U.S. Navy site.

The proposed Specific Plan consists of objectives, policies, land uses and development guidelines that would open up the once closed off U.S. Navy site to the general public and make it part of the surrounding San Bruno community. Some of these objectives and policies include:

Objective LU-1: Create a pedestrian friendly, mixed-use Transit-Oriented Development that encourages use of transit and promotes walkability and livability as part of a cohesive interactive community.

Policy LU-1.1: Establish land uses which are conducive to Transit-Oriented Development.

Policy LU-1.2: Establish land uses at an intensity that sustains an active pedestrian and public transit supportive environment.

Policy LU-2.2: Provide strong visual and pedestrian linkages to Tanforan Park Shopping Center and BART, as well as Bayhill Office Park and other adjacent land uses.

Objective CD-1: Implement Design and Development standards to create a visually attractive gateway development based upon the principles of a pedestrian-friendly transit-oriented development.

Policy CD-1.3: Implement Building Design Standards to create a sense of mass and scale compatible with a pedestrian-friendly transit-oriented development.

The new intersection on El Camino Real and the emphasis on transit-oriented development would link the site to the Tanforan Park Shopping Center and a new BART station across El Camino Real. The proposed office development would make use of regional transportation links that include the new BART station and the proximity of the site to I-380, I-280 and US-101. Proposed residential uses and hotel uses would provide a 24-hour presence at the site, as well as customers for San Bruno's businesses and participants in San Bruno activities. Development proposed as part of the Specific Plan would also remove *de facto* barriers within the Specific Plan area for residents living west of Cherry Avenue, as well as residents living in the Peninsula Place condominium complex in the western portion of the Specific Plan area, by improving circulation and removing the barriers required for security at the U.S. Navy site.

Lastly, the proposed Specific Plan clusters land uses so that residential uses would be located along the western edge of the U.S. Navy site, toward the center, at the point furthest away from El Camino Real, I-380 and Sneath Lane. Office uses are clustered nearest I-380, while hotel and commercial uses are located along El Camino Real. These clusters assure that the proposed uses would benefit from their proximity to similar uses, in appropriate locations within the U.S. Navy site. However, these clustered uses would not be physically separated from other land uses both within and near the Specific Plan area. The proposed pedestrian-friendly design of the Specific Plan would permit access to all parts of the U.S. Navy site, as well as access to the Tanforan Park Shopping Center, the San Bruno Office Park, the National Archives facility and existing residential units west of the U.S. Navy site.

The Specific Plan would therefore not physically divide an existing community, but would reconnect a now separate area to the surrounding city.

Mitigation Measure: None required.

Impact B.2: Development proposed as part of the Specific Plan would conflict with the City of San Bruno General Plan and the City of San Bruno Zoning Ordinance. This would be a significant impact.

The proposed Specific Plan proposes new land use designations, densities, and design guidelines for the area to be developed as part of the Specific Plan. Development proposed as part of the Specific Plan is described in Table III.B.6, below. In general, the land uses would change from military, public and quasi-public uses to residential, commercial (hotel and retail) and regional office uses (see Figures III.B.1 and II.4). Proposed buildings heights and densities would

TABLE III.B.6
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN
DEVELOPMENT ASSUMPTIONS – VOTER APPROVAL REQUIRED
(Rounded)

	No. of Units	Total Square Feet	No. of Parking Spaces	Maximum Height/No of Stories
Market Rate Residential	160		180	65 feet/ 4 stories (over parking)
Affordable Residential	50		55	65 feet/ 4 stories (over parking)
Assisted Senior Residential	190		95	75 feet/ 6 stories
Office (2 buildings)		285,000 sq. ft.	810	90 feet/ 5 stories
Retail		20,000 sq. ft.	Not required[1]	Per Zoning
Commercial		15,000 sq. ft.	50-75[2]	Per Zoning
Hotel	400-500 rooms		340-425	90 feet/ 6 stories (half level underground parking)
Total	Residential: 400 Hotel: 400-500 rooms	Office, Retail and Commercial: 320,000 sq. ft.	1530-1640	

1 Parking spaces not required for ancillary service.
2 No of parking spaces depends on office/commercial mix. Number of parking spaces could be one space per 200 sq. ft. for medical office space or banks to one space per 300 sq. ft. for general office.

SOURCE: City of San Bruno, ESA

range from 50 feet (three stories) in height to 90 feet. Development is proposed for the U.S. Navy site and the adjacent commercial area along El Camino Real. This area overlaps a portion of the San Bruno Redevelopment Project Area Plan, but proposes a less intense use of the land than the Redevelopment Plan. The City does not currently anticipate new development in the remaining 34.5-acres of the Specific Plan, some of which is also located with the Redevelopment Plan Project Area.

The Specific Plan proposes specific land use densities, building heights and structural land coverages that differ from proximate uses in the General Plan. While the General Plan has a high density residential designation of up to 30 units per acre with a maximum height of 35 feet, the Specific Plan proposes up to 40 residential units per acre (with a 25 percent bonus for affordable housing, or up to 50 dwelling units per acre) with a maximum height of up to 65 feet. While the General Plan has a regional office land use designation that permits 34,800 sq. ft. per acre and a maximum height of 50 feet or three stories, the Specific Plan proposes 150,000 sq. ft. in one 90 foot structure, and 135,000 sq. ft. in another 90 foot structure, on approximately 6.5 acres for a total of approximately 43,560 sq. ft. per acre. The Specific Plan also proposes a hotel that is 90 feet in height. (Development proposed for the commercial strip would be constructed to meet existing zoning regulations.)

Neither the City of San Bruno General Plan nor the City of San Bruno Zoning Ordinance permit residential uses, even as a conditional use, at the U.S. Navy site. In addition, Ordinance No. 1284 prohibits the construction of buildings higher than 50 feet or three stories in height, whichever is more restrictive, and prohibits the construction of parking structures. Voter approval would be required for any buildings higher than 50 feet or three stories, and for any proposed parking structure.

The City has embarked upon a process to update both its General Plan and its Zoning Ordinance. The land uses proposed as part of the Specific Plan would, at the very least, require a General Plan Amendment and amendments to the Zoning Ordinance.

Mitigation Measure B.2: The City of San Bruno shall concurrently amend its General Plan and Zoning Ordinance with the adoption of the Specific Plan.

Significance after Mitigation: Less than Significant.

REFERENCES – Land Use, Plans and Policies

(All printed references are available at the San Bruno Planning and Building Department, City Hall, 567 El Camino Real, San Bruno, unless otherwise noted.)

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San Bruno Redevelopment Agency, *Redevelopment Plan: San Bruno Redevelopment Project*, July, 1999.

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C. AIRPORT SAFETY

SETTING

San Francisco International Airport (SFIA) is located adjacent to San Bruno and east of U.S. 101. SFIA has a total of four runways, of which two are east-west runways (10R-28L and 10L-28R) and two are north-south runways (1L-19R and 1R-19L). Figure III.C.1 shows the SFIA runway configuration, generalized flight tracks, and the percentage use by each track. Because all aircraft do not follow a single, specific path in the sky, the tracks shown in Figure III.C.1 should be considered centerlines of flight paths for aircraft arrivals and departures from SFIA. Approximately 90 percent of the arrivals at SFIA occur on Runways 10R-28L and 10L-28R, with approaches over San Francisco Bay. In addition, approximately 70 percent of the departures occur over the Bay from Runways 1L-19R and 1R-19L (FAA, 1998). Portions of San Bruno are situated beneath flight tracks for arrivals and departures on runways 10R-28L and 10L-28R. Arrivals on these runways occur less than 1 percent of the time, while departures occur approximately 16 percent of the time (FAA, 1998).

REGULATORY ENVIRONMENT

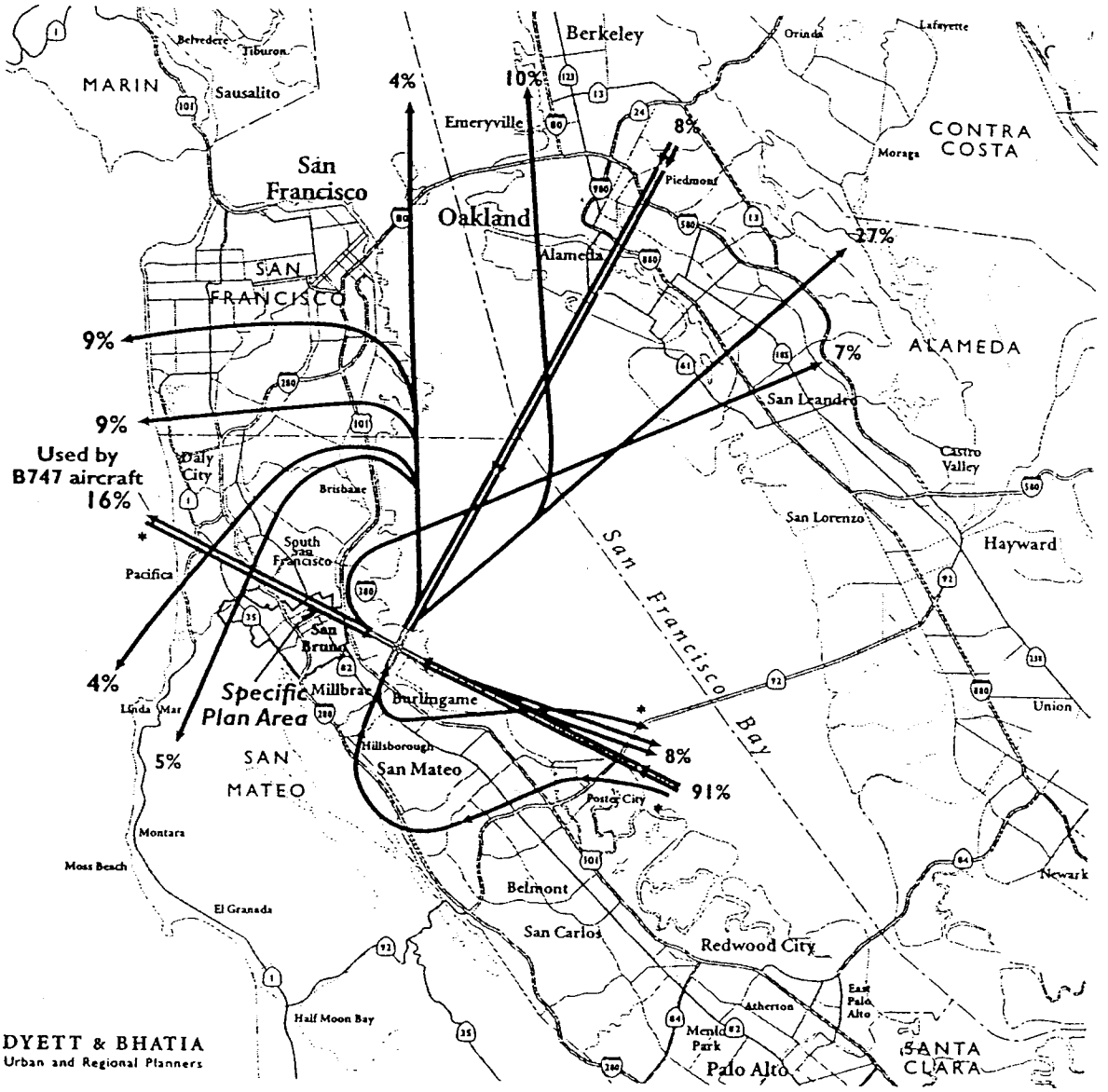
Federal

Federal Aviation Administration

The Federal Aviation Administration (FAA) is the agency of the U.S. Department of Transportation that is charged with (1) regulating air commerce to promote its safety and development; (2) achieving the efficient use of navigable airspace of the United States; (3) promoting, encouraging, and developing civil aviation; (4) developing and operating a common system of air traffic control and air navigation for both civilian and military aircraft; and (5) promoting the development of a national system of airports. As part of its mission, the FAA has established runway protection zones (RPZ), object free areas (OFA), and Federal Aviation Regulation (FAR) Part 77 obstruction criteria.

The RPZ is a ground-level, trapezoidal-shaped area where the placement of obstacles or hazards in the path of landing aircraft is prohibited. The OFA is a rectangular-shaped area at the physical end of each runway designed for safety purposes to ensure that stationary objects are not placed within proximity of the runway.

The FAR Part 77 obstruction clearance criteria are imaginary surfaces that extend outward from the end of a runway and define maximum heights of structures that cannot be exceeded in the airport vicinity without creating a hazard to aircraft navigation. Generally speaking, the FAR Part 77 criteria limit the location and height of structures both on and off airport property. These criteria are intended to prevent buildings and other objects from penetrating the airspace required to effect safe aircraft takeoffs and departures.



Arrows are representative of flight corridors that are up to several miles wide and encompass a greater area than shown by these lines and arrows. Actual aircraft are more widely dispersed than shown.

Percentages shown represent average annual use of the tracks by departing air carrier aircraft (except B747's) during the daytime. Actual use of a track on a particular day depends on what runways are being used.

* Used by fewer than 1% of arriving or departing aircraft.

Source: FAA, 1998

U.S. Navy Site and Its Environs Specific Plan - Figure III.C.1

San Francisco International Airport Flight Patterns

Facilities at airports, including SFIA, are subject to and must comply with the above-described FAA protection areas. The RPZs for each of SFIA's runways are almost entirely on airport property and do not extend into San Bruno. The imaginary surfaces defined by FAR Part 77 include "primary surfaces" (which encompass the runway), "horizontal surfaces," "approach surfaces," "transitional surfaces," and "conical surfaces." Some of these surfaces extend beyond the boundaries of SFIA, over the Cities of Burlingame, Millbrae, San Bruno, and South San Francisco. The FAR Part 77 surfaces extend from the landing thresholds of the runways at SFIA at a ratio of 50:1, which means the height of the imaginary surface rises 1 foot for every 50 feet of distance from the end of the runway. Figure III.C.2 shows the FAR Part 77 imaginary surfaces as they extend over the Specific Plan area. Portions of the Specific Plan area are within the "horizontal surface" and the "approach surface." Within the "horizontal surface" area, the height of objects cannot exceed 161 feet above mean sea level (AMSL). The permissible building height is the difference between the height of the horizontal plane and the ground elevation AMSL.

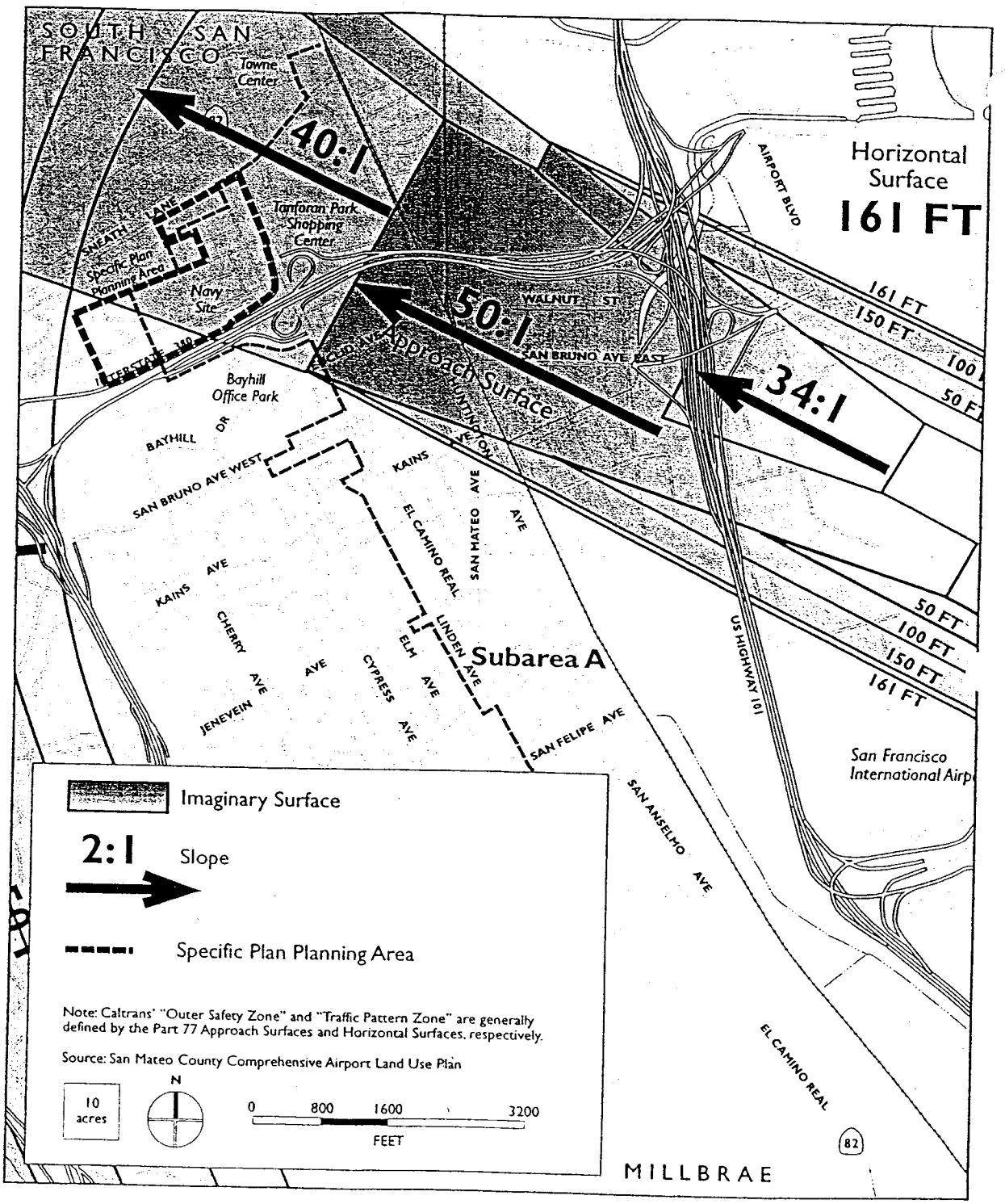
Local jurisdictions that engage in projects that could affect the FAR Part 77 imaginary surfaces for SFIA must notify the FAA of such actions. With respect to the proposed Specific Plan, individual project sponsors must notify the FAA of any proposed construction that is subject to the applicable FAR Part 77 provisions. Formal noticing requirements are met by completing and filing a FAA Form 7460-1, "Notice of Proposed Construction or Alteration that May Affect the Navigable Airspace." FAA Form 7460-1 can be obtained from the FAA Airports District Office in Burlingame, California. A separate form must be filed for each development proposal, once defined.

Upon receipt of a completed FAA Form 7460-1, the FAA conducts an aeronautical study to determine the impact, if any, on the airspace in the immediate vicinity of the airport. The FAA study results in one of the following determinations: (1) no hazards, (2) obstruction, or (3) hazard to air navigation. The "hazard" determination is the most severe in terms of the impact on airspace. It should be noted that the FAA does not have approval authority over the proposed Specific Plan; however, it does have control over SFIA operations that may be affected or limited by development in surrounding communities.

State

Caltrans, Division of Aeronautics

In 1990, Assembly Bill 1464 was passed authorizing the California Department of Transportation (Caltrans) Division of Aeronautics to establish an Airport Land Use Commission (ALUC) in each county that has one or more airports served by a scheduled airline or one or more airports used by the general public. The commissions were directed to develop comprehensive airport land use plans. Caltrans prepared the *Airport Land Use Planning Handbook* (Handbook) as a tool for ALUCs to use in considering airport planning matters. The primary intent of the Handbook is to identify airport and land use compatibility concepts and issues (Caltrans, 1993).



DYETT & BHATIA
Urban and Regional Planners

U.S. Navy Site and Its Environs Specific Plan, San Bruno CA - Figure III.C.

FAR Part 77 Imaginary Surfaces

Pursuant to CEQA Section 21096, the Specific Plan area is within an area that warrants analysis using the Caltrans guidelines. In Chapter 9, Safety Compatibility Policy Issues, the Handbook suggests guidelines for use by the ALUCs in promoting compatibility between airports and surrounding land uses. These guidelines define height limitations and land use restrictions according to zones. Like the FAR Part 77 surfaces, the Handbook zones extend outward from the immediate area of the runway ("the Inner Safety Zone") to the "Traffic Pattern Zone," the limits of which "could generally be defined by the FAR Part 77 horizontal surface" (Caltrans, 1993). The "Outer Safety Zone" is an extension of the inner safety zone, "suggested to consist of either the FAR Part 77 approach zone or an equivalent rectangular area, modified as necessary to follow major flight tracks." Portions of the Specific Plan area are located within the "Outer Safety Zone" and the "Traffic Pattern Zone" for SFIA. No development is proposed for the area within the "Traffic Pattern Zone." Table III.C.1 presents the Handbook guidelines for land uses within these zones. These guidelines are "recommendations and suggestions for consideration by individual airport land use commissions, counties, and cities" and are not regulations, policies, or standards (Caltrans, 1993).

Local

Airport Land Use Commission

In San Mateo County, the City/County Association of Governments of San Mateo County (C/CAG) is the designated ALUC. According to state law, ALUCs are authorized to: (1) specify how land near airports is to be used, based on safety and aircraft noise considerations; (2) develop height restrictions for proposed construction; and (3) set construction standards for buildings near airports, including soundproofing requirements. The ALUCs, however, are not given authority over airport operations (C/CAG, 1996).

C/CAG published and adopted the most recent *San Mateo County Comprehensive Airport Land Use Plan* (San Mateo County CLUP) in 1996. The purpose of the San Mateo County CLUP is to provide for the orderly growth of SFIA and its surrounding environs. Like Caltrans' Handbook, the San Mateo County CLUP establishes airport/land use compatibility policies based on the following areas of primary concern:

- Aircraft Noise Impact Reduction – reduce the exposure of persons to noise impacts from airport and aircraft operations.
- Safety of Persons on the Ground and in Aircraft in Flight – minimize the number of persons exposed to hazards related to aircraft operations and accidents.
- Height Restrictions/Airspace Protection – protect the navigable airspace around airports for the safe and efficient operation of aircraft in flight.

Airport planning boundaries define where height, noise, and safety standards, policies, and criteria are applied to certain proposed land use policy actions. ALUC height standards for determining obstructions to air navigation are defined in FAR Part 77, Objects Affecting Navigable Airspace. C/CAG uses these criteria to determine the consistency of a proposed land

TABLE III.C.1
CALTRANS GUIDELINES FOR LAND USES WITHIN THE TRAFFIC PATTERN AND OUTER SAFETY ZONES OF SFIA

Land Use Category	Outer Safety Zone	Traffic Pattern Zone
Density of Use	The types of land uses that represent concerns within Outer Safety Zones are similar to those in the Inner Safety Zones, but somewhat higher densities of use can be considered acceptable. For example, whereas shopping centers and multi-story office buildings are unacceptable close to the runway, small shopping centers and two-story offices are reasonable within the Outer Safety Zone. Concentrations of people should be limited to no more than 60 to 100 per acre.	Only very large assemblies of people – in the 150 or more persons per acre range – need to be avoided.
Residential Land Uses	Typical subdivision-density residential development should continue to be avoided in this zone. Rural residential uses with lot sizes in the 2- to 5-acre range can be considered acceptable.	In small communities, typical residential subdivision densities of four to six dwelling units per acre are acceptable from a safety perspective. In urban areas, even higher densities may be reasonable, especially if development is clustered to provide open space, as discussed below.
Special Functions	Most special land use functions, particularly schools, hospitals, and so on, should be avoided in the outer safety zone.	Schools, hospitals, and nursing homes should be avoided in traffic pattern zones unless no other feasible alternatives are available.
Open Space	Approximately 25 to 30 percent usable open space should be maintained within the 500-foot-wide strip along the extended runway centerline, and 10 to 15 percent overall.	Elsewhere within the airport environment, 10 to 15 percent usable open space or an open area approximately every ¼ to ½ mile should be provided.

SOURCE: Caltrans, *Airport Land Use Planning* Handbook, 1993.

use policy action with the relevant provisions of the San Mateo County CLUP. The San Mateo County CLUP states "any proposed new construction or expansion of existing structures that would penetrate any of the FAR Part 77 imaginary surfaces for SFIA, as adopted by the ALUC (C/CAG), is deemed to be an incompatible land use, unless either the FAA has determined that the proposed structure does not constitute a hazard to air navigation or the State Aeronautics Program has issued a permit to allow construction of the proposed structure." Accordingly, local jurisdictions within the boundaries of the San Mateo County CLUP, such as San Bruno, must work with ALUC staff when considering development proposals that may impact FAR Part 77 airspace height limitations.

Airport noise levels are governed by California Administrative Code, Title 21, Subchapter 6, Noise Standards (C/CAG, 1996). The San Mateo County CLUP establishes the 65 dBA CNEL[1] noise contour as the noise impact boundary for SFIA and establishes noise compatibility standards for various land uses. (Noise compatibility issues are addressed in detail in Section III.I, Noise.)

The primary objective of the ALUC's safety compatibility guidelines is to minimize the risks associated with potential aircraft accidents. There are two components to this objective:

- Safety on the Ground – to provide for the safety of persons and property on the ground in the event of an aircraft accident near an airport.
- Safety of Aircraft Occupants – to enhance the chances of the survival of the occupants of an aircraft involved in an accident that takes place beyond the immediate runway.

Generally speaking, the ALUC's main policy is to keep immediate approach zones free of structures. Certain types of land uses are recognized by the ALUC as hazards to air navigation in the vicinity of SFIA. These include:

- any use that would direct a steady or flashing light of white, red, green, or amber color toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing, other than an FAA-approved navigational signal light or visual approach landing;
- any use that would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing;
- any use that would generate smoke or rising columns of air;
- any use that would attract large concentrations of birds within approach-climbout areas;
- any use that would generate electrical interference that may interfere with aircraft communications or aircraft instrumentation.

Unlike Caltrans' Handbook, the San Mateo County CLUP does not establish specific land use restrictions beyond those listed above.

According to the San Mateo County CLUP, a proposed land use policy action must be compatible with the above-described height and land use requirements for the ALUC to determine that the proposed action is consistent with relevant policies, standards, and/or other criteria contained in the San Mateo County CLUP (C/CAG, 1996). Pursuant to Public Utilities Code Section 21676,

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1 L_{eq}, the energy-equivalent noise level (or "average" noise level), is the equivalent steady-state continuous noise level which, in a stated period of time, contains the same acoustic energy as the time-varying sound level that actually occurs during the same period. L_{dn}, the day-night average noise level, is a weighted 24-hour noise level. With the L_{dn} descriptor, noise levels between 10:00 p.m. and 7:00 a.m. are adjusted upward by 10-dBA to take into account the greater annoyance of nighttime noise as compared to daytime noise. CNEL, the community noise equivalent level, is similar to L_{dn}, but an additional five dBA "penalty" is added to evening noise (7:00 p.m. to 10:00 p.m.). L_{dn} and CNEL are considered equivalent for most planning purposes. See Section III.I, Noise for a more detailed discussion of noise descriptors and principles.

all city and county general plans and other local land use and building regulations must be made consistent with the adopted airport land use plan, unless the city or county legislative body votes by two-thirds majority to overrule the airport plan and makes specific findings to justify not amending their regulations and general plans. With respect to proposed development in the Specific Plan area, C/CAG could consider the FAA's findings regarding airspace impacts related to any completed FAA Form 7460-1 as part of its review and final action on the proposed development.

PLAN CONSISTENCY

As described above, consideration of the consistency of the proposed Specific Plan with applicable airport land use plans is required under CEQA Section 21096. The height restrictions defined in the San Mateo County CLUP are consistent with those defined in Caltrans' Handbook, which reflect the FAR Part 77 surfaces shown in Figure III.C.2, whereas the land use restrictions differ among these plans and regulations.

Specific building heights under the proposed Specific Plan have yet to be determined. However, the maximum height of any of the proposed buildings would be 90 feet. The airport is at 11 feet above mean sea level (AMSL); San Bruno slopes upwards to the west. Based on U.S. Geological Survey topographic maps, the elevation of the U.S. Navy Specific Plan site is between 50 and 75 feet AMSL. At its closest point, the Specific Plan area is roughly 1.5 miles from Runway 10L-28R.

The majority of the Specific Plan area is within the "approach surface," which has a 40:1 height restriction; only the southwestern portion of the site where no development would occur, falls within the "horizontal surface," where the height of objects cannot exceed 161 feet AMSL. Based on the maximum height of proposed buildings and the distance from SFIA runways, none of the proposed uses would penetrate any of the FAR Part 77 height limits for SFIA. Therefore, development assumed as part of the Specific Plan would be consistent with the imaginary surfaces defined in FAR Part 77 and adopted in the San Mateo County CLUP.

Land use restrictions differ in the San Mateo County CLUP and the Handbook. The Handbook places restrictions on land uses in terms of density of use, residential land uses, special functions, and open space requirements, and the limitations are more stringent than those adopted in the San Mateo County CLUP. Some of the land use restrictions described in the Handbook may not be appropriate or practical in urbanized areas such as San Bruno. Some of the land uses proposed for the Specific Plan area appear to conflict with the density of use and residential land use restrictions specified in the Handbook (see Table III.C.1). For example, operation of the proposed hotel (with its restaurant and meeting/banquet facilities) would result in the concentration of people that exceeds the Handbook's recommended limit of 60 to 100 people per acre. The Specific Plan would not introduce the types of land uses recognized in the San Mateo CLUP as hazards to air navigation.

AIRCRAFT ACCIDENTS AT SFIA

The National Transportation Safety Board (NTSB) compiles aviation accident statistics for U.S. carriers. According to NTSB records, 11 aircraft incidents have occurred at SFIA since 1983, of which seven were classified as accidents. Three of the incidents occurred in 1983, three in 1984, and one in each of 1986, 1992, 1993, 1996, and 1997. Four of the 11 incidents occurred during aircraft parking. Three of the accidents resulted in injuries. The aircraft accident in 1984 involved a Lear LR-24 that crashed during its descent, resulting in three fatalities. A helicopter accident in 1993, probably related to variable wind conditions, resulted in one fatality and one serious injury. A taxiing accident in 1993 resulted in a fractured shoulder for an aircraft crew member (NTSB, 2000). Each of these incidents occurred within airport boundaries and did not affect property and residences in surrounding jurisdictions.

IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

Based on the revised *CEQA Guidelines*, a project would have a significant effect if it would result in a safety hazard for people residing or working in a project site 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 (Governor's Office of Planning and Research, 1999).

OPERATIONAL IMPACTS

Impact C.1: The proposed Specific Plan would expose residents and occupants of project facilities to a negligible level of risk associated with possible aircraft accidents at SFIA. This would be a significant impact.

Accident records for SFIA show that off-airport accidents have not occurred in recent history. The risk of an aircraft accident occurring within the Specific Plan area is low. Accident rates for all types of aviation in the U.S. have declined in recent decades. As of 1999, the total National Airspace System accident rate per 100,000 flight hours was 4.31. About 93 percent of the total of 2,049 aviation accidents in 1999 occurred in the General Aviation segment (1,908 accidents) (FAA, 2000). The great majority of aircraft accidents occur during departure or arrival, and on or immediately adjacent to the runway (Caltrans, 1993). For this reason, onboard injuries and fatalities are far more common than fatalities or injuries to persons on the ground. Thus, the risk to residents and occupants within the proposed Specific Plan area over the life of the project is assumed to be negligible. Implementation of the proposed Specific Plan would therefore not likely cause the rate of aircraft accidents at SFIA to increase, and there is no evidence to suggest that the projected increases in aircraft operations at SFIA would affect accident rates.

The Specific Plan, however, would increase the overall number of residents and property exposed to an aircraft accident, should one occur. Although the proposed Specific Plan would not affect the potential for aircraft accidents to occur, the fact that it would expose a greater number of persons to risk would be considered an adverse impact. Implementation of the following

measures would assure that development proposed as part of the Specific Plan is consistent with the height restrictions and safety guidelines defined in the San Mateo County CLUP.

Mitigation Measure C.1.a: The City of San Bruno will require that all building heights and associated roof structures proposed under the Specific Plan be consistent with the height limitations defined by FAR Part 77. Prior to construction, the project sponsors for any project within the Specific Plan area shall provide appropriate notification to the FAA via FAA Form 7460-1. (Identified in This Report)

Mitigation Measure C.1.b: The City of San Bruno shall prohibit the following uses within the Specific Plan area: (Identified in This Report)

- **Any use that would direct a steady or flashing light of white, red, green, or amber color toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing, other than FAA-approved navigational lights.**
- **Any use that would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or engaged in a straight final approach toward a landing.**
- **Any use that would generate smoke or rising columns of air.**
- **Any use that would attract large concentrations of birds within approach-climbout areas.**
- **Any use that would generate electrical interference that may interfere with aircraft communications or aircraft instrumentation.**

Mitigation Measure C.1.c: The City shall require all sponsors of new dwelling units and/or buildings for human occupation to record a notice of fair disclosure, regarding the proximity of the proposed development to San Francisco International Airport and of the potential impacts of aircraft operation, per the recommendations contained in the Final Report of the 1998 San Mateo County Civil Grand Jury, as implemented by the City of San Bruno.

Significance after Mitigation: Less than Significant.

REFERENCES – Airport Safety

(All printed references are available at the San Bruno Planning and Building Department, City Hall, 567 El Camino Real, San Bruno, unless otherwise noted.)

Caltrans, Division of Aeronautics, *Airport Land Use Planning* Handbook, December 1993.

City/County Association of Governments of San Mateo County (C/CAG), *San Mateo County Comprehensive Airport Land Use Plan*, December 1996.

Federal Aviation Administration (FAA), *Airport Master Plan Improvements, Final Environmental Assessment, Volume 1*, October 1998.

Federal Aviation Administration (FAA), *Aviation Safety Statistical Handbook, 1999 Annual Report*, 2000.

Governor's Office of Planning and Research, *CEQA Guidelines*, January 1, 1999.

National Transportation Safety Board (NTSB), http://nasdac.faa.gov/asp/asy_ntsb.asp, January 28, 2000.

D. TRANSPORTATION, CIRCULATION, AND PARKING

This section describes the project setting in terms of access and circulation opportunities, the potential impacts of the proposed project on the transportation and circulation system, and proposed mitigation measures for the identified impacts. The transportation section includes descriptions of existing traffic conditions and future traffic conditions under the Specific Plan. In addition, future traffic conditions without the proposed project are provided for comparative purposes.

This analysis focuses on intersection level of service, local transit impacts, pedestrian and bicycle impacts, on-site parking availability and demand, and the number of new vehicle trips generated by the proposed project. The analysis evaluates the full and effective implementation of the San Bruno Specific Plan for the future year 2020.

SETTING

EXISTING ROADWAY NETWORK

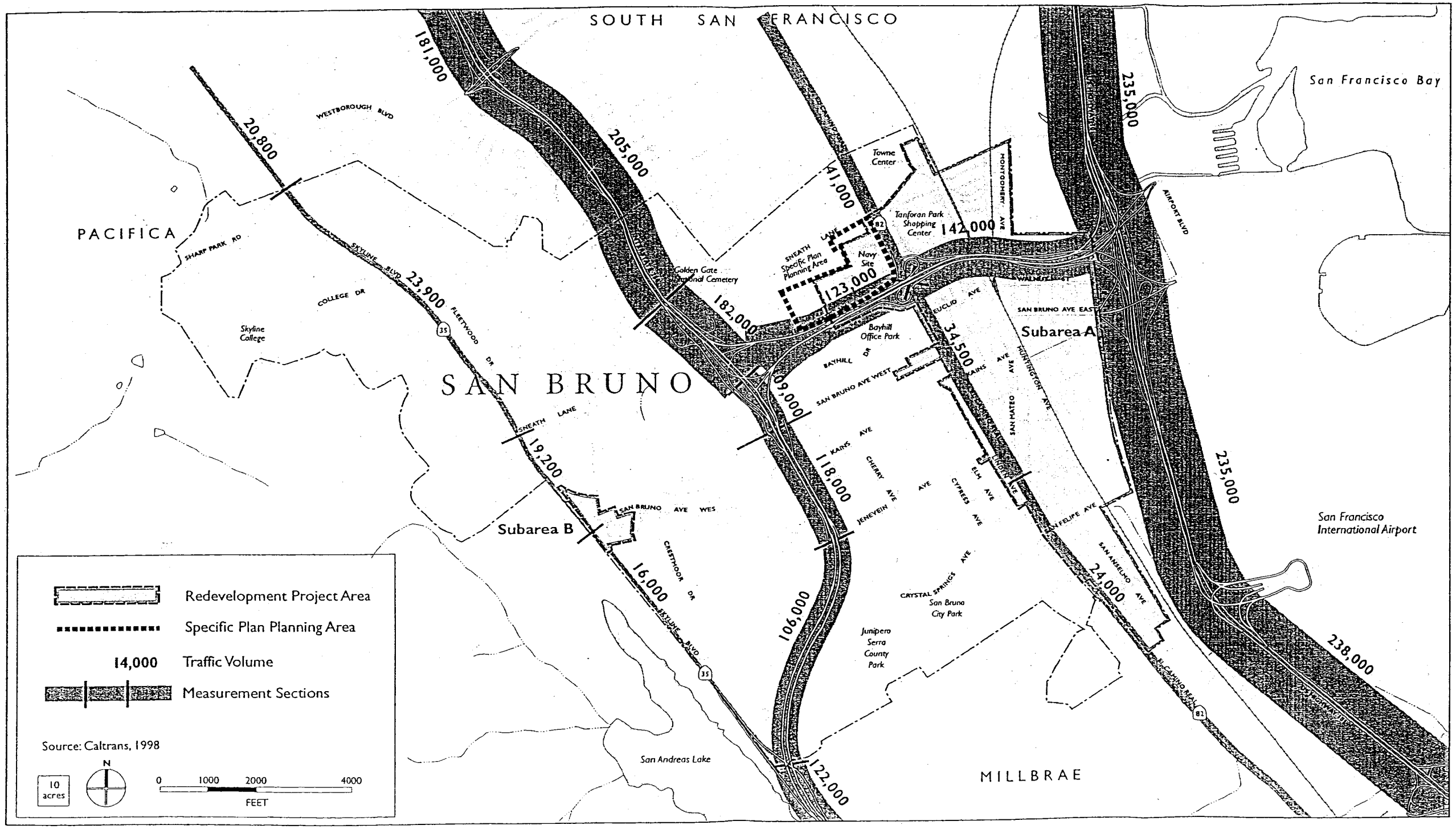
Regional Access

Figure III.D.1 provides a map of the existing transportation network. Regional access to the project area is provided via U.S. 101, I-280, I-380, El Camino Real (SR82), and Skyline Boulevard (SR35). These five roadways constitute Congestion Management Program (CMP) facilities as outlined in the 1999 San Mateo County CMP. Average daily traffic volumes for these roadways are from the *1999 Traffic Volumes on California State Highways* report (Caltrans, 2000) and are illustrated in Figure III.D.2.

U.S. 101 is an eight- to ten-lane freeway within San Mateo County. In the vicinity of the study area, it is an eight-lane freeway except in the segment between Millbrae Avenue and I-380 where it is a ten-lane facility. The average daily traffic (ADT) on U.S. 101 between San Bruno Avenue and the San Francisco International Airport interchange is 235,000 vehicles.

I-280 is a six- to twelve-lane facility within San Mateo County. In the vicinity of the study area, I-280 has four lanes in each direction with the exception of the alignment through the I-380 interchange, where there are three northbound and five southbound lanes. The ADT on I-280 north of Sneath Lane is 205,000 vehicles and is 118,000 vehicles south of San Bruno Avenue.

El Camino Real (SR82) is a four- to six-lane arterial that extends from the Santa Clara County line to the San Francisco County line. El Camino Real has six lanes in the vicinity of the project. The ADT on El Camino Real is 34,500 vehicles immediately south of I-380 and is 41,000 vehicles immediately north of I-380.



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U.S. Navy Site and Its Environs Specific Plan and San Bruno Redevelopment Plan Project Area, San Bruno, CA - Figure III.D.2

Regional Roadways Average Daily Traffic Volumes

TABLE III.D.1
STUDY INTERSECTION LOCATIONS

1. El Camino Real / Noor Avenue [1,2]
2. El Camino Real / Sneath Lane
3. El Camino Real /Tanforan Shopping Center Driveway [2]
4. El Camino Real / I-380 WB off-ramp
5. El Camino Real / I-380 EB off-ramp
6. El Camino Real / San Bruno Avenue [3]
7. Sneath Lane / I-280 SB on-/ off-ramps
8. Sneath Lane / I-280 NB on-/ off-ramps
9. Sneath Lane / Cherry Avenue
10. Sneath Lane / Commodore Drive [2]
11. Cherry Avenue / Commodore Avenue [2]

1 Intersection located in the City of South San Francisco.
2 Stop-controlled intersection.
3 CMP Intersection.

Note: Intersection numbers correspond to those included on Figure III.D.3.

SOURCE: DKS Associates, 2000

A detailed analysis of each intersection is provided in Attachment D.1, which is available at City of San Bruno offices (567 El Camino Real).

Public Transit

Two major public transit operators currently provide service in the project vicinity.

- Joint Powers Board (Caltrain)
- San Mateo County Transit District (SamTrans)

Figure III.D.4 provides a map of transit facilities in the study area.

Caltrain is a commuter rail service operating on the Peninsula between San Francisco and Gilroy. The alignment consists of approximately 77 miles of track and serves 33 stations. The San Bruno Station located near Huntington Avenue provides Caltrain service to local residents. During the BART-to-SFO construction, the Caltrain station is temporarily moved to I-380 and Herman Street. Daily ridership averaged 27,967 passengers in 1998, with approximately 650 passengers accessing Caltrain each day via the San Bruno Station.

Skyline Boulevard (SR35) varies in roadway type and number of lanes. SR35 is a two-lane arterial to the signalized intersection of Sneath Lane, then a four-lane arterial north of Sneath Lane to Sharp Park Road, and a two-lane arterial north of Sharp Park Road to Hickey Boulevard. The ADT for SR35 is 19,200 vehicles south of Sneath Lane, and 23,900 vehicles north of Sneath Lane.

There are currently no high-occupancy vehicle (HOV) lanes in the vicinity of the study area.

Local Access

Local access to the project area is provided via Sneath Lane, San Bruno Avenue, San Mateo Avenue, and Huntington Avenue (see Figure III.C.1). *Sneath Lane* provides local access between Skyline Boulevard (SR35) and Huntington Avenue. In the vicinity of El Camino Real (SR82), Sneath Lane is a four-lane facility. *San Bruno Avenue* is a local arterial that parallels I-380. In the vicinity of El Camino Real (SR82), San Bruno Avenue is a four-lane facility. In general, *San Mateo Avenue* and *Huntington Avenue* are local two-lane roadways. These local roadways are not CMP facilities.

Local Intersection Operations

Study intersections evaluated as part of this analysis were selected in cooperation with the City of San Bruno staff. Project study intersections are listed in Table III.D.1, and graphically depicted on Figure III.D.3. Weekday intersection operations were evaluated, using the *Circular 212* and *HCM 1994* methodologies with existing traffic volumes and lane geometries, in terms of "level of service" (LOS), which is a measure of driving conditions and vehicle delay. Levels of service range from LOS A (best) to LOS F (poorest). LOS A, B and C indicate satisfactory conditions where traffic can move relatively freely. LOS D describes conditions where delay is more noticeable. LOS E indicates conditions where traffic volumes are at or close to capacity, resulting in significant delays and average travel speeds that are one-third the uncongested speeds or lower. LOS F characterizes conditions where traffic demand exceeds available capacity, with very slow speeds (stop-and-go) and long delays (over a minute) and queuing at signalized intersections.

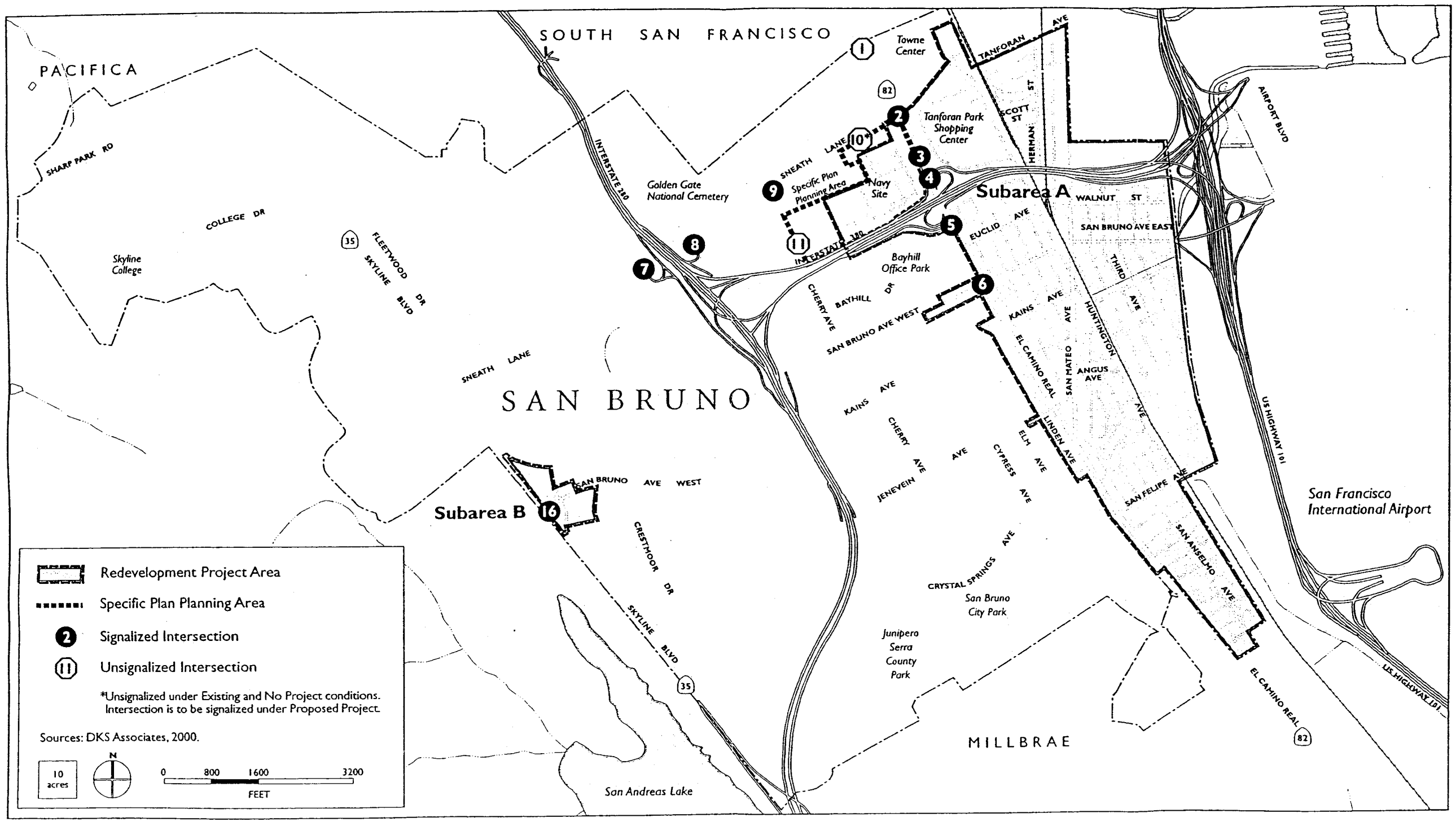
All study intersections currently operate at LOS D or better during the a.m., midday, p.m., and weekend peak-hours, except for three intersections (see Table D.4 in Appendix D):[1]

1. El Camino Real/Noor Avenue (LOS E during p.m. peak hour and LOS F during the weekend peak hour);

2. El Camino Real/Sneath Lane (LOS E during the weekend peak hour); and

10. Sneath Lane/Commodore Drive (LOS F during the p.m. and weekend peak hours, and LOS E during the midday peak hour); the westbound right-turn vehicles experience LOS E or F.

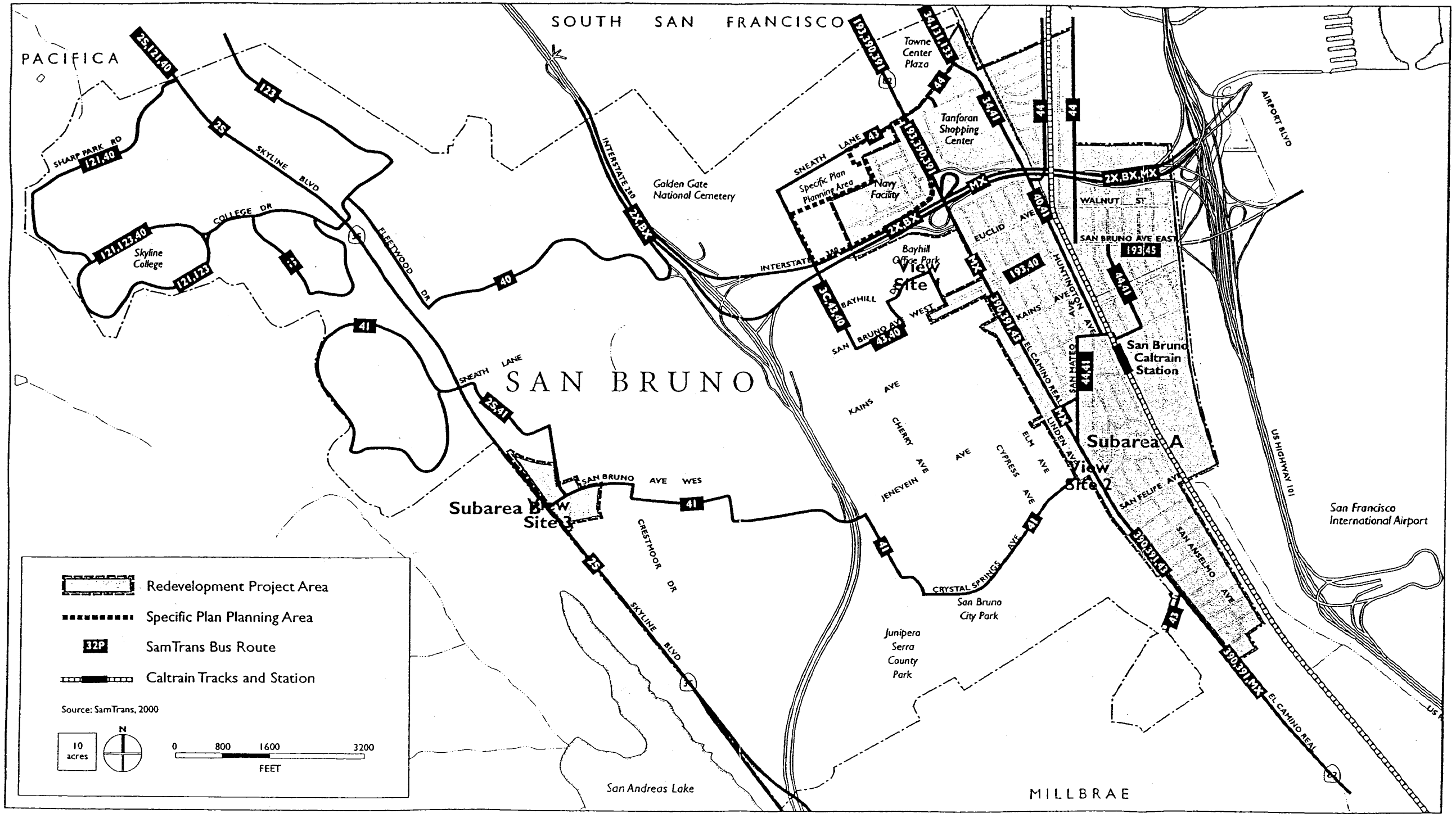
[1] The a.m. peak hour, midday peak hour, and p.m. peak hour are the one-hour periods that occur during the two-hour peak periods (from 7:00 to 9:00 a.m., 11:00 a.m. to 1:00 p.m., and 4:00 to 6:00 p.m.), respectively on a given midweek day. The weekend peak hour is the one-hour period that occurs during the two-hour peak period of 11:00 a.m. to 1:00 p.m. on a given weekend day.



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U.S. Navy Site and Its Environs Specific Plan and San Bruno Redevelopment Plan Project Area, San Bruno, CA - Figure III.D.3

Traffic Volume Measurement Locations



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U.S. Navy Site and Its Environs Specific Plan and San Bruno Redevelopment Plan Project Area, San Bruno, CA - Figure III.D.4

Existing Transit Network and Facilities

SamTrans operates fixed-route and paratransit bus routes in San Mateo County. Offering approximately 80 routes each weekday, SamTrans carries about 65,000 to 70,000 riders per day. The Specific Plan planning area is well-served by SamTrans, with bus services on Routes 193, 390, and 391. SamTrans is planning a number of improvements to their transit facilities over the next five years. The SamTrans Five-Year Improvement Plan is presently at its first stage, and over the next five years, the plan will provide effective access to the new BART stations. The changes will potentially impact and benefit current service to the study area.

Route 2X begins at the United Airline Maintenance Base at the San Francisco International Airport, travels directly through San Bruno via I-380, and terminates in Pacifica near the San Pedro Regional Park.

Route 2S begins at the Daly City BART Station, travels through a number of jurisdictions including Burlingame, Daly City, Colma, and San Bruno, and terminates at the south end of Millbrae near Skyline Boulevard. Within San Bruno, Route 2S travels mainly on Skyline Boulevard and I-280.

Route 193 (formerly 3B) begins at the San Francisco International Airport and ends at the Stonestown Shopping Center in San Francisco while traversing the cities of San Bruno, South San Francisco, Colma, and Daly City.

Route BX is an express route that provides San Francisco International Airport passengers and employees with direct access to the Colma BART Station. It passes through San Bruno using I-380, US 101, and I-280 to reach the San Francisco International Airport.

Route 390 (formerly 5L) travels from Palo Alto through Menlo Park, Atherton, Redwood City, San Carlos, Belmont, Hillsdale, San Mateo, Burlingame, Millbrae, San Bruno, South San Francisco, Colma, and Daly City BART. Route 390 provides access to BART, San Francisco MUNI, and Caltrain via the transfer centers at Colma and Daly City BART Stations. Along the southern part of the route there are several transfer points to Caltrain.

Route 391 (formerly 5M) travels from Palo Alto through Menlo Park, Atherton, Redwood City, San Carlos, Belmont, San Mateo, Burlingame, Millbrae, San Bruno, South San Francisco, Colma, Daly City, and San Francisco (with limited service to the Transbay Terminal in San Francisco). Route 391 provides access to BART, San Francisco MUNI, and Caltrain via the transfer centers at the Colma and Daly City BART Stations. Along the southern part of the route there are several transfer points to Caltrain.

There is now increased service on both **Routes 390** and **391,** and these routes will be reevaluated after the new BART stations are operational.

Route MX is an express route for commuters from the cities of San Mateo, Burlingame, Millbrae, and San Bruno with access to Downtown San Francisco. Route MX travels mainly along El Camino Real between San Mateo and San Bruno. After its last stop in San Bruno, Route MX travels directly to downtown San Francisco via I-380 and US 101. Before reaching its

terminus at the Transbay terminal, it provides a number of stops within Downtown San Francisco.

Route 121 connects Skyline College in San Bruno with Serramonte Shopping Center, Seton Medical Center, and the Colma BART Station. This route traverses Colma, Daly City, and San Bruno.

Route 123 connects Skyline College in San Bruno with Serra Center, Serramonte Shopping Center, Seton Medical Center, and the Colma BART Station. This route travels mainly along Oakmont Drive, College Drive, and Junipero Serra Boulevard.

Route 34 begins in San Bruno at the Tanforan Park Shopping Center. It traverses South San Francisco, and terminates at the north end of Brisbane, near San Francisco.

Route 131 traverses a number of cities including San Bruno, South San Francisco, Colma, and Daly City. This route provides access to a number of key destination points including the Colma BART station, the Serramonte Shopping Center in Daly City, the Metro Center in Daly City and the Tanforan Park Shopping Center in San Bruno.

Route 133 begins at the Tanforan Park Shopping Center in San Bruno, travels through Colma, and terminates in South San Francisco.

Route 40 begins at the Pacific Manor Shopping Center in Daly City and terminates at the Tanforan Park Shopping Center in San Bruno. Within San Bruno, Route 40 provides service to Skyline College and travels on a number of local arterials including San Bruno Avenue, Cherry Avenue, and Sneath Lane.

Route 41 serves a number of residential and commercial areas in San Bruno. Route 41 begins in the residential area near Portola Highlands Park and travels along a number of roadways including Huntington Avenue, San Mateo Avenue, Jenevein Avenue, Shelter Creek, and San Bruno Avenue.

Route 43 serves a number of jurisdictions including South San Francisco, San Bruno, Millbrae, and Burlingame. Within San Bruno, Route 43 travels along Sneath Lane, Cherry Avenue, San Bruno Avenue, and El Camino Real and provides access to the Tanforan Park Shopping Center.

Route 44 provides local residents with access to the San Bruno Caltrain Station and the Tanforan Park Shopping Center. Route 44 travels mainly along Huntington Avenue, San Mateo Avenue, and Herman Street.

Bicycle and Pedestrian Facilities

In San Bruno and the surrounding areas, responsibility for planning and providing bicycle facilities rests with the county, local cities, and Caltrans. Most city bicycle facilities are Class III

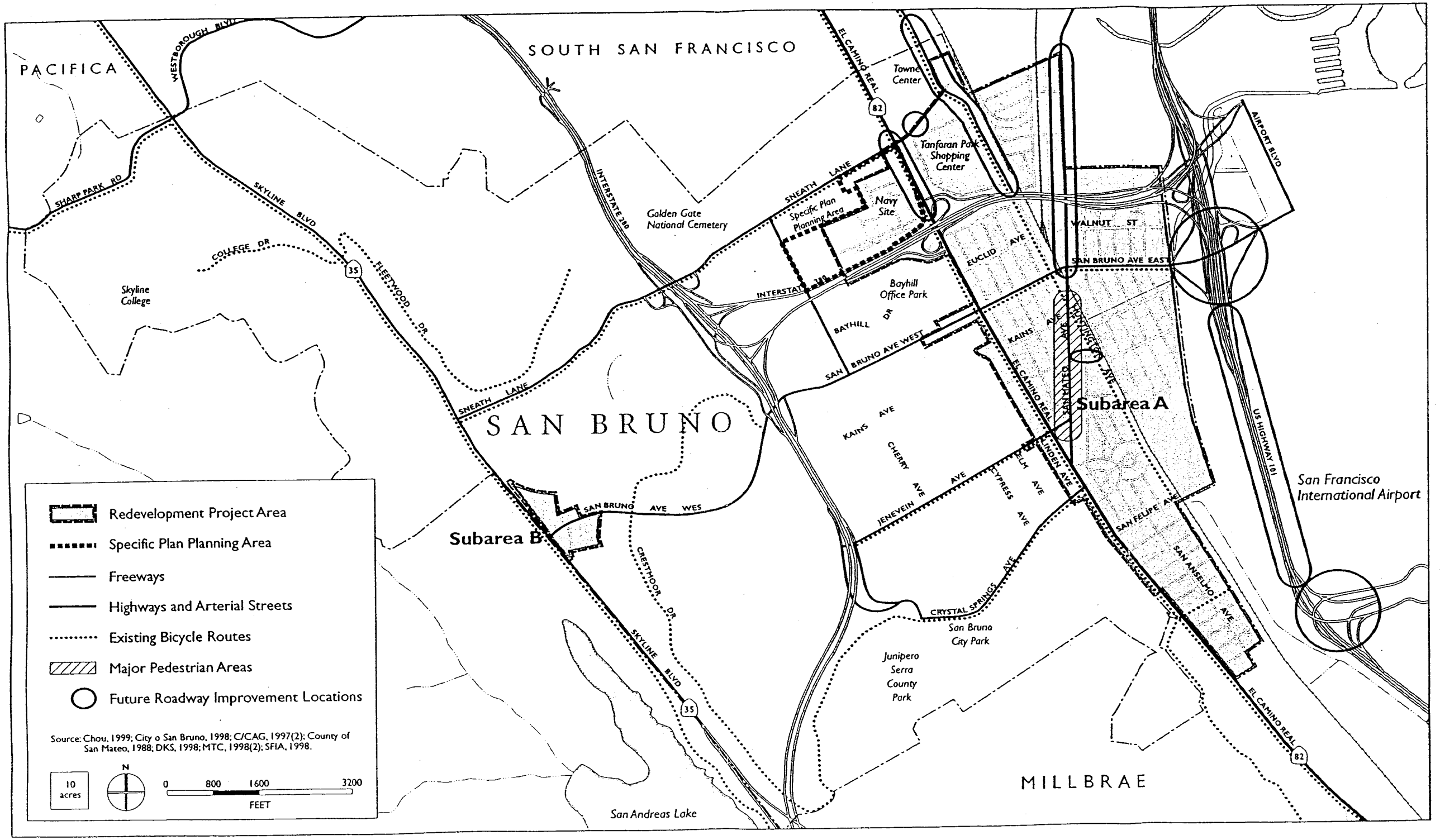
routes that share the roadways with vehicles. They are signed as bicycle routes, but do not have bicycle lane markings on the pavement. Some of these bicycle routes include:

- Sharp Park Road, west of Skyline Boulevard;
- Fleetwood Drive and College Drive, providing bicycle access to Skyline College;
- Jenevein Ave between Cunningham Way and El Camino Real;
- Crestmoor Drive between I-280 and San Bruno Avenue;
- El Camino Real throughout the City of San Bruno;
- Crystal Springs Avenue between I-280 and El Camino Real;
- Huntington Avenue from the northern end of San Bruno to Santa Inez, Park Place and Magnolia Avenue;
- Sneath Lane between El Camino Real and Skyline Boulevard'
- Skyline Boulevard, throughout the City of San Bruno; and
- Sawyer Camp Trail in the vicinity of San Andreas Lake.

In the existing condition, exclusive pedestrian facilities such as pedestrian trails and pedestrian bridge crossings are not provided in the study area. Sidewalks are typically provided along major arterials and residential roadways, and pedestrian crosswalks and signals are provided at most major intersections within the City of San Bruno.

PLANNED/PROGRAMMED TRANSPORTATION FACILITY IMPROVEMENTS

Within the study vicinity, a number of transportation facility improvements are planned/ programmed for installation. Over the past ten years, the City of San Bruno has been conducting a number of traffic studies. These traffic studies have analyzed potential traffic impacts of planned/programmed land use developments within the City, including the impacts of some of the developments proposed within the Specific Plan Area. Of particular note are the *North San Bruno Areawide Traffic Study* (conducted in 1986) and its corresponding update study conducted in 1998. As a result of these studies, the City of San Bruno has already identified a number of potential roadway improvements that would help improve traffic conditions in the future. Some of these improvements include widening of El Camino Real between Sneath Lane and I-380, installation of a new signal at the Tanforan Park Shopping Center entrance at El Camino Real, and modifications to a number of intersections within the City of San Bruno. These and other roadway improvements planned within the project vicinity are described below, and are illustrated in Figure III.D.5.



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U.S. Navy Site and Its Environs Specific Plan and San Bruno Redevelopment Plan Project Area, San Bruno, CA - Figure III.D.5

Future Transportation Network

ROADWAY IMPROVEMENTS

Regional Routes of Significance

El Camino Real Improvements between Sneath Lane and I-380 Westbound On-Ramps

Several improvements are already planned along El Camino Real, between Sneath Lane and I-380, and are not part of the development proposed as part of the Specific Plan. These improvements include, the widening of the east side of El Camino Real to accommodate new exclusive right turn lanes. At the El Camino Real/Sneath Avenue Intersection, the east and west legs of Sneath Lane are to be modified to accommodate two left turn lanes, two through lanes, and one right turn lane. The southbound approach lanes are to be restriped in order to increase the width of the right turn lane. Dual left turn pockets will be added along southbound El Camino Real for access to Tanforan Park Shopping Center at the El Camino Real/Tanforan Park Shopping Center Entrance.

Additional improvements may be required by the City of San Bruno as part of a development agreement with potential developers. Near the current right-turn-in / right-turn-out driveway at El Camino Real and the Tanforan Park Shopping Center Entrance, a break in the median is to be added to enable full access to the new developments at the existing Navy Site. As a part of the development, the Navy property owner would be responsible for the installation of the fourth leg.) This intersection is to be signalized.

Local Roadways

Huntington Avenue Improvements

Roadway improvements along Huntington Avenue are planned as part of the BART to SFO Extension Project in order to facilitate the proposed San Bruno BART station near the Huntington Avenue/Sneath Lane Intersection. Huntington Avenue is in the process of being realigned between Forest Lane and Sneath Lane. The Sneath Lane/Huntington Avenue intersection is to be signalized and the existing 3-legged intersection is to be converted into a 4-legged intersection (with access to the new BART station and the adjacent shopping center via the new south leg). A new BART Station passenger drop-off and bus transfer station is to be built along Huntington and two of the existing Tanforan Park Shopping Center entrances along Huntington Avenue are to be signalized.

Between Forest Lane and San Mateo Avenue, Huntington Avenue is to be widened from the existing two-lane roadway to four-lanes.

Sneath Lane Improvements

Three intersections along Sneath Lane are to be modified as part of the BART to SFO Extension including: El Camino Real/Sneath Lane, Sneath Lane/Tanforan Park Shopping Center Entrance, and Huntington Avenue/Sneath Lane. The existing Sneath Lane/Tanforan Park Shopping Center

Entrance is to be signalized. (Descriptions of the El Camino Real/Sneath Lane improvements and the Sneath Avenue intersections are provided above.)

TRANSIT IMPROVEMENTS

There are a number of transit facility improvements planned for the near future. These improvements are described below and are illustrated in Figure III.D.6.

BART

BART is planning to construct four new stations in the West Bay that extend south from the existing Colma Station. The new stations are expected to be in operation by the year 2002 and will be located in South San Francisco, San Bruno, at the San Francisco International Airport, and in Millbrae.

Once the BART SFO/Millbrae Extension has been completed, it is anticipated that the number of BART trains operated during the peak period will increase from the current 56 trains to 63 trains. By 2005, three more trains may be available for service.

Caltrain

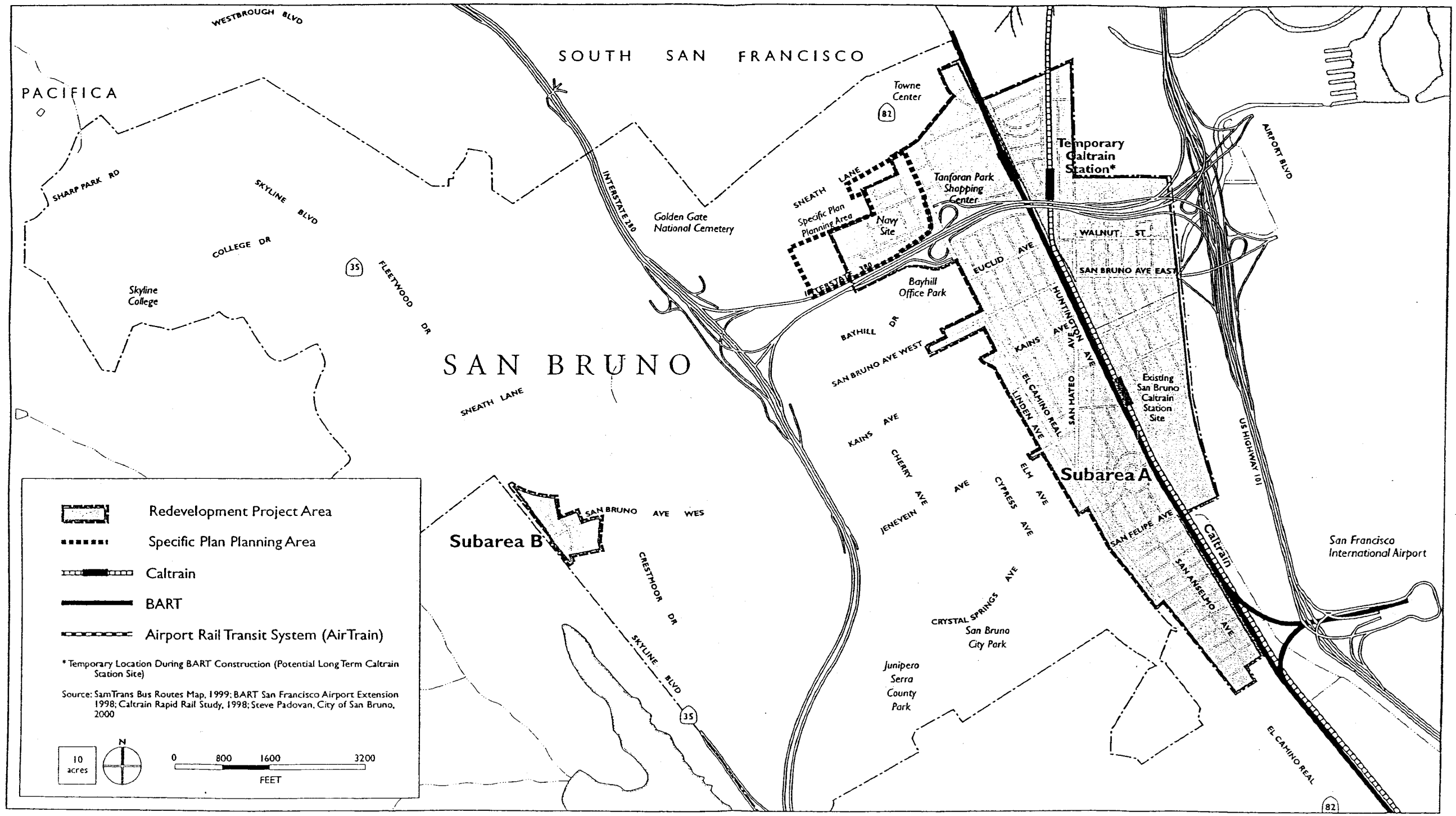
In order to accommodate increasing ridership demand, Caltrain is planning to increase its train service. Currently, Caltrans is considering increasing the number of trains operating per weekday by approximately 12 percent by 2001. This would increase service to 74 operating trains per weekday. During the BART to SFO construction, the Caltrain station is temporarily located at the intersection of I-380 and Herman Street. The San Bruno station will be moved back to its site at the intersection of Sylvan Avenue and Huntington Avenue after BART construction is completed.

SamTrans

SamTrans has completed phase 1 and phase 2 of their Five-Year Improvement Plan. The final phase of the SamTrans Five-Year Improvement Plan consists of reevaluating express bus service once the BART/SFO extension is complete (currently scheduled for 2002) and Caltrain services have been upgraded.

Airtrain

The San Francisco International Airport is planning to construct a new Airtrain System as part of its terminal expansion project. The Airtrain System would transport passengers and employees from airport parking areas to the main terminal complex. It may eventually provide a link between BART and SFIA, with a connection point at the SFO BART station. As indicated in Figure III.D.6, the currently proposed alignment for the Airtrain System runs from SFIA to the Lot DD airport employee parking garage.



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U.S. Navy Site and Its Environs Specific Plan and San Bruno Redevelopment Plan Project Area, San Bruno, CA - Figure III.D.6

Future Transit Network and Facilities

Two extensions of the Airtrain System, one that would link the Airtrain with the proposed San Bruno Caltrain station and one that would extend along North Access Road are considered as potentially beneficial by the City of San Bruno. An additional potential Airtrain extension, to the redeveloped Navy site, would be considered beneficial by the City of San Bruno.

BICYCLE AND PEDESTRIAN IMPROVEMENTS

There are a number of planned bicycle facility improvements in San Bruno. Listed below are some of the major bikeway improvements in the vicinity of the study area.

- Implementation of the San Francisco Bay Trail Project. This project is currently being prepared by the Association of Bay Area Governments (ABAG) and includes a new bike trail near SFIA. Several alignment options are being considered. The preferred alignment would connect Bayfront Park south of SFIA to North Access Road at South Airport Boulevard. The general alignment would travel west of US 101, and provide access to Lion's Field Park in San Bruno. SFIA has been working in cooperation with ABAG and BCDC to refine alignment alternatives and funding opportunities.

- Establishment of Class II bike lanes (with signs on the roadway and separated from traffic by roadway striping) along South Airport Boulevard beginning at San Bruno Avenue and extending northerly into South San Francisco. The timing of these bicycle lanes along South Airport Boulevard would be contingent on the phasing of private development in South San Francisco.

- Implementation of a 10-foot dedicated bicycle/pedestrian lane on Huntington Avenue between Angus Avenue and Sneath Lane.

- Extension of the Sawyer Camp Trail to Subarea B of the San Bruno Redevelopment Project Area.

IMPACTS AND MITIGATION MEASURES

APPROACH TO ANALYSIS

Three study scenarios are examined in this analysis:

Study Scenarios

- Existing Condition
- No Project Condition
- Project Condition

The Existing Condition scenario reflects traffic conditions that exist today. The operations of the study intersections for the existing condition were evaluated using existing turning movement counts, existing intersection geometries, and existing traffic signal operation parameters.

The No Project condition describes what can reasonably be expected in the future, based on existing land use plans and policies. In this EIR the 2020 Condition is consistent with land use plans and policies adopted as part of the 1999 *San Bruno Redevelopment Project Area Plan,* the City of San Bruno's 1984 General Plan and the City of San Bruno's 1995 Zoning Ordinance. Because residential development is not permitted at the U.S. Navy site by either the General Plan or the Zoning Ordinance, no residential development would be permitted under the No Project condition.

Under the No Project condition, the proposed project site could be developed to include 600,000 square feet of office space, an 800-room hotel, an 85,000 square-foot conference center, and 150,000 square feet of retail development. The existing Navy site buildings would be demolished to make room for the new development.[2]

The Project condition consists of the No Project condition plus potential changes in traffic volumes and roadway improvements proposed by the Specific Plan. Under the Project condition, the proposed project site would be developed with 285,000 square feet of office development, 210 apartment units, 20,000 square feet of retail space to be located within the office complexes, 15,000 square feet of commercial space, a 190-unit senior assisted-living facility, and a 500-room (maximum) hotel. In addition, the Sneath Lane/Commodore Drive intersection would be signalized as part of the proposed project.

Operating conditions of the study intersections for the project condition were evaluated using the No Project plus Project traffic trips, anticipated future intersection geometries, and anticipated traffic signal operation parameters.

Intersection Levels of Service Definitions

Intersection operations under the three study scenarios were evaluated in terms of "level of service" (LOS), which is a measure of driving conditions and vehicle delay. Levels of service range from A (best) to F (poorest). LOS A, B and C indicate satisfactory conditions where traffic can move relatively freely. LOS D describes conditions where delay is more noticeable. LOS E indicates conditions where traffic volumes are at or close to capacity, resulting in significant delays and average travel speeds that are one-third the uncongested speeds or lower. LOS F characterizes conditions where traffic demand exceeds available capacity, with very slow speeds (stop-and-go) and long delays (over a minute) and queuing at signalized intersections.

For signalized intersections, the Transportation Research Board (TRB) *Circular 212* Planning method is the selected level of service calculation method for the designated intersections in the San Mateo County's CMP Roadway System. A signalized intersection's LOS, according to the method described in TRB *Circular 212*, is based on dividing the sum of the critical volumes by the intersection's capacity. This calculation yields the volume-to-capacity ratio (V/C). The critical movements are the combinations of through movements plus right-turn movements if

[2] A number of additional projects could be developed within the City of San Bruno as outlined in the San Bruno Redevelopment Project Area Plan EIR (1999).

there is not an exclusive right-turn lane, and opposing left-turn movements that represent the highest per-lane volumes. Descriptions of levels of service for signalized intersections, together with their corresponding V/C's, are presented in Appendix D (Table D.2).

For unsignalized intersection analysis, each traffic movement that yields to another movement is evaluated separately and assigned an LOS. The LOS is based on the relative ability of yielding traffic to find adequate gaps in conflicting traffic flows. *The Highway Capacity Manual* (Transportation Research Board, Special Report No. 209, 1994) methodology results in a separate LOS for individual movements and also provides an intersection average level of service. Descriptions of levels of service for unsignalized intersections, together with their corresponding delay values, are presented in Appendix D (Table D.3).

SIGNIFICANCE CRITERIA

The San Mateo County CMP identifies the following level of service standards for the CMP roadway network:

- If the existing level of service is LOS F, then the standard is set to LOS F;
- If the existing or future level of service is or will be LOS E, then the standard is also set to be LOS E;
- On SR82 (El Camino Real), the standard is set to be LOS E; and
- For the remaining intersections, the standard is set to be LOS E.

The level of service standards for intersections within the City of San Bruno are assumed to be consistent with San Mateo County CMP level of service standards.

The project would cause a significant impact at a signalized intersection if the traffic associated with the project condition were to violate established LOS standards for an intersection that is in compliance with those standards under the No Project condition.

The significance criterion for unsignalized intersections is the conformance with traffic signal warrant guidelines. The project would represent a significant impact in the event that traffic associated with the Project condition were to necessitate the installation of a traffic signal per Caltrans' signal warrant guidelines for an intersection in compliance with signal warrant guidelines in the No Project condition.

LOS standards for freeway segments vary from LOS D to LOS F in the study area (see Appendix D). The project would represent a significant impact in the event that traffic associated with the Project condition were to violate established LOS standards for a freeway segment in compliance with LOS standards in the No Project condition.

Transit-related impacts of the project would be considered significant if the operation of the project were to increase the demand sufficiently to require new transit vehicles, transit routes, or an increase in service frequency.

Project impacts to pedestrians and bicyclists would be considered significant if operation of the project were to create safety problems for pedestrians or cyclists.

NO PROJECT CONDITIONS

The No Project condition describes what can reasonably be expected in the future, based on existing land use plans and policies. In this EIR, the 2020 Condition is consistent with land use plans and policies adopted as part of the 1999 *San Bruno Redevelopment Project Area Plan*, the City of San Bruno's 1984 General Plan and the City of San Bruno's 1995 Zoning Ordinance. Because residential development is not permitted at the U.S. Navy site by either the General Plan or the Zoning Ordinance, no residential development would be permitted under the No Project condition.

Under the No Project condition, the proposed project site would be developed with 600,000 square feet of office space, an 800-room hotel, an 85,000 square-foot conference center, and 150,000 square feet of retail development. Under this scenario, the existing Navy site buildings would be demolished to make room for the new development. A number of additional projects could be developed within the City of San Bruno as outlined in the San Bruno Redevelopment Project Area Plan EIR.

Intersection Conditions

Intersection levels of service were calculated based on predicted traffic volumes and anticipated future intersection geometrics. Appendix D provides details concerning the methodology used for the intersection levels of service calculations and their results. A detailed analysis of each intersection is provided in Attachment D.1, which is available at City of San Bruno offices.

Based on levels of service calculations, six of the 11 study intersections would operate at worse than LOS D under the No Project condition:

1. El Camino Real/Noor Avenue (LOS F during the p.m., midday, and weekend peak hours);
2. El Camino Real/Sneath Lane (LOS F during the weekend peak hour)'
3. El Camino Real/Tanforan Shopping Center (LOS E during the a.m. peak hour and LOS F during the p.m. and weekend peak hours);
7. Sneath Lane/I-280 SB ramps (LOS E during the a.m., p.m. and weekend peak hours);
10. Sneath Lane/Commodore Drive (LOS F during all of the peak hours studied in this analysis); and
11. Cherry Avenue/Commodore Avenue (LOS E during the a.m. peak hour and LOS F during

the p.m. and weekend peak hours). The westbound right turn vehicles would experience LOS E or F, while vehicles traveling eastbound, northbound, and southbound would experience acceptable levels of service.

Freeway Conditions

Freeway segment level of service was evaluated for freeway segments in the a.m. and p.m. peak hours in the vicinity of the study area. Freeway level of service standards for basic freeway segments, and freeway operating levels of service for the a.m. and p.m. peak hours are presented in Appendix D. In the a.m. peak hour, there would be five segments operating in violation of CMP freeway segment standards in the No Project condition. In the p.m. peak hour, there would be 14 segments operating in violation of CMP freeway segment standards.

Transit Conditions

Mode share percentages for public transit were extracted from the travel demand model. Based on the mode share and the anticipated project site trip generation, development at the U.S. Navy site would generate about 191 transit trips in the a.m. peak hour, 176 transit trips in the p.m. peak hour, 165 transit trips in the midday peak hour, and 151 transit trips in the weekend peak hour under the No Project condition. Because these trips would be distributed among a number of different transit modes (i.e., different BART, bus, and Caltrain lines), the additional transit trips are not anticipated to create any significant impacts.

PROJECT CONDITIONS

Intersection Conditions

The Project condition consists of the No Project condition plus potential changes in traffic volumes and roadway improvements initiated by the Specific Plan. The operations of the study intersections for the project condition were evaluated using traffic trips and anticipated future roadway geometries under Project conditions. The proposed project would include signalization of the Sneath Lane/Commodore Avenue intersection. Details concerning the methodology used to determine the Project condition levels of service and the results of the analysis are provided in Appendix D. A detailed analysis of each intersection is provided in Attachment D.1, which is available at City of San Bruno offices. Based on the analysis, four of the 11 study intersections would operate at worse than LOS D under the proposed Project Condition:

1. El Camino Real/Noor Avenue (LOS F during the p.m., midday, and weekend peak hours);

2. El Camino Real/Sneath Lane (LOS F during the weekend peak hour);

3. El Camino Real/Tanforan Shopping Center (LOS F during the weekend peak hour); and

11. Cherry Avenue/Commodore Avenue (LOS F during the p.m. peak and weekend peak hours). The westbound right turn vehicles would experience LOS F, while vehicles traveling eastbound, northbound, and southbound would experience LOS C or better.

As compared to the No Project condition, the proposed project would generate fewer vehicle trips than the No Project condition. Although four intersections would continue to operate at worse than acceptable levels of service, the proposed project would not degrade levels of service at any of the study intersections. Therefore, based on the significance criteria established for this EIR, the proposed project would not create significant impacts to the study intersections.

Freeway Conditions

Freeway segment level of service was evaluated for freeway segments in the a.m. and p.m. peak hours in the vicinity of the study area. Freeway level of service standards for basic freeway segments, and freeway operating levels of service for the a.m. and p.m. peak hours are presented in Appendix D. The project would add fewer peak-hour traffic to freeway segments within San Mateo County than development under the No Project condition. Level of service results for the project condition are nearly identical, and the project would not cause a freeway segment in conformance with CMP policy in the No Project condition to violate the CMP policy in the Project condition. The project would have a less than significant effect on freeway segments anticipated to operate at worse than CMP level of service standards in the 2020.

Transit Conditions

Mode share percentages for public transit were extracted from the travel demand model. Based on the mode share and the anticipated project site trip generation, the Navy site would generate about 102 transit trips in the a.m. peak hour, 92 transit trips in the p.m. peak hour, 82 transit trips in the midday peak hour, and 85 transit trips in the weekend peak hour under the Project condition. Because these trips would be distributed among a number of different transit modes (i.e., different BART, bus, and Caltrain lines), the additional transit trips are not anticipated to create any significant impacts.

Parking Conditions

An analysis of the parking demand and off-street parking supply is provided in Appendix D. Except for the hotel development, the proposed project would provide more on-site parking than the predicted demand. While there would be an adequate number of hotel parking spaces to meet weekday demand, there would not be enough spaces to meet weekend demand. To mitigate this weekend impact, it is recommended that arrangements be made for the office development parking spaces to be used by hotel workers and guests on the weekend.

POTENTIAL IMPROVEMENTS

Although the proposed project would not create significant impacts to the roadway network (based on significance criteria specified by CEQA guidelines), a number of potential improvements could be considered in order to improve local traffic conditions. These improvements include:

- El Camino Real/Noor Avenue intersection. Signalization of this intersection would improve intersection levels of service to LOS D or better regardless of whether or not the project site is developed with the land uses specified under the proposed Project condition.

- *El Camino Real/Sneath Lane.* Installation of an additional southbound left turn lane (for a total of two left turn lanes in the southbound direction) would improve weekend peak-hour conditions to an acceptable LOS E under Project conditions. Additional right-of-way and other considerations would need to be taken into account if the additional turn lane were provided. It should be noted that this intersection would operate under acceptable conditions during the other (weekday a.m., p.m., and midday peak hour) analysis periods without the above-described improvement (i.e., with lane configurations already planned and programmed, as described in Appendix D).

- El Camino Real/Tanforan Shopping Center Driveway. The installation of an additional eastbound right turn lane (for a total of two right turn lanes in the eastbound direction), would improve weekend peak-hour conditions to an acceptable LOS E under the Project condition. Additional right-of-way and other considerations would need to be taken into account if the additional turn lane were provided. It should be noted that this intersection would operate under acceptable conditions during the other (weekday a.m., p.m., and midday peak hour) analysis periods without the above-described improvement (i.e., with lane configurations already planned and programmed, as described in Appendix D).

- Cherry Avenue/Commodore Drive Intersection. Because the traffic volumes at this intersection would not meet signal warrant requirements, it is not recommended that the intersection be signalized. However, if the westbound approach to the intersection were reconfigured to have one shared left-through lane and one right-turn lane, then congestion on the worst approach would be decreased, and level of service conditions for the worst approach would be LOS C or better under the a.m., midday, p.m., and weekend peak hours.

OPERATIONAL IMPACTS

Impact D.1: Development proposed as part of the Specific Plan would generate an increase in traffic volumes through area intersections and on area roadways. This would be a less than significant impact.

As described above, and in Appendix D, proposed development under the Specific Plan would generate fewer vehicle trips than the No Project condition. Although four intersections would continue to operate at worse than acceptable levels of service, the levels of service would not degrade at any of the study intersections. In addition, the project is anticipated to add fewer peak-hour traffic to freeway segments within San Mateo County than development under the No Project condition. The project would not cause a freeway segment in conformance with CMP policy in the No Project condition to violate the CMP policy in the Project condition. The project would have a minor effect on freeway segments anticipated to operate at worse than CMP level of service standards in the 2020, but the effect would not constitute a significant impact per CMP freeway segment level of service standards. Therefore, based on the significance criteria established for this EIR, the proposed project would not be considered as creating significant traffic impacts.

Mitigation Measure: None Required.

Impact D.2: Development proposed as part of the Specific Plan would generate an increase in transit use. This would be a less than significant impact.

As described above, proposed development under the Specific Plan would generate fewer public transit trips than under the No Project condition. It is anticipated that there would be adequate capacity in the future transit network to accommodate the growth in transit passengers generated under Project conditions. The project would not be anticipated to require additional transit vehicles or increased frequency of service on regularly scheduled routes. To encourage increased transit use, new employers should work with the Multi-City Transportation System Management (TSM) Agency to provide shuttle bus service between employment sites and both the BART and Caltrain stations in San Bruno. Based on the significance criteria established for this EIR, the proposed project would not be considered as creating significant transit impacts.

Mitigation Measure: None Required.

Impact D.3: Development under the Specific Plan would generate demands for parking. This would be a significant impact.

Project developments under the Specific Plan would continue to be subject to City of San Bruno site design review and would need to be designed for adequate parking circulation and access. Parking demand was predicted using the greater of the weekday and weekend parking generation rates published in the ITE *Parking Generation* Manual for each project land use (see Table D.17 in Appendix D). In addition, the City of San Bruno has parking space requirements for multi-family, commercial and hotel development, based on dwelling units, gross floor area and rooms, respectively, and it is anticipated that development as part of the Specific Plan would have to provide a supply of on-site parking that meets the City's requirements. Except for the proposed hotel development, the City-required number of on-site parking spaces would exceed the predicted parking demand. While there would be an adequate number of hotel parking spaces to meet weekday demand, there would not be enough spaces to meet weekend demand. Through mitigation measures, such as weekend sharing of parking spaces between the office buildings and hotels, it is anticipated that the parking demand increases due to the project would not cause significant adverse impacts related to parking.

Mitigation Measure D.3: An arrangement would be established by the City of San Bruno by which office parking spaces would be available for hotel workers and guests on weekends. (Identified in This Report)

Significance after Mitigation: Less than Significant.

Impact D.4: Development proposed as part of the Specific Plan would increase traffic volumes on roadways in the study area, increasing potential safety hazards on the transportation network for pedestrians and bicyclists. This would be a significant impact.

The project is not anticipated to significantly reduce the safety of the transportation network for pedestrians and bicyclists. Each development, however, should be individually evaluated for potential site-specific bicycle and pedestrian impacts at site access points and within on-site circulation areas.

Mitigation Measure D.4: Each substantial project development, as determined by the City, would be required to complete a traffic study that includes an assessment of site-specific impacts on adjacent bicycle facilities and pedestrian access. If significant impacts are identified, due to unique site characteristics that were not anticipated as part of the project, mitigation measures would be identified and implemented. (Identified in This Report)

Significance after Mitigation: Less than Significant.

REFERENCES – Traffic, Circulation, and Parking

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E. PUBLIC UTILITIES

SETTING

INTRODUCTION

This section addresses the impact of the U.S. Navy Site and Its Environs Specific Plan on the provision of public utilities. Topics analyzed in this chapter include sanitary sewer, storm water, and gas and electrical service. This chapter focuses on the effect the proposed project would have on the ability of the City of San Bruno and other service providers to effectively deliver these services to new developments within the Specific Plan area.

SANITARY SEWER SERVICE

The City of San Bruno owns, operates and maintains its 383,000 linear-foot sanitary sewer system, which consists of piping and seven pumping stations.[1] The City's Public Works Wastewater Division maintains all sewer mains and pump stations, and assures compliance with the Environmental Protection Agency, the State Water Quality Control Board, the Regional Water Quality Control Board, County Health mandates, and the National Pollution Discharge Elimination System permit requirements.

The physical condition of sewer pipes in the City of San Bruno, which feed into the WQCP, were recently described as ranging from "fair to badly damaged" (Carollo Engineers, 2000). The report states: "The system consists mostly of vitrified clay pipe over 50 years old. Typical with clay pipe of this age, cracking and structural damage is present throughout the system. . . . Portions of the City collection system were constructed with material typically known as "orangeburg" during the 1940s. This material consists of cardboard and asphalt materials and was used when other materials were scarce during the war. This material is considered to be inferior pipe material and should be replaced as soon as possible" (Carollo Engineers, 2000).

The cities of San Bruno and South San Francisco jointly own a sewage treatment plant located in South San Francisco, adjacent to the San Francisco Bay, along Colma Creek. The South San Francisco-San Bruno Water Quality Control Plant (WQCP) provides secondary wastewater treatment for the cities of South San Francisco, San Bruno and Colma, and provides dechlorination treatment of chlorinated effluent for the cities of Burlingame and Millbrae, and for the San Francisco International Airport. Treated wastewater is then discharged into the San Francisco Bay from a 60-inch joint outfall pipeline, approximately two miles off-shore and approximately 20 feet below water. Built in the early 1950's, the WQCP has been modified to provide primary and secondary treatment. It currently has a dry weather capacity of 9 million gallons per day and a wet weather capacity of 35 million gallons per day. The City of San Bruno generates an estimated 4.7 million gallons of wastewater per day during dry weather and an estimated 20 million gallons per day during the wet season.

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[1] Capuchino High School is connected to the City of Millbrae's sanitary sewer system.

Since 1993, several discharge violations have occurred each year at the WQCP, as a result of inflow and infiltration into the system. In San Bruno, inflow and infiltration originates from groundwater seepage into the system through cracked and broken pipes, and from illegal connections to sewer laterals (Bradshaw, 2000). The result has been the overflow of inadequately treated sewage from the WQCP into Colma Creek, and eventually the San Francisco Bay. As a result, both the cities of San Bruno and South San Francisco are under a Cease and Desist Order issued August 20, 1997 by the California Regional Water Quality Control Board, San Francisco Bay Region (Order No. 97-104). The order provides a time table of improvements needed by November 1, 1997, which include completing inflow and infiltration projects recommended by an inflow and infiltration study and full compliance with the terms of its National Pollutant Discharge Elimination System (NPDES) permit. The order also requires expansion of the treatment plant to accommodate 13 million gallons of wastewater per day during dry weather and 62 million gallons per day during wet weather.

The City of San Bruno has preliminarily established a "Cease and Desist Order Priority List" to eliminate key points of chronic inflow and infiltration (Bradshaw, 2000). Projects include improvements to remedy key inflow and infiltration points within the City of San Bruno, and improvements to the WQCP. Following approval of the proposed projects, the City anticipates these projects would be completed in five to six years.

The 1984 General Plan anticipated a decrease in the number of residents in the City of San Bruno by 2000, thereby decreasing demand for sanitary sewer services. However, the population has increased and is currently approximately 28 percent higher than predicted in 1984, increasing overall wastewater generation.

Average dry weather wastewater generation is estimated at 75 gallons per person per day, 1,000 gallons per commercial acre per day, and 2,000 gallons per industrial acre per day.

The City of San Bruno requires all developers to provide hydraulic calculations for anticipated wastewater generated by any proposed project, and requires developers to pay the cost of upsizing utility mains as required.

STORM DRAIN SERVICE

The City of San Bruno owns and operates its storm drain system. The City's storm water drainage system also includes San Bruno, Huntington and Crystal Springs Creeks, which drain into the San Francisco Bay. Like the sanitary sewer system, the storm drain system is aging and does not operate effectively during high tides and heavy storms. Problems of inflow and infiltration, described above under Sanitary Sewer Service, result in storm water seeping into the sewer lines from groundwater and from cracked storm drain pipes, and further result in overflows at the WQCP.

The San Bruno Creek drainage basin encompasses an area of 1,186 acres of mostly urbanized land, sloping steeply to the east. It is bounded on the north by the Colma Creek drainage basin and on the south by the Huntington Creek drainage basin. The western edge of the San Bruno

Creek begins in the coastal range at the City of Pacifica border, and continues eastward. Approximately 50 percent of San Bruno Creek runs underground through culverts. San Bruno Creek is not a natural creek, but is composed of a series of channels, pipes and detention basins. Both Huntington and Crystal Springs Creeks are tributaries of San Bruno Creek. The Regional Water Quality Control Board (RWQCB) has listed neither the San Bruno Creek or its tributaries in its Water Quality Control Plan.

The City of San Bruno's Public Works Department provides street cleaning and sweeping service on a scheduled basis (and otherwise, as necessary), and maintains and repairs the municipal stormwater drain systems, which includes basins, open ditches and channels, hillside valley-gutters, box culverts and subsurface drains. Public Works also administers ongoing inspection and recordkeeping systems for compliance with the NPDES, coordinates major maintenance with San Mateo Flood Control District, California Department of Transportation and AMTRAK for cleaning flood-control channels; and maintains a complete inventory of the storm drain system.

The City of San Bruno requires all developers to provide hydraulic calculations for anticipated stormwater runoff generated by a proposed project, and requires developers to pay the cost of upsizing utility mains as required.

WATER SERVICE

The City of San Bruno owns, operates and maintains its water system. An estimated 65 percent of all of San Bruno's water comes from its four producing wells, while 35 percent of its water is purchased from the San Francisco Water District (SFWD). In general, wells serve the southeastern neighborhoods of San Bruno, while the remainder is served by water from SFWD. During the summer months, some mid-City areas switch from well water to SFWD water. (Capuchino High School is part of the City of Millbrae's water system.)

The City of San Bruno's Public Works department maintains San Bruno's wells, 18 booster pumps, one filtering plant, eight storage tanks, 900 fire hydrants, 9,000 valves, 150 miles of water mains and over 12,000 metered services. The Water Division administers a voluntary water conservation program, and also administers a backflow prevention program in conjunction with the County Health Department.

The San Francisco Public Utilities Commission regulates the SFWD. Nearly 83 percent of SFWD's water is supplied by runoff from the upper Tuolumne River watershed and is collected in three reservoirs. Water is conveyed to San Mateo County through its "Peninsula System," which includes the Crystal Springs and San Andreas Reservoirs that collect runoff from the San Mateo Creek watershed. Crystal Springs Reservoir has a storage capacity of 69,300 acre-feet or over 22.5 billion gallons; San Andreas Reservoir has a storage capacity of 19,000 acre-feet or approximately 6.2 billion gallons. SFWD supplies water to the cities of Brisbane, Burlingame, the California Water Service Co. (South San Francisco and others), Daly City, Millbrae, Milpitas, and other entities in San Mateo County. In 1996, the City of San Bruno purchased 1,770 acre-feet of water, or approximately 577 million gallons (1.5 million gallons per day) from SFWD.

The SFWD Water Supply Plan estimates San Bruno will increase its purchases by 63 percent to 2,805 acre-feet in 2030, and remain constant at 2805 acre-feet per year in 2050.

Average per capita daily water use in the City of San Bruno is approximately 100 gallons per day per person (75 gallons per day during dry weather and 125 gallons per day during wet weather), or approximately 4.2 million gallons per day. Commercial uses average 1,000 gallons per day per acre, and industrial uses average 2,000 gallons per day per acre. The City has the capacity to store an estimated 6.2 million gallons of water in eight locations throughout the City.

The San Francisco Water District holds several easements in the City of San Bruno, including an 80-foot easement that bisects the site on a north-south axis in the southwestern portion of the U.S. Navy site that includes a large above-ground valve and a small pumping structure. The easement allows paved or open space, but prohibits development. The valve provides direct access to water being carried underground from the San Francisco Water District to the California Aqueduct (Padovan, 2000).

The City of San Bruno requires all developers to provide hydraulic calculations for water use generated by a proposed project, and requires developers to pay the cost of upsizing utility mains as required.

SOLID WASTE DISPOSAL

The San Bruno Garbage Company, located at 101 Tanforan Avenue in San Bruno, provides solid waste disposal services to the City of San Bruno. These services include garbage pickup, recycling services, and yard waste. The San Bruno Garbage Company is owned by Norcal Waste Systems, Inc., which is headquartered in San Francisco and also owns service providers in cities and counties throughout northern and southern California. The San Bruno City Manager administers the City's contract with San Bruno Garbage Company. The term of the current contract, including renewal options, extends from July 1, 1998 through June 30, 2009.

In 1999, the San Bruno Garbage Company collected approximately 32,680 tons of garbage in San Bruno. Garbage collected by the San Bruno Garbage Company is taken to the San Bruno Garbage Company's transfer station, also at 101 Tanforan Avenue, and transported by truck to the Ox Mountain Sanitary Landfill, located along State Route 92, between Half Moon Bay and the City of San Mateo. Also in 1999, an estimated 3,170 tons of debris (construction, etc.) from the City of San Bruno was hauled by contractors or individuals to the Hillside Landfill, located on Sandhill Road in Colma.

The 173-acre Ox Mountain facility is a Class III landfill (nonhazardous waste) owned by Allied Waste Industries, Inc.[2] The Ox Mountain landfill is permitted to accept 3,598 tons of waste per day and, in 1997, received an average of 2,587 tons per day.[3] The Ox Mountain Landfill has a design capacity of 37.9 million cubic yards. Its remaining capacity, as of January 1, 1998, was an

[2] As of December 31, 1999, the company operated 340 collection companies, 148 transfer stations, 151 landfills and 95 recycling facilities in 42 states (http://www.awin.com/index.htm, accessed August 3, 2000).

[3] This average is based on a 312-day year, and a total of 807,024 total tons received.

estimated 22.6 million cubic yards or approximately 12.2 million tons (San Mateo County Integrated Waste Management Plan: Siting Element, January 8, 1999). Tonnage received between 1996 and 1997 averaged 1.5 million cubic yards per year. At that rate, the landfill would remain open until at least 2013. The permit to operate the landfill has no expiration date; however, the permit must be reviewed no later than June 28, 2002.

A formal application from the owners of the Ox Mountain Landfill has been submitted to expand onto an 11-acre site adjacent to the existing landfill, within Corrinda Los Trancos Canyon. The capacity would be approximately 5.6 million tons, which would expand the life of the landfill by a minimum of four years.

The 45-acre Hillside Landfill is also a Class III landfill owned by Amloc Companies, Inc. and Cypress Abbey Company, and operated by Cypress Amloc Land Company, Inc. The Hillside Landfill is restricted from accepting wet garbage, and therefore accepts construction and demolition waste, residential dry rubbish, dry commercial waste, tires, bulky items and green waste. The landfill is permitted to accept 400 tons of waste per day, and in 1997, received an average of 182 tons per day.[4] This landfill has a design capacity of 2.3 million cubic yards, and remaining capacity as of January 1, 1998, was estimated at 150,000 tons. Portions of the landfill are full, and full closure is anticipated in less than three years. The landfill owner may plan to construct a "multi-functional solid waste facility" on land adjacent to the site. Colma's City Council has indicated some resistance to that idea.

In 1989, the California legislature enacted the California Integrated Waste Management Act (AB 939) requiring all cities and counties in California to divert 50 percent of their solid waste from landfills by the end of 2000. This act further requires every city and county in California to prepare a Source Reduction and Recycling Element (SRRE), a report describing (1) the chief characteristics of each jurisdiction's waste, (2) existing waste diversion programs and rates of waste diversion, and (3) the new or expanded programs the jurisdiction intends to implement to achieve the mandated rates of diversion.

The City of San Bruno's SRRE was adopted in February, 1992. Its goals and objectives are:

GOAL 1: **Implementation of recycling, source reduction and composting programs:** Implement source reduction, recycling, and composting programs to meet or better the intent of AB 939, which states 25% by 1/1/95 and 50% by 1/1/2000.

GOAL 2: **Apply integrated waste management hierarchy:** To foster solid waste management options in the following order of priority: reduce consumption, conserve energy, reuse as much as possible, recycle and compost materials, recover energy though [sic] waste transformation, then safety and properly landfill the rest.

GOAL 3: **Extend the life of landfills:** Extend the lifetime of landfills through source reduction, recycling, and composting in the City of San Bruno in the short-term and medium-term planning periods.

4 This average is based on a 361-day year, and a total of 65,664 total tons received.

GOAL 4: **Minimize environmental impact:** Minimize adverse direct or indirect environmental impact of waste management programs and facilities implemented in the short-term and medium-term as a result of the source reduction and recycling element planning process.

GOAL 5: **Maximize diversion and participation in a cost effective manner:** Plan waste management programs to achieve maximum diversion, public awareness, and public participation in recycling, source reduction, and composting programs by residential, commercial, and industrial waste generators, and service providers in the most effective manner possible in the short-term and medium-term planning periods.

GOAL 6: **Market development:** To provide a positive business climate for the development of local markets for secondary materials and to assist in regional, state, national, or international programs and markets for materials diverted through implementation of the programs adopted in the SRRE in the short-term and medium-term planning periods.

GOAL 7: **Monitor activities of implemented programs:** Conduct ongoing performance monitoring and evaluation of source reduction, recycling, composting, material recover, and other landfill diversion activities, both public and private, throughout the City in the short-term and medium-term planning periods.

GOAL 8: **Maintain accurate waste generation data:** Annually evaluate the need to revise the City of San Bruno waste generation data. The City will periodically, no less than twice a decade, obtain waste composition data for its respective wastestream in a manner sufficient to gauge the relative performance of local source reduction, recycling, and composting efforts in the short-term and medium-term planning periods.

GOAL 9: **Investigate new technology:** Continue to investigate new technology and other options available to the City of San Bruno for improving planned short-term and medium-term recycling programs or for creating new programs and make this information available to the local recycling community in the short-term and medium-term planning periods.

The City of San Bruno's SRRE anticipates that by 2000, through a combination of source reduction, recycling and composting, the city would divert 55.4 percent of its wastestream.

The City of San Bruno operates a comprehensive recycling program that includes composting, source reduction, programs for special waste materials such as oil, public education and policy incentives. The California Integrated Waste Management Board reports that the City of San Bruno's waste diversion rate increased from 29 percent in 1995 to 39 percent in 1998.

GAS AND ELECTRICAL SERVICE

Although deregulation provides some latitude for customers to purchase from other utility customers, the Pacific Gas and Electric Company (PG&E) is the primary gas and electrical service provider to the City of San Bruno. The customer service/business office nearest to San Bruno is located at 275 Industrial Road, San Carlos. PG&E's service area extends from

Eureka to Bakersfield (north to south), and from the Sierra Nevada to the Pacific Ocean (east to west).

Electrical power is provided to the City of San Bruno from eight different distribution feeders, most of which also serve other cities, including Pacifica, Millbrae and South San Francisco. Gas is provided to the City of San Bruno by three gas lines stretching from Milpitas to San Francisco. Gas is delivered from basins in Canada and/or Texas by transmission mains and deposited at PG&E's Milpitas Gas Terminal, where it is distributed to cities to the north.

IMPACTS AND MITIGATION MEASURES

APPROACH TO ANALYSIS

This section discusses how the proposed U.S. Navy Site Specific Plan may impact the provision of public utilities in the Specific Plan area. Because development would only occur at the U.S. Navy site and on adjacent commercial strip on El Camino Real (and not elsewhere in the Specific Plan area), this analysis makes use of the San Bruno Redevelopment Project Area Plan EIR, and provides further analysis of the impact of the Specific Plan on water, sanitary sewer, storm water, gas and electrical services.

This analysis assumes the development outlined in Table II.2 of the Project Description.

SIGNIFICANCE CRITERIA

A project would normally be considered to have a significant effect on the environment if it would:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Require new or expanded water entitlements.
- Result in a determination by the wastewater treatment provider which serves or may serve the project that is has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments.

OPERATIONAL IMPACTS

Impact E.1: The Specific Plan would result in an increase in the number of sanitary sewer customers in the City of San Bruno. This would be a less than significant impact.

The Specific Plan area is located in Basin SB-06, the largest of the City of San Bruno's six sewer basins sewer areas. The 500-acre Basin SB-06 also encompasses the Rollingwood-MonteVerde neighborhoods west of the Specific Plan area, as well as the Golden Gate National Cemetery,t he Tanforan Park Shopping Center, Towne Center and the Bayhill office complex. Basin SB-06 includes two pump stations: The Monte Verde Pump Station (PS.2), constructed in 1961, and the Rollingwood Pump Station (PS.3), constructed in 1965 and recently improved. At the current time, Basin SB-06 contributes an estimated 2 million gallons of rain-dependent inflow and infiltration during a five-year, six-hour storm.

Sewer lines from the U.S. Navy site are currently connected to 10- to 12-inch pipes routed from east to west along the southern perimeter of the site. The sewer lines are then routed south, across I-380, where the system consists of 14- to 18-inch pipes, then east, and then north through the Tanforan Park Shopping Center to 21- to 27-inch pipes. From Tanforan Park Shopping Center, the sewer system connects directly to the Shaw Road Pump Station, where sewage is routed to the WQCP. The City is currently studying changes to this route to avoid crossing the freeway and private property (Bradshaw, 2000).

The City of San Bruno recently completed a study of the City's infiltration and inflow problems. The study uses the flow rates described below in Table III.E.1.

The study estimates that wastewater flows in Basin SB-06 are approximately 2.85 million gallons per day during dry weather, and that peak wastewater flows are an estimated 8.48 million gallons per day. The study recommends a capital improvements program that would reduce peak waste water flows by 22 percent with relief sewers, by rehabilitating existing sewer lines, and by upgrading pump stations (Carollo Engineers, 2000). Development proposed as part of the Specific Plan would only take place at the U.S. Navy site and the commercial area adjacent to the U.S. Navy site. The study assumes that only commercial uses would be permitted at the U.S. Navy site and the adjacent commercial area, resulting in an estimated wastewater flow of 20,700 gallons per day.

The Specific Plan assumes that approximately 12.6 acres (includes office space and hotel, excludes the parking structure) at the Navy site and the adjacent commercial strip would be designated for commercial use, which would generate an estimated 12,600 gallons of wastewater per day. In addition, the Specific Plan proposes residential uses on the remainder of the site. Assuming residential uses at 1 person per senior assisted unit, and 1.63 persons per household for the other residential units,[5] the Specific Plan would generate an estimated 39,923 gallons of

[5] The Association of Bay Area Governments (ABAG) estimates that the current average household size for the City of San Bruno is estimated at 2.79 persons per household citywide (ABAG, 2000). However, the average household size in the U.S. Census tract in which the Specific Plan is located is estimated at 1.63 persons per household. This Census tract consist of apartments and condominiums, as would the residential development proposed as part of the Specific Plan.

TABLE III.E.1
WASTEWATER UNIT FLOW RATES
CITY OF SAN BRUNO

Land Use	Unit	Unit Rate
Residential	Per capita	75 gallons per day
Commercial	Per acre	1,000 gallons per day
Industrial	Per Acre	2,000 gallons per day
School	Per Student	15 gallons per day

SOURCE: Carollo Engineers, 2000.

wastewater per day from proposed residences. Both commercial and residential uses would generate a total of 52,523 gallons of wastewater per day. (See Table III.E.2, below.)

The Specific Plan would therefore result in an estimated increase in wastewater flow from the U.S. Navy site of approximately 154 percent over estimates of future waste water flows estimated in the Sewer Master Plan. However, the peak waste water flow from Basin SB-06 is estimated at 8.6 million gallons per day for future anticipated land uses. The increase in wastewater flow attributable to land uses proposed under the Specific Plan would be approximately 0.6 percent above peak waste water flows of 8.6 million gallons per day, which would be a less than significant increase.

Improvements are proposed for the Sneath Lane and El Camino Real crossing because of wet weather flooding problems that occur because of inflow and infiltration problems in the hillier areas of Sneath Lane (Bradshaw, 2000). (Water flows downhill from the hilly areas to collect in the Sneath Lane and El Camino Real intersection.) These improvements are part of the City's preliminarily identified 2000-2005 Capital Improvement Program and are on the City's Draft Cease & Desist Order Priority List. While the Sneath Lane/El Camino Real crossing is outside of the project site, sewer lines from the U.S. Navy site eventually connect to the Sneath Lane/El Camino Real crossing, as do lines from the commercial area adjacent to the U.S. Navy site. The City of San Bruno anticipates that development proposed as part of the Specific Plan would require new wastewater lines at the proposed development sites.

Because of improvements proposed for the Sneath Lane and El Camino Real crossing, and the recommended improvements in the Sewer Master Plan and Infiltration and Inflow Study, as well as the improvements required under the "Cease and Desist" order, the increase in wastewater flow as a result of the project would not, by itself, require a new or expanded wastewater facility. All new developments would, however, be required to pay $0.87 per gallon of wastewater per day toward the cost of upgrades to the treatment plant, which would benefit proposed development. In

TABLE III.E.2
PROJECTED WASTEWATER FLOWS (MGD)
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN DEVELOPMENT
SEWER MASTER PLAN LAND USE ASSUMPTIONS AND
SPECIFIC PLAN LAND USE ASSUMPTIONS

Land Use	Sewer Master Plan and Infiltration/Inflow Study	U.S. Navy Site Specific Plan
Residential	None	160 units x 1.63 persons per unit x 75 gallons per person = **19,560 gallons per day** 50 units (affordable) x 1.63 persons per unit x 75 gallons per person = **6,113 gallons per day** 190 units x 1 person per unit x 75 gallons per person = **14,250 gallons per day**
Commercial	20.7 acres x 1,000 gallons/acre = **20,700 gallons per day**[1]	12.6 acres x 1,000 gallons/acre = **12,600 gallons per day**[2]
Total	20,700 gallons per day	52,523gallons per day

1 Generalized, based on total area of the U.S. Navy site.
2 Generalized, includes hotel use as commercial space; proposed garage not included

SOURCE: City of San Bruno, ESA

addition, any increase of 50,000 gallons of wastewater per day would require the property owner to pay for the prorated cost of any required sewer main upgrades. Because of the reconfiguration of demolition of all existing buildings and the reconfiguration of land uses at the U.S. Navy site and the adjacent commercial area, all sewer and storm drain pipes for the development proposed under the Specific Plan would be new and would not contribute to inflow and infiltration. New sewer lines would decrease any existing inflow and infiltration that may result from older pipes at the U.S. Navy site and the adjacent commercial strip. Although development proposed as a part of the Specific Plan may require upgrading of pipes adjacent to the Specific Plan area, no specific projects are under consideration at this time, and the need for upgrades to piping near the Specific Plan area is therefore not known at this time. The Specific Plan, by itself, would therefore not result in a significant impact on the City's ability to process its sewage.

Mitigation Measure: None required.

Impact E.2: The Specific Plan would result in increased use of the City's storm drain system. This would be a less than significant impact.

The Specific Plan area is located in the San Bruno Creek watershed, which provides storm water drainage to the Specific Plan area. San Bruno Creek consists of four subareas, each with a major pipe inlet, and one of which is located within the Specific Plan area. An open segment or drainage basin is located on the eastern border of the 136-unit portion of a condominium complex and along the western boundary of Palos Verde Special School. Proposed new development at the U.S. Navy site would result in new and more efficient storm drains that would eliminate the potential for inflow and infiltration as a result of old and cracked storm water pipes. In addition, existing development at the site, which covers most of the U.S. Navy site, has never resulted in a flooding problem (Bradshaw, 2000). The Specific Plan area has never had any known problems with flooding (Bradshaw, 2000).

Because development proposed as part of the Specific Plan is also located within the San Bruno Redevelopment Project Area Plan, and as noted in the *U.S. Navy Site and Its Environs Specific Plan Initial Study and Checklist Form* (attached as Appendix C), the City of San Bruno would be required to implement the mitigation measures listed in the San Bruno Redevelopment Project Area Plan EIR. Some of the applicable mitigation measures are:

Mitigation Measure G.2a: The City of San Bruno shall require, for incorporation into all redevelopment designs, permanent stormwater controls such as vegetated drainage swales, retention ponds, landscape areas, etc., for the stormwater collected from new parking lots and other impervious surfaces.

Mitigation Measure G.2b: To help minimize the amount of runoff containing urban pollutants, streets and parking areas in the redevelopment subareas shall be frequently cleaned by the City of San Bruno using street-sweeping equipment, and the collected material properly disposed.

Mitigation Measure G.3a: The City shall require all contractors to develop and implement a SWPPP, as required by the State Water Resources Control Board, for areas to be disturbed by construction activities of five acres or more. The City would additionally require contractors on construction projects of less than five acres that have the potential to degrade water quality to prepare an SWPPP even though they are not required by law to do so.

The Specific Plan would therefore not cause a significant impact to the City's storm drain system.

Mitigation Measure: None required.

Impact E.3: The Specific Plan would result in an increase in water use in the City of San Bruno. This would be a less than significant impact.

The Specific Plan area, including the U.S. Navy site and adjacent commercial strip, is currently serviced by the City of San Bruno's water system using water purchased from the San Francisco Water District (SFWD). Because San Bruno's well water is cheaper to provide, the City is currently reviewing whether or not it will soon provide a blend of well water and SFWD water.

Development proposed as part of the Specific Plan would take place on the U.S. Navy site and the adjacent commercial strip, and would result in the addition of approximately 533 residents.[6] The City of San Bruno's 1984 General Plan estimates average per capita water use at 100 gallons per day. Using that estimate, which would include commercial and hotel uses, the development could increase water usage by 53,300 gallons per day. If the City uses approximately 4.2 million gallons of water per day, the new proposed development would represent an increase of approximately 1.3 percent.[7]

As with most of its customers, the SFWD has anticipated increased water demand in the City of San Bruno from 1770 acre-feet per year in 1996 to 2805 acre-feet per year in 2030. SFWD has outlined strategies to increase its water resources. These strategies include a pipeline and pumping plant at the Crystal Springs Reservoir to be completed by early 2005, and the purchase of additional water resources.

All development over the east-west and north-south San Francisco Water District easements, held in the southwestern portion of the Specific Plan area, would be prohibited, and would provide both fire lanes and open space. Large water mains, between 10-inches and 12-inches in size, are in place under Sneath Lane, El Camino Real, and Cherry Avenue, and would be able to adequately service the development proposed as part of the Specific Plan (Nelson, 2000).

The proposed project would therefore not result in a significant increase in water usage and would not, by itself, require new or expanded water entitlements. Sufficient water currently exists and would be available in the future.

Mitigation Measure: None required.

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6 This sum total assumes an average of 1.63 persons per household for 210 multi-family units, and an average of one person per senior assisted unit.

7 Other estimates indicate water use would be approximately 75 gallons per person, and an estimated 1,000 gallons per day per acre for commercial uses, which would result in water use of approximately 52,575 gallons per day. This is calculated by multiplying 533 residents times 75 gallons per resident plus 12.6 acres of commercial use times 1,000 gallons per day which equals a total of 52,575 gallons per day for both residents and commercial uses.

Impact E.4: The Specific Plan would increase the amount of solid waste disposed by the City of San Bruno at the Ox Mountain Sanitary Landfill. This would be a less than significant impact.

Based on waste disposal rates generated by the California Integrated Waste Management Board (CIWMB), estimates of the solid waste that would be produced by the development proposed as part of the Specific Plan are described in Table III.E.3, below.

TABLE III.E.3
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN
ESTIMATED SOLID WASTE (TONS PER YEAR)
FROM PROPOSED NEW DEVELOPMENT

Development Proposed by Specific Plan	No of Proposed Units, Square Feet or Rooms	CIWMB Disposal Rate: Tons/Employee-Resident/Year	Estimated No. of Residents or Employees	Estimated Tons of Solid Waste/Year
Market Rate Residential	160 units	0.44 tons per resident[1]	261 residents[2]	115 tons/year
Affordable Residential	50 units	0.44 tons per resident	82 residents	36 tons/year
Assisted Senior Residential	190 units	0.44 tons per resident	190 residents	84 tons/year
Office Buildings (2)	285,000 sq. ft.	2.04 tons per employee[4]	1,400 employees[3]	2,856 tons/year
Retail	20,000 sq. ft.	2.5 tons per employee[5]	57 employees[6]	142 tons/year
Commercial	15,000 sq. ft.	0.36 tons per employee[7]	43 employees[8]	1.5 tons/year
Hotel	400 – 500 rooms	1.17 tons per employee	100 to 150 employees	117 to 176 tons/year
Total				3,352 to 3,411 tons/year

1 Based on 1997 Estimated disposal rates for California residents.
2 Based on projected average household size of 1.63, estimated for the U.S. Census tract in which the Specific Plan is located (1990).
3 Based on estimate of 275 sq. ft. per employee.
4 Using estimate for Finance/Insurance/Real Estate/Legal services.
5 Using estimate for restaurants (highest).
6 Based on estimate of 350 sq. ft. per employee.
7 Using estimate for Retail Trade – General Merchandise.
8 Based on estimate of 350 sq. ft. per employee.

As presented in Table III.E.3, development proposed as part of the Specific Plan could be anticipated to generate an estimated 3,350 to 3,410 (rounded) tons per year of solid waste, or (based on 312 operating days per year at the Ox Mountain Sanitary Landfill) an estimated stream of 10.8 to10.9 tons of solid waste per day. In 1999, the City of San Bruno disposed of approximately 32,680 tons (91 percent of its solid waste) at the Ox Mountain Sanitary Landfill, and 3,168 tons (9 percent) at the Hillside Landfill. The additional 3,350 to 3,410 (rounded) tons per year, as a result of the development proposed as part of the Specific Plan, represents an increase of 10.3 percent to 10.4 percent in San Bruno's total deposits at the Ox Mountain landfill. However, Hillside Landfill would likely be closed by the time proposed development is completed as part of the Specific Plan, and the waste disposed of at Hillside would have been added to the Ox Mountain deposits, making the total tonnage closer to 35,850 tons per year from San Bruno. The increase in San Bruno's waste stream disposed of at the Ox Mountain Sanitary Landfill as a result of the development proposed as part of the Specific Plan would be even less: 9.3 percent to 9.5 percent.

When the potential increase in San Bruno's waste stream is viewed against the total amount disposed of at the Ox Mountain Sanitary Landfill, the potential increase further diminishes in size. In 1997, the Landfill received 807,024 tons. The potential increase to San Bruno's waste stream would represent an increase of approximately 0.4 percent to the total tonnage received at the Sanitary Landfill. This increase in deposits at the Ox Mountain Sanitary Landfill would be a less than significant increase.

Mitigation Measure: None required.

Impact E.5: The Specific Plan would require the relocation of some PG&E lines and facilities. This would be a less than significant impact.

The Specific Plan encompasses several easements held by PG&E for electrical and gas service. While many lines meet in the western portion of the Specific Plan area where no development is proposed, clusters of lines, including subsurface transformers, also meet in the northeastern area of the Specific Plan, particularly at the corner of Sneath Lane and El Camino Real, and along the perimeters of Sneath Lane and El Camino Real, both within the Specific Plan area and in the right-of-way. In addition, subsurface transformers and lines are located east of the Federal Archives. Gas mains connect from El Camino Real to the U.S. Navy site, running onto the site at various locations.

No overhead transformers were, however, delineated within the area proposed for development. Most of the infrastructure is underground, under existing buildings or pavement, and/or along the edges of the Specific Plan area or in right-of-ways. The development proposed as part of the Specific Plan would require electrical and gas service, and would therefore require existing lines. The relocation of existing poles for undergrounding of utilities is more easily accomplished as a part of normal construction and would be a less than significant impact.

Mitigation Measure: None required.

CUMULATIVE IMPACTS

Impact E.6: Solid waste generated by development proposed as part of the Specific Plan could result in the City of San Bruno not diverting 50 percent of its waste from landfills as mandated under AB 939 (the California Integrated Waste Management Act). This would be a significant impact.

The 3,350 to 3,410-ton (rounded) increase to San Bruno's waste stream could result in the City being unable to meet the 50 percent diversion of solid waste from landfills as dictated by AB 939. This would be a significant impact. The following implementation measures could reduce the possibility that the development proposed as part of the Specific Plan would result in the City of San Bruno not diverting 50 percent of its waste from landfills as mandated under AB 939.

Mitigation Measure E.6: Prior to the issuance of building permits, the City of San Bruno shall require that all designs for residential and commercial development within the Specific Plan area include adequate storage space for projected recyclable and compostable materials. The City shall require adequate storage space on each floor of each building and in its enclosed garbage areas, as well as adequate loading space, to accommodate the City of San Bruno's recycling program.

Significance after Mitigation: Less than Significant.

Impact E.7: Demolition in the Specific Plan area and construction of the development proposed for the Specific Plan area could result in the City of San Bruno not meeting the waste diversion requirements of the California Integrated Waste Management Act (AB 939). This would be a significant impact.

Demolition in the Specific Plan area could generate hundreds of tons of demolition and construction debris. The estimated amount of demolition debris is unknown, but would include the remains of over thirty wood-framed structures, many of which are two stories in height, as well as portions of the existing roadway. Construction-related debris can reach 1 to 2 pounds per square feet of construction. Both the demolition and construction debris would be removed from the site and disposed of by truck at the Ox Mountain Sanitary Landfill, or the Hillside Landfill (if still open). Although the estimates of the amount of solid waste the development would generate are unknown, the debris would be a substantial amount. Implementation of the following mitigation measure could reduce any potential for this debris to result in the City of San Bruno being unable to meet the 50 percent diversion rate requirements of the California Integrated Waste Management Act.

Mitigation Measure E.7: During demolition and construction, the City of San Bruno shall require the demolition and construction contractors to maximize diversion of materials remaining from the demolition of structures and the byproducts of construction. The City shall require that project sponsors work with the City of San Bruno's Public Works Department to develop a plan for maximizing diversion of construction and demolition materials associated with construction of any project in the Specific Plan area.

Significance after Mitigation: Less than significant.

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(All printed references are available at the San Bruno Planning and Building Department, City Hall, 567 El Camino Real, San Bruno, unless otherwise noted.)

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F. PUBLIC SERVICES

SETTING

INTRODUCTION

This section addresses the impact of the U.S. Navy Site and Its Environs Specific Plan on the provision of public services. Topics analyzed in this chapter include police and fire protection services, emergency medical response services, public schools and parks. This chapter focuses on the effect the proposed project would have on the ability of the City of San Bruno and other service providers to effectively deliver these services to new developments within the Specific Plan area.

FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

The San Bruno Fire Department provides fire protection and emergency medical services in the City of San Bruno, and currently provides fire protection and emergency medical services to the Specific Plan area. The Fire Department operates two fire stations and employs 25 full-time firefighters, one chief, three battalion chiefs and six captains. In addition, the Department strives to maintain 25 "Paid Call Reserves," trained on-call firefighters paid on an hourly basis. The Department responds to calls concerning medical emergencies, fires, rescues, and hazardous materials. All firefighters are trained in the use of defibrillators and are trained Emergency Medical Technicians (EMTs). Ten firefighters are also certified paramedics. American Medical Response, based in Burlingame, provides ambulance service through its contract with the City of San Bruno.

Response times average two to three minutes, measured against a countywide standard of nearly seven minutes. Overall, on a scale from one (best) to ten (worst), based on the public Protection Classifications (PPC) of the Insurance Services Office, Inc. (ISO), the San Bruno Fire Department has an overall rating of three, considered a top rating.[1]

In 1999, all fire agencies in San Mateo County (with the exception of South San Francisco) signed a Joint Powers Agreement (JPA) for fire protection and emergency medical services. The JPA requires the closest available paramedic engine company to respond to a call for emergency medical service, and the closest available engine and truck company to respond to fire calls. As a result, there are no longer any "borders" between cities for fire protection and emergency medical response services.

Station No. 51, located at 555 El Camino Real, has primary responsibility for the area east of Interstate 280 (I-280), and currently provides primary fire protection and emergency medical response services to the Specific Plan area. Equipped with one first-line engine, and one reserve

[1] The Insurance Services Office, Inc. (formerly the American Insurance Association) developed a Public Protection Classification for insurance rating purposes. The classification system measures the major elements of a community's fire suppression system, including water supply and distribution systems, dispatching procedures, firefighting equipment, staff training, etc.

engine, one first-line truck, the Battalion Chief's vehicle and the Chief's vehicle, Station No. 51 is staffed by the Chief, three Division Chiefs, two captains and five firefighters on a three-four schedule.[2] The Department anticipates delivery of a 100-foot tractor-drawn aerial apparatus. The addition to the Department of a new firefighter/paramedic position has been approved by City Council (Voreyer, 2000). In 1998, Station No. 51 responded to an estimated 2,000 calls, and, in 1999, responded to an estimated 1,990 calls. In 1999, only an estimated 4 percent of the calls were for fire suppression services, while an estimated 60 percent of all calls were for medical emergencies.

Station No. 52, located at 1999 Earl Avenue, is located at the corner of Sneath Lane and Earl Avenue, approximately one mile east of and uphill from the Specific Plan area. Smaller than Station No. 51, this station has primary responsibility for the area west of I-280, and secondary responsibility for the area east of I-280. Station No. 52 is equipped with one first-line engine and one reserve engine, and is staffed by one captain and two firefighters, on a three-four schedule.

The Fire Department supports its fire suppression efforts by annually inspecting multi-family residential buildings. The Fire Department also issues fumigation permits and conducts underground tank inspections, hood and duct inspections, annual inspections of nursing home and childcare facilities, annual inspections of multi-residential properties, and oversees brush clearance in Crestmoor Canyon. The Fire Department will soon embark on engine company commercial building inspections.

Emergency access to the Specific Plan area is provided primarily along Sneath Lane, by passing through the intersection of Sneath Lane and El Camino Real. The Fire Department has indicated concern that the intersection becomes especially congested during the holidays (Voreyer, 2000).

POLICE PROTECTION SERVICES

The San Bruno Police Department provides police protection services to the City of San Bruno. The Department operates one station, located at 567 El Camino Real, but is currently replacing the structure with a new station that will be located adjacent to the new San Bruno Tanforan BART station along Huntington Avenue. This new facility will be shared with BART Police who will occupy approximately 20 percent of the floor space. Fully staffed, the Department has an authorized strength of 50 sworn officers, 19 civilian employees, and nine reserve police officers. In 1998, the Department responded to 25,097 calls, an estimated three percent decrease from 1997. From January, 1999 through September, 1999, the Department responded to approximately 11,398 calls, approximately 1,159 calls less than responded to in the same period in 1998.

The Department deploys officers in a beat management system, which divides the City of San Bruno into three beats. From 6:30 a.m. to 4:30 p.m., at least one patrol car (one officer) is

[2] The Fire Department's "three-four" schedule requires each firefighter to work three 24-hour days, with one day off between the first and second day, and another day off between the second and third day, followed by four days off. Overlapping schedules (differing "off" days) assure adequate staffing.

assigned to each beat. The two evening shifts[3] overlap so that from 9 p.m. to 2 a.m., and briefly each morning, each beat has two patrol cars. Reserve officers – volunteers who have graduated form the Police Academy – often provide a second officer for patrol cars. Traffic officers on motorcycles provide assistance where needed.

The Specific Plan area is currently patrolled by federal officers, but is located within Beat One, an irregularly shaped area that includes the Tanforan Park and Towne Center Shopping Centers. Between the hours of 11 a.m. and 9:00 p.m., the Tanforan Park and Town Center Shopping Centers constitute a separate beat, or a fully staffed sub-beat within Beat One. Both shopping centers pay for part of the cost of a police officer seven days a week. In 1998 Tanforan Park and Towne Center accounted for about 75 percent of all calls within Beat One, mostly related to traffic accidents and incident reports. In 1998 Beat One generated 36 percent of all calls to the Police Department for service. Calls to the U.S. Navy site or its environs were rare (Watson, 2000).

San Bruno does not have a municipal jail, but transports detainees to the San Mateo County Jail in Redwood City. Persons with alcohol-related infractions are usually referred to an alcohol treatment program, First Chance, in South San Francisco.

LIBRARY SERVICES

The City of San Bruno operates one library, a 15,600 sq. ft. facility located at 701 Angus West, San Bruno, less than one mile south of the Specific Plan area. The Library is part of the City's Civic Center, and shares the site with City Hall, the Police Department and the Fire Department. The San Bruno Public Library maintains over 100,000 circulating items, including books, magazines, videos, CDs, audio cassettes, and books on tape for adults and children. The library is open seven days a week for a total of 63 hours per week, and an estimated 60 percent of all residents have library cards. The San Bruno Public Library is a member of the Peninsula Library System, a consortium of 32 city, county and community college libraries in San Mateo County. The number of patron visits to the San Bruno Library in 1998 was approximately 235,000 (760 patron visits per day), and was nearly the same in 1999. The number of Internet sign-ups increased nearly 50 percent from 1998 to 1999. The number of circulating materials dropped slightly during this time period. By the year 2005, the number of patron visits is anticipated to increase to 1,018 per day (Public Library Master Plan, 1999).

According to City staff, the Library is currently too small to adequately service the San Bruno community. The City of San Bruno's Public Library Master Plan, dated November 23, 1999, states that a minimum of an additional 16,520 square feet are needed to provide adequate space for collection growth (shelving is currently at capacity), adequate seating, adequate noise separation, adequate space for childrens' programs, adequate space for staff, and adequate service to the disabled. The Plan states that "current practice in California libraries is to provide 25-30 public workstations for every 1,000 daily visitors – a ratio of 1 computer for every 33-40 daily visitors" (p. 12). The San Bruno Public Library currently provides 1 computer for every 58 daily

[3] The two evening shifts are from 4 p.m. to 2 a.m. and from 9 p.m. to 7 a.m.

visitors. In addition, existing parking is insufficient, the building's infrastructure is aging and inadequate for changing technologies, the design is inflexible, and the cost of seismic upgrades to the existing building are prohibitive.

In June, 2000, the San Bruno City Council approved a budget for a telephone survey of 400 residents to assess residents' understanding of the Library's needs and to assess residents' willingness to pay the cost of a new facility through a property tax (Jackson, 2000). On March 13, 2000, the San Bruno City Council affirmed the Downtown San Bruno area as the preferred location for a new Library.

SCHOOLS

Elementary school students (grades K through 6) living in the Specific Plan area reside within the Allen Elementary School attendance area. Allen Elementary School is located at 875 West Angus Avenue, San Bruno, approximately one mile south of the Specific Plan area. Allen School currently has an anticipated fall, 2000 enrollment of 460 students and can accommodate 490 students. Allen School is one of six schools in the San Bruno Park Elementary School District, all of which are located within the city boundaries of San Bruno. Junior high school students (grades 7 through 8) living in the Specific Plan area, reside in the Parkside Intermediate School attendance area. Also one of six schools in the San Bruno Park Elementary School District, it is the only intermediate school in the district.[4] Parkside School is located at 1801 Niles Avenue, approximately 2.3 miles south of the Specific Plan area. Parkside has an anticipated fall, 2000 enrollment of approximately 608 students and can accommodate 650 students. The San Bruno Park Elementary School District has no method for determining the number of students that residential development might generate (Barsocchini, 2000).

High school students (grades 9 through 12) living in the Specific Plan area reside within the Capuchino High School attendance area, which encompasses the entire City of San Bruno. Capuchino High School is located at 1501 Magnolia Drive, San Bruno, approximately two miles south of the Specific Plan area, along the San Bruno-Millbrae border. It is one of six high schools and one alternative high school in the San Mateo Union High School District (the District) that serves the cities of San Bruno, Millbrae, Burlingame, Hillsborough, San Mateo and Foster City. The District provides bus transportation to Capuchino High School for a small fee (waived in hardship cases), and allows intra-District transfers to its other high schools, depending on school capacity and current enrollment. While the number of students actually living in the Capuchino High School attendance area exceeds the school's capacity (Lapkoff & Gobalet, 2000), it has the lowest enrollment of the six high schools.[5] Capuchino High School has an existing capacity of 1,375 students (Lapkoff & Gobalet, 2000), and the District anticipates a 2000-2001 enrollment of 1,150 students (Arnold, 2000), a four percent increase from its 1999-2000 enrollment.

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[4] One other public intermediate school (grades 6 through 8) is located within the City of San Bruno. Pacific Heights Middle School is located in the hill area and is part of the Laguna Salada Elementary School District. The Laguna Salada District operates approximately ten schools, including one elementary school in San Bruno.

[5] An estimated 25% of students living in the Capuchino High School attendance area attend Mills High School, located 400 Murchison Drive, Millbrae, approximately 1.7 miles south of Capuchino High School.

The San Mateo Union High School District predicts student enrollment primarily through cohort survival modeling and migration rates, neither of which account for new development, possibly because the communities it serves are largely built-out. In the past, the District had anticipated a slight increase in the number of ninth graders over the number of eighth graders the year before. However, in 1999 there were fewer ninth graders than eighth graders in fall, 1998 (Lapkoff & Gobalet, 2000). In addition, a study of its 1998-1999 grade progressions indicates the number of students in each grade cohort declines as the cohort progresses from the ninth to twelfth grade (Lapkoff & Gobalet, 2000). Based on its migration rates over the past two years, the District estimates that by the year 2005, enrollment in the District will have declined slightly, and by 2008 it will have declined by almost 7 percent.

Senate Bill 50

Senate Bill (SB) 50, enacted in February, 1999, now prohibits local agencies, such as the City of San Bruno, from denying land use approvals on the basis that school facilities are inadequate. (SB 50 implements Proposition 1A, approved by voters on November 4, 1998, and preempts existing city fees.) This legislation establishes base school impact mitigation fees – Level One fees – for residential construction of at least $1.93 per square foot, and for commercial construction of at least $0.31 per square foot. A school district may impose Level Two fees if the school district meets certain criteria, such as preparation and adoption of a five-year school facilities needs analysis. The San Mateo Union High School District has adopted a five-year facilities plan (Arnold, 2000).

PARKS AND OPEN SPACE

The City of San Bruno currently maintains 21 outdoor parks and recreation areas that total 97.25 acres for an estimated 2000 city population of 42,000 persons, or approximately 2.3 acres of parkland per 1,000 residents. If the 93-acre Junipero Serra County Park, located mostly within the City of San Bruno is included, an estimated 4.5 acres of parkland is available for every 1,000 residents. A stated goal of the General Plan's Open Space, Conservation, Scenic Corridors Element is to provide 2.5 acres of parkland per 1,000 persons (General Plan, p. 53), and toward that end, the General Plan states, "as private property is developed, land should be reserved to help meet the City's open space, recreational and resource needs."

Commodore Park is located within the Specific Plan area, and would be the park that would serve development proposed under the Specific Plan. Considered a passive park, with no staffing other than weekly maintenance staff, the four-acre park includes a baseball field, exercise course, play equipment, picnic tables, barbecues and restrooms. The City of San Bruno does not schedule regular activities, such as athletic competitions, for this park, nor does it keep statistics on the number of visitors to Commodore Park. According to the General Plan, in addition to the Specific Plan area, the park serves two large apartment complexes and the Bayhill office complex (General Plan, p. 68). In 1990, the Census track in which this park is located had a 1990 population of 1526 persons (including the U.S. Navy Site and the apartment complexes), resulting in an estimated 2.7 acres of parkland per 1,000 residents.

IMPACTS AND MITIGATION MEASURES

APPROACH TO ANALYSIS

This section discusses how the proposed U.S. Navy Site Specific Plan may impact the provision of public services in the Specific Plan area. Because development would only occur at the U.S. Navy site and not elsewhere in the Specific Plan area, this analysis makes use of the San Bruno Redevelopment Project Area Plan EIR, and provides further analysis of the impact of the Specific Plan on fire and police protection services, schools and parks.

This analysis assumes that the proposed 210 residential units could result in an estimated population of approximately 343 persons[6] and that the 190 units of assisted senior housing would result in an estimated senior population of 190.

SIGNIFICANCE CRITERIA

A project would normally be considered to have a significant effect on the environment if it would 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.

OPERATIONAL IMPACTS

Impact F.1: The project could result in an incremental increase in calls for City of San Bruno fire protection and emergency medical response calls. This could be a significant impact.

The proposed project would result in an increase in calls for fire protection services and for emergency medical response services. The San Bruno Fire Department already provides services to the Specific Plan area. However, planned development under the Specific Plan could result in a need to provide service to several buildings that are 80 to 90 feet in height, a number of senior residents that may generate a higher number of requests for emergency medical service, a six-story hotel, offices, and other components with more intensive land uses than existing buildings.

The Fire Department indicates that it is prepared to accommodate the proposed development (Voreyer, 2000), and would not be required to either construct new facilities or expand its existing facilities as a result of the project. The Department has ordered a new 100 foot tractor-drawn aerial apparatus to replace its 1968 85-foot truck, allowing the Department to provide adequate service to a six-story building (Voreyer, 2000). The Joint Powers Authority provides immediate response from any nearby jurisdiction, except from the City of South San Francisco. Senior assisted housing would include on-site trained staff capable of responding to emergencies.

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6 Based on the average household size of 1.63 for U.S. Census Tract 6041.02.

Emergency access by emergency medical response personnel would be improved by a proposed four-legged intersection at El Camino Real and an entrance from El Camino Real, at a point midway between the I-380 on-ramp and Sneath Lane. Within the Specific Plan area, internal street improvements would be made at the U.S. Navy site and the adjacent commercial area that would provide immediate access to the proposed development from El Camino Real, as well as from Sneath Lane. These improvements would include a new road along an east-west axis that would connect the entrance along El Camino Real to the existing road alongside the Federal Archives. A new road along a north-south axis would provide immediate access to the hotel, parking garage, one of the office buildings and one of the residence towers. Commodore would remain open to provide access from Sneath Lane.

Despite the proposed improvements to circulation, the potential exists for emergency response to be delayed because of seasonal or other high volume traffic periods.

Mitigation Measure F.1: The City of San Bruno shall install signals that can be pre-empted by fire protection or emergency medical response vehicles. Developers shall contribute a "fair share" portion of the cost of these pre-emptive signals as determined by the City of San Bruno.

Significance after Mitigation: Less than significant.

Impact F.2: The Specific Plan would result in an increase in the number of calls for police protection services. This would be a less than significant impact.

While the number of calls from new residences and offices proposed for development as part of the Specific Plan, the San Bruno Police Department anticipates the most significant increase in calls for police protection services would be from the proposed hotel and the commercial strip (Watson, 2000). The Department anticipates crimes related to theft, check and credit card fraud, auto theft, auto burglary and related offenses as a result of proposed commercial development; and an increase in a variety of calls ranging from fraud to alcohol-related offenses as a result of the proposed hotel development. The Department indicates that, based on information received from the Burlingame Police Department, San Bruno could anticipate 249 calls each year from the proposed hotel (Watson, 2000). The Department anticipates a need for one additional police officer based on the increased traffic volume and the increase in calls for service.

The Department indicates however that it would not be required to build a new facility as a result of development proposed as part of the Specific Plan. A staffing increase of one police officer has been authorized by City Council, effective in fiscal year 2000/2001 to handle additional traffic enforcement efforts along El Camino Real, and nearby.

While the Department anticipates that development proposed as part of the Specific Plan would require internal security measures, the development proposed as part of the Specific Plan would not result in the need for additional or expanded facilities. New facilities are now under

construction. In addition, the development proposed as part of the Specific Plan would not result in the need for additional Department staff – additional staff has been approved as part of the 2000/2001 budget. The Specific Plan would require that new developments provide building security personnel.

Mitigation Measure: None required.

Impact F.3: The Specific Plan would result in an increase in the number of card holders at the San Bruno Public Library. This would be a less than significant impact.

The proposed project could add additional residents that could also become card holders at the San Bruno Public Library. If the development proposed under the Specific Plan added an additional 533 residents (approximate) to the City of San Bruno, and if – as now – an estimated 60 percent of the residents become library card holders, the Specific Plan would result in an additional 320 users, a 1.3 percent increase.[7]

However, the San Bruno Public Library is already documented as being too small to adequately service its current and future users. The City Council has already agreed to consider the Downtown area as the preferred location for a new Library (http://www.ci.sanbruno.ca.us/Library/News/plan.html, accessed June 28, 2000), and the City has adopted a *City of San Bruno Public Library Master Plan*, which projects the libraries needs to 2020. As stated above, over 60 percent of San Bruno residents have library cards. Development proposed as part of the Specific Plan would add an estimated 320 cardholders, a 1.3 percent increase in the number of current cardholders. This increase in cardholders, as a result of the development proposed as part of the Specific Plan, represents a small, incremental increase in the number of potential library patrons. Development under the Specific Plan would therefore not, by itself, result in a need to increase the Library's services or to construct a new facility. The Specific Plan requires that developers pay impact fees for the Public Library's services and facilities. As a result, the Specific Plan would have a less than significant impact on the San Bruno Public Library.

Mitigation Measure: None required.

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[7] Calculated by dividing the sum of the estimated additional population of 533 persons by .60, divided by the estimated 2000 population of the City of San Bruno; or the sum of 320 divided by the sum of 25,200, which equals .0126 or 1.3 percent.

Impact F.4: Development proposed as part of the Specific Plan could result in an increase in enrollment at Allen Elementary School, Parkside Intermediate School, and Capuchino High School. This could be a significant impact.

The proposed project would likely result in an increase in student enrollment at Allen Elementary, Parkside Intermediate and Capuchino High Schools. Neither the San Bruno Park Elementary School District nor the San Mateo Union High School District has a method of calculating the number of students that new residential development would generate. Projections for Capuchino High School use a cohort survival model, based on migration rates and its kindergarten population to anticipate its high school enrollment. This model does not really incorporate new residential development. The San Mateo district does have a five-year facilities plan, and as a result, could qualify for the maximum amount of funds available under Senate Bill 50.

Table III.F.1 projects the numbers of school-age students that development proposed as part of the Specific Plan could generate, using the 1990 U.S. Census age distributions both in the City of San Bruno and in the U.S. Census track in which the Specific Plan is located. The results anticipate possible age ranges in 2005, when the proposed development is complete. Projections based on citywide age distributions may not be representative of the proposed development because most residential structures in the city are single family detached homes, which traditionally are occupied by larger numbers of minors. The lower projected numbers of students probably more closely anticipates the number of students that would be generated by the proposed new development, because the new development would closely resemble existing high density housing in the U.S. Census track in which the Specific Plan is located. In general, higher density housing is occupied by a much lower percentage of minors. These projections assume that age distributions will remain nearly the same from 1990 to 2005.

Table III.F.2 compares current excess school capacity to the projected number of students that would be generated in 2005 by the development proposed as part of the Specific Plan.[8] As Table III.F.2 demonstrates, Allen Elementary School would potentially be at capacity as a result of the development proposed as part of the Specific Plan if the development reflects citywide household sizes and age distributions. Additional students would be transported to schools with room for additional students. Based on current excess capacity at Parkside Intermediate School, development proposed for the Specific Plan area would not result in overcrowding.

Based on the current excess capacity at Capuchino High School of 225 students, and the declining enrollment predicted for the San Mateo Union High School District overall (Lapkoff & Gobalet), the development proposed as part of the Specific Plan would not result in overcrowding at Capuchino High School. The proposed Specific Plan would not result in the need to expand Capuchino High School or to construct a new high school.

[8] The Association of Bay Area Governments (ABAG) projects that in 2005, the average household size in San Bruno will increase from 2.79 persons per household to 2.9 persons per household.

TABLE III.F.1
PROJECTED STUDENT POPULATION GENERATED BY PROPOSED NEW DEVELOPMENT (160 to 210 Residential Units) U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN

Grade Level	Household Size: 2005[1]	160 Units: Census Track 6041.02 Age Distribution	160 Units: Citywide Age Distribution	210 Units: Census Track 6041.02 Age Distribution	210 Units: Citywide Age Distribution
Elementary (Ages 5 through 11)	2.9	160 x 2.9 x .03 = 14 students	160 x 2.9 x .09 = 42 students	210 x. 2.9 x .03 = 18 students	210 x. 2.9 x .09 = 55 students
Junior High School (Ages 12 through 13)	2.9	160 x 2.9 x .01 = 5 students	160 x 2.9 x .02 = 9 students	210 x 2.9 x .01 = 6 students	210 x 2.9 x .02 = 12 students
High School (Ages 14 through 18)	2.9	160 x 2.9 x .03 = 14 students	160 x 2.9 x .05 = 23 students	210 x 2.9 x .03 = 18 students	210 x 2.9 x .05 = 30 students
Totals		33 students	66 students	42 students	97 students

1 Association of Bay Area Governments, *Projections 2000*; based on a projected 2005 San Bruno population of 44,000.

SOURCE: San Bruno Park Elementary School, San Mateo Union High School District, ESA.

TABLE III.F.2
PROJECTED NUMBER OF STUDENTS GENERATED BY PROPOSED NEW DEVELOPMENT vs. SCHOOL CAPACITY (160 to 210 Residential Units) U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN

Grade Level	160 to 210 Units: Census Track 6041.02 Age Distribution	160 to 210 Units: Citywide Age Distribution	Excess School Capacity
Elementary (Ages 5 through 11)	14 to 18 students	42 to 55 students	Allen Elementary School: 30 students
Junior High School (Ages 12 through 13)	5 to 6 students	9 to 12 students	Parkside Intermediate School: 42 students
High School (Ages 14 through 18)	14 to 18 students	23 to 30 students	Capuchino High School: 225 students
Totals	33 to 42 students	74 to 97 students	297 students

SOURCE: San Bruno Park Elementary School, San Mateo Union High School District, ESA.

Mitigation Measure F.4: The City of San Bruno shall coordinate payment to the appropriate school districts of the school impact fee required by California Senate Bill 50:

California Senate Bill 50:

- Prohibits the City of San Bruno from denying land use approvals on the basis that school facilities are inadequate;
- Mandates that the impact fees required by Senate Bill 50 serve as the legally mandated mitigation measure for CEQA-related environmental analysis; and
- Mandates a base and maximum impact fee for school districts, whether or not the proposed development results in inadequate school facilities.

Because of Senate Bill 50, the capacity of any public school cannot be considered as the reason for denying a land use application. The impact fees collected as a result of Senate Bill 50 must be used by the impacted schools. Payment of the impact fee required by Senate Bill 50 provides the legal mitigation measure for impacts to local school districts, and therefore development proposed as part of the Specific Plan would not have a significant impact on schools in the Specific Plan attendance areas.

Significance after Mitigation: Less than significant.

Impact F.5: The proposed Specific Plan would result in an incremental increase in the number of park users at Commodore Park. This would be a less than significant impact.

The proposed Specific Plan would result in development of 210 new residential units and an estimated 190 assisted senior residential units with an estimated population of approximately 533 residents. In addition, a large number office and other workers would be added to the Specific Plan area, particularly on weekdays. Workers are not, however, addressed by the General Plan, most likely because their primary reason for being in the area is job-related.

As a result of the development proposed as part of the Specific Plan, the ratio of parkland to residents would likely slip below the 2.5 acres per 1,000 residents (not including Junipero Serra County Park lands) standard used in the General Plan. However, according to the General Plan, the San Bruno Subdivision Ordinance requires the dedication of (where less than 50 lots are involved) "in lieu fees based upon the assessed value at a ratio of 4.5 acres per 1,000 population," as permitted under State law. The Specific Plan also requires that residential development provide on-site recreational facilities for each project, as well as pay in-lieu park fees to offset any impacts associated with new development.

Direct impacts to Commodore Park are likely to be less than significant. A large portion of this additional population generated by the Specific Plan would be seniors living in assisted care, and unlikely to be intensive users of Commodore Park. Many current residents living near

Commodore Park have on-site recreational facilities, including swimming pools. The additional users would be unlikely to cause the deterioration of the park such that its facilities would have to be expanded or replaced (Dennis, 2000).

The proposed Specific Plan would therefore not result in a significant impact on existing park facilities.

Mitigation Measure: None required.

REFERENCES – Public Services

(All printed references are available at the San Bruno Planning and Building Department, City Hall, 567 El Camino Real, San Bruno, unless otherwise noted.)

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Lapkoff & Gobalet Demographic Research, Inc., *Demographic Trends and Enrollment Forecast: San Mateo Union High School District*, January 24, 2000.

Smith, Dennis, Interim Director, City of San Bruno Parks and Recreation Department, personal communication, June 26, 2000.

Voreyer, Daniel J., Acting Battalion Chief, San Bruno Fire Department, personal communication to ESA, June 19, 2000.

Watson, Rick, Captain, Administrative Services Division, San Bruno Police Department, personal communication to ESA, July 21, 2000.

G. BIOLOGICAL RESOURCES

SETTING

Biological issues that were adequately addressed in the San Bruno Redevelopment Project Area Plan EIR are not addressed in this U.S. Navy Site Specific Plan EIR. Impacts and mitigation measures included in the Redevelopment Plan EIR are incorporated in this document by reference, and are summarized in the U.S. Navy Site Specific Plan Initial Study, attached hereto as Appendix C.

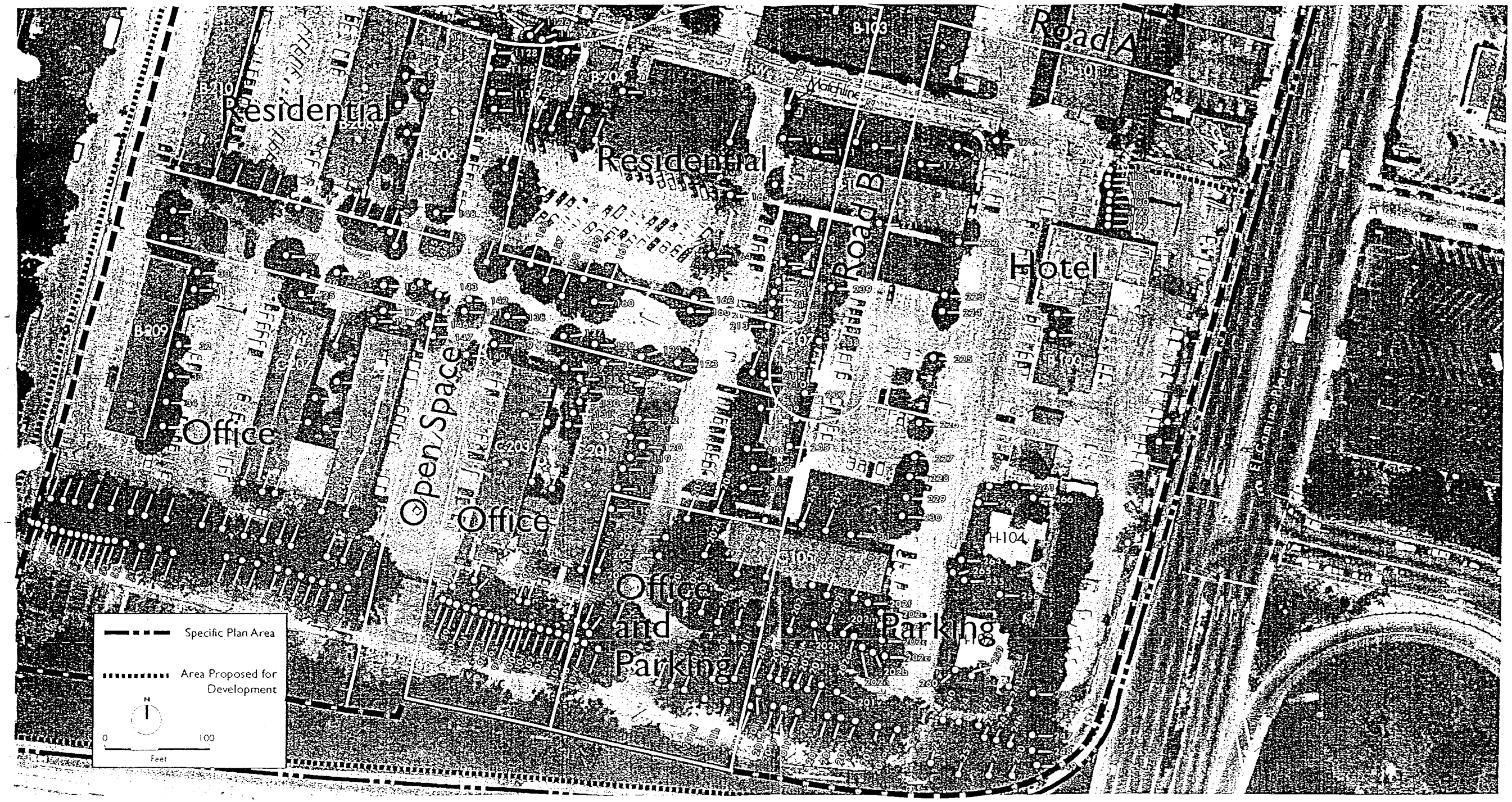
On October 12 and October 13, 1999, Environmental Science Associates (ESA) conducted a tree evaluation at the U.S. Navy and U.S. Marine Corps facilities in San Bruno, California, for the City of San Bruno. The tree evaluation included the U.S. Navy site, the adjacent U.S. Marine Corps Reserve Center, and the adjacent commercial strip along El Camino Real. This EIR document presents results for the U.S. Navy site and adjacent commercial strip only. The objectives of the evaluation included (1) identifying all trees, i.e., all woody perennial plants having a single elongated main stem with few or no branches on the main stem; (2) tagging of each tree or grove of trees using aluminum nails and tags with a unique identification number[1]; (3) mapping of each tree onto a orthophotograph (1" = 100") with a corresponding unique identification number as depicted in Figure III.G.1 and Figure III.G.2; and (4) collection of measurements at diameter at breast height (dbh) as measured 4.5 feet from the ground of all trees with a dbh greater than or equal to 6 inches. Additionally, the health of each tree was assessed and categorized as Good, Fair, Poor or Dead. These categories are defined below.

- **Good** – new tip growth; good leaf color; smooth bark free from decay; relatively free of any visible signs of disease or pest infestation.
- **Fair** – some new tip growth; few leaf discoloration; some dead wood; thinning crown; normal amount of disease and/or pest infestation.
- **Poor** – no new tip growth; abundant leaf discoloration; abundant dead wood; heavily thinned crown; extensive amount of dieback, disease and/or pest infestation.
- **Dead** – no signs of life at the time of the evaluation.

A total of 344 trees were evaluated; an inventory of the surveyed trees is attached to this EIR as Appendix E.

The surveyed trees are ornamental and non-indigenous to the San Bruno area. The common species encountered included blue gum (*Eucalyptus globulus*), myoporum (*Myoporum laetum*), pine (*Pinus* sp.), cherry/plum (*Prunus* sp.) and red iron bark gum (*Eucalyptus sideroxylon*).

[1] Tag numbers are in consecutive order, except those between 301 to 1099; these numbers were unavailable.



SOURCE: Environmental Science Associates

U.S. Navy Site and Its Environs Specific Plan

Figure III.G.1

Tree Evaluation of Area Proposed for Development as Part of the U.S. Navy Site and Its Environs Specific Plan - Southern Portion, San Bruno, CA

ETT & BHATIA
Urban and Regional Planners

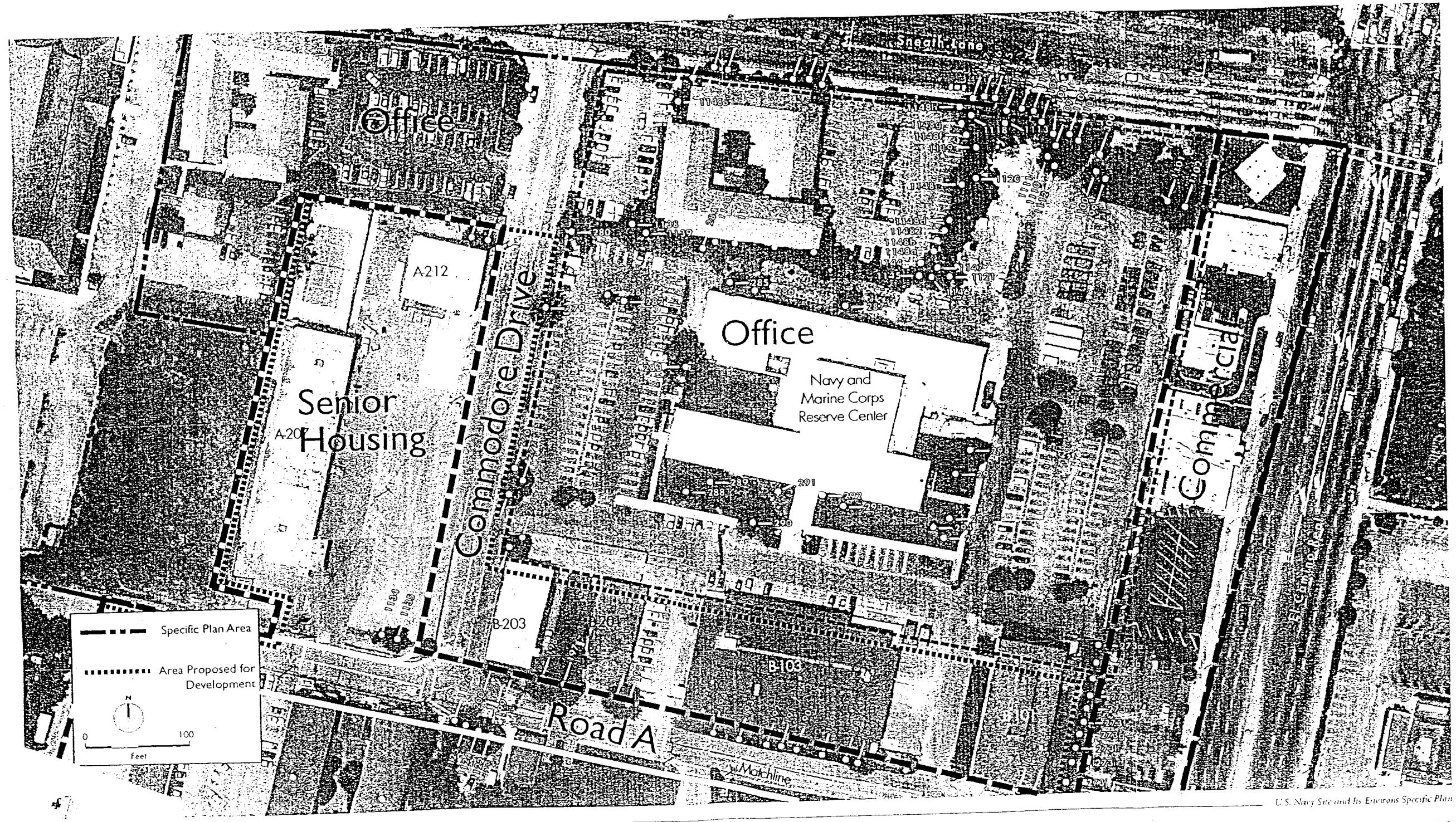


Figure III.G.2

Tree Evaluation of Area Proposed for Development as Part of the
U.S. Navy Site and Its Environs Specific Plan - Northern Portion, San Bruno, CA

In general, 96 percent of the trees are in good health, and are able to ward off disease and/or insect attacks. A total of 13 trees have fair health. These trees include cherry/plum, tags #16, 17, 18, 24; blue gum, tags #55, 56, 92, 269, 270, 271, 272; red iron bark gum, tag #261; and redwood, tag #273f. These trees are recommended for removal unless they are a part of a grove, i.e., tags #16,17,18, 24, 55, 56, and 92, 273f. None of the trees in the area proposed for development as part of the Specific Plan are in poor health or are dead. Groves of trees occur in the following areas:

North of Commodore Drive West – Tags #84 to 113 and Tags #201a to 201aa;

South of Bldg. C-105 – Tags #202a to 202z; and

East of Bldg. B-101 – Tags #273a to 273j.

Table III.G.1 summarizes the number of trees that would be impacted by development proposed as part of the Specific Plan.

TABLE III.G.1
ESTIMATION OF NUMBER OF TREES IMPACTED BY PROJECT COMPONENT

Project Component	Impacted Tree Estimation
Office A	59 trees, including a large Eucalyptus grove
Office B	51 trees, including a large Eucalyptus grove
Parking Structure	88 trees, including large Eucalyptus and Myoporum groves
Residential A	10 trees
Residential B	26 trees
Hotel	22 trees
Senior Housing	4 trees
Commercial	2 trees
Road A	11 trees
Road B	21 trees

SOURCE: ESA, 1999

LOCAL PLANS AND POLICIES

City of San Bruno Tree Ordinance

The City of San Bruno (Section 8.24.010) regulates the planting and maintenance of street trees within the City. Street trees are those designated trees planted either in or adjacent to the public right-of-way, and which are controlled as part of public right-of-way maintenance. It is unlawful for any person to cut, prune, remove, plant or interfere with any street tree without obtaining a permit. The City will replace any street tree that has died or may have been removed, or plant additional street trees deemed appropriate as permitted by available manpower and budgetary considerations. Street trees are pruned on an as-needed basis determined by both the needs and resources of the City.

The City does not have any policy that designates heritage or significant trees. In addition, the City does not regulate trees on privately owned property, unless the trees have been planted either in or adjacent to the public right-of-way, and therefore become part of the public right-of way. All street trees are legally the property of the home owner, but are subject to City control.

IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

These criteria are related to definitions and policies under the Federal Endangered Species Act (FESA) and California Endangered Species Act (CESA). Project-related impacts to species on the CESA and FESA endangered list and threatened lists would be considered "significant" in this EIR. Impacts to "species of concern" would be considered "significant" under certain circumstances.

- Section 15065 (Mandatory Findings of Significance) "...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, reduce the number or restrict the range of an endangered, rare or threatened species,..."

- Section 15380 (Endangered, Rare or Threatened Species); and

- Section 15382 (Significant Effect on the Environment) "...a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."

Based on policy and guidance provided by CEQA (Public Resources Code Section 21001 and CEQA Guidelines), an impact of the proposed project would be considered significant if it causes:

- Adverse substantial effect to any species identified as a threatened, endangered, candidate, sensitive, or special-status species in local or regional plans, policies, regulations or by lists

of species of concern from the CDFG, the USFWS or as defined by Section 15380 of CEQA Guidelines;

- Adverse substantial effect to habitat (including habitats for rare and endangered species as defined by CDFG Code Section 2050 *et seq.*) or other sensitive natural community identified in local or regional plans, policies, regulations or by lists compiled by CDFG or USFWS;
- Adverse substantial effect to federally protected wetlands (including but not limited to marshes and riparian areas) as defined by Section 404 of the Clean Water Act, or riparian and marsh areas under the jurisdiction of CDFG as defined by CDFG Code Sections 1601–1603;
- Substantial interference with movement of any native resident or migratory fish or wildlife species or with established migration or dispersal corridors;
- Removal or damage to any tree meeting the significant resource criteria set forth under local plan or ordinance; or
- Damage to a resource that is subject to U.S. Army Corps of Engineers' permit requirements under Section 404 of the federal Clean Water Act and that may provide valuable wildlife habitat, such as habitat for special status plant or animal species.

OPERATIONAL IMPACTS

Impact G.1: Development proposed as part of the Specific Plan could result in the removal of, or root damage to, 294 street trees, of which 48 percent constitute tree groves, as defined by the City of San Bruno Tree and Planting Ordinance (Title 8: *Trees, sidewalks and rights of way*). This would be a significant impact.

Development proposed as part of the Specific Plan would remove approximately 294 ornamental trees; 48 percent (140 individuals) of these trees are part of a grove. Excepting trees with tags #261, 269, 270, 271, 272, which have fair health, these trees are in good health and have been recommended for preservation. These trees may be considered street trees as defined by the City of San Bruno (Section 8.24.010). Removal of these trees without a permit would conflict with the City of San Bruno Tree and Planting Ordinance, and would result in a significant impact under CEQA Guidelines.

The remaining approximately 50 street trees may not be removed and could be preserved during project construction. These trees include tags #1-11, 16-18, 24-29, 123-127, 137-148, 155-163, 273a, 273b, 273h – 273j, and comprise the narrow area of trees between 2nd Street West and 3rd Street West.

Mitigation Measure G.1.a: The City of San Bruno, to the extent feasible, will avoid removal of, or damage to, all street trees, particularly tree groves, as designated by the City of San Bruno Tree and Planting Ordinance.

The following presents limitations for construction within and around trees to be preserved:

- For all development that would encroach into the feeder root zone (drip-line) or a 12-foot radius from the trunk, whichever is greater, of a preserved tree, special construction techniques to allow roots to breathe and obtain water will be required, as determined by the City of San Bruno (e.g., use hand equipment for trenching, protect natural resources with highly visible protective fencing, allow only one pass through an area with preserved trees).

- The existing ground surface within the drip-line of any tree will not be cut, filled, or compacted unless otherwise approved by the City of San Bruno. Excavation adjacent to any trees, when permitted, will be in such a manner that will cause only minimal root damage. Permission and inspection will be required prior to back-filling.

- There will be no parking or storing of vehicles, equipment, machinery, construction materials, or construction trailers, and no mechanical excavation, construction of buildings, or dumping of oils or chemicals within the drip-lines of any trees.

- Prior to the start of any clearing, stockpiling, trenching, grading, compaction, paving, or change in ground elevation on a site with saved protected trees, fencing will be installed at the drip-line. Prior to grading or issuance of any permits, the fences may be inspected and the location thereof approved by appropriate county staff. The county requires the installation of a 6-foot-high chain-link fence around the drip-line of preserved trees during construction and demolition phases.

- Pruning shall be overseen by a certified arborist for all protected trees.

Mitigation Measure G.1.b: In the event that street tree removal is required, a tree removal permit would be obtained from the City of San Bruno. The City would assure that the conditions contained within the appropriate tree removal permit (San Bruno Municipal Code Section 8.24.070) would be followed.

The following measures are also applicable for removed trees.

- **Tree removal will not occur during March through June without a bird survey to determine that the tree is unused during the breeding season by avian species that are protected under California Fish and Game Codes 3503, 3503.5, and 3511. If bird species are detected, the District will obtain the necessary permits from California Fish and Game, and will comply with permit conditions for protecting these species, which will likely involve seasonal avoidance or construction "exclusion zones" around nest sites.**

- **A qualified biologist shall conduct bat surveys to determine whether any mature trees that would be removed during project construction provide hibernacula or nursery colony roosting habitat. Exclusion should be conducted at specific times of the year. Winter roosts are generally occupied between October 15 and January 30, and maternity colonies are generally occupied between February 15 and July 30. Therefore, exclusion, if required, should be conducted generally between August 1 and October 15 and between February 1 and February 14. If bats are using trees that need to be removed, the roosting season of the colony should be determined and the removal of the tree conducted when the colony is using an alternate roost.**

- **The City of San Bruno will require replacement of all removed street trees with native trees and will require that the replaced trees be incorporated into a landscape plan for site development that is submitted to the City for review and approval.**

Significance after Mitigation: Less than Significant.

REFERENCES – Biological Resources

(All printed references are available at the San Bruno Planning and Building Department, City Hall, 567 El Camino Real, San Bruno, unless otherwise noted.)

City of San Bruno, Tree and Planting Ordinance of the City of San Bruno, San Bruno Municipal Code Title 8, Section 8.24.010 to Section 8.24.210.

Environmental Science Associates, San Bruno Specific Plan Tree Evaluation (Prepared for the City of San Bruno), 1999.

H. AIR QUALITY

SETTING

CLIMATE AND METEOROLOGY

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The San Francisco Bay Area climate is Mediterranean in character, with mild, rainy winter weather from November through March, and warm, dry weather from June through September. During the summer, dry and subsiding air, associated with high-pressure off the California coast, acts as a cap over the cooler marine air near the surface. These subsidence inversions often persist for several days due to their thickness and strength. During the winter, when the Pacific high-pressure system has retreated southward, subsidence inversions are less common and less persistent than during the summer. During the winter, however, surface inversions caused by radiant cooling of land surface rather than subsiding air are much more frequent than during the rest of the year. Surface inversions typically develop overnight and, while severely restricting vertical dispersion of emissions released at ground level, generally dissipate by afternoon.

San Bruno lies in the northern portion of the Bay Area's peninsula climatological subregion (Bay Area Air Quality Management District (BAAQMD), 1999). The peninsula subregion extends from northwest San Jose to the Golden Gate. The Santa Cruz Mountains extend up the center of the peninsula, with elevations exceeding 2,000 feet at the southern end, decreasing to approximately 500 feet in South San Francisco. Two important gaps in the Santa Cruz Mountains occur on the peninsula. The larger of the two is the San Bruno Gap, extending from Fort Funston on the ocean to the San Francisco International Airport (SFIA). Because the gap is oriented in the same northwest-to-southeast direction as the prevailing winds, and because the elevations along the gap are under 200 feet, marine air is easily able to flow through the gap in the direction of the San Francisco Bay. The other gap is the Crystal Springs Gap, between Half Moon Bay and San Carlos.

Annual average wind speeds range from 5 to 10 miles per hour throughout the peninsula, with higher wind speeds usually found along the coast. However, winds on the eastern side of the peninsula are often high in certain areas, such as near the San Bruno Gap and the Crystal Springs Gap. Within the peninsula subregion, air pollution potential is highest along the southeastern portions (i.e., in the Redwood City vicinity), which is the area that is most protected from the high winds and fog of the marine layer and that receives the most pollution transported from upwind urban areas. In more northerly areas, such as the San Bruno area, pollutant emissions are high, especially from motor vehicle congestion, but winds are generally strong enough to carry the pollutants away from where they can accumulate (BAAQMD, 1999).

REGULATORY CONTEXT

Regulation of air pollution is achieved through both national and state ambient air quality standards and emission limits for individual sources of air pollutants. Air pollutants that have public health effects are placed in two categories for regulatory purposes: "criteria air pollutants" and "toxic air contaminants." The term "criteria air pollutants" refers to those air pollutants that are most pervasive in urban environments and for which state and national ambient air quality standards have been established. The term "toxic air contaminants" refers to those pollutants that occur at relatively low concentrations and are associated with carcinogenic or other adverse health effects, but for which no ambient air quality standards have been established.

Criteria Air Pollutants

The federal Clean Air Act requires the U.S. Environmental Protection Agency (EPA) to identify National Ambient Air Quality Standards (national standards) to protect public health and welfare. Currently, the EPA has established national standards for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter (PM-10 and PM-2.5), and lead.[1] These compounds are referred to as "criteria air pollutants." California has adopted more stringent air quality standards for some pollutants for which there are no corresponding national standards. Table III.H.1 presents both national and state ambient air quality standards.

Under the amendments to the federal Clean Air Act, the EPA has classified air basins, or portions thereof, as either "attainment" or nonattainment" for each criteria air pollutant, based on whether or not the national standards have been achieved.[2] In 1988, the state legislature passed the California Clean Air Act, which is patterned after the federal Clean Air Act to the extent that it also requires areas to be designated as "attainment" or "nonattainment," but with respect to the state standards rather than the national standards.

San Bruno lies within the urbanized area of San Mateo County, a subregion within the nine-county San Francisco Bay Area Air Basin (Bay Area). The Bay Area is currently designated "nonattainment" for state and national ozone standards and for the state PM-10 standard (California Air Resources Board (CARB), 1999a). Urbanized areas within the Bay Area are also designated as a "maintenance" area for the national carbon monoxide standard. The "maintenance" designation denotes that the area, now "attainment," had once been designated as "nonattainment." The Bay Area is "attainment" or "unclassified" with respect to the other ambient air quality standards.

Both the federal Clean Air Act and the California Clean Air Act require plans for areas designated as nonattainment (with the exception of areas designated as nonattainment for the state PM-10 standard). Plans are also required under federal law for areas designated as

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1 Based on numerous epidemological studies and other health- and engineering-related information, in 1997 the EPA decided to maintain current PM-10 standards and establish new standards for fine particulate matter (PM-2.5).

2 Since monitoring for PM-2.5 began in 1998, air basins will not be classified with respect to the new national PM-2.5 standard until 2000 or later.

TABLE III.H.1
STATE AND NATIONAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	State of California[a,c]	National[b,c]
Ozone[d]	1 hour	0.09 ppm (180 $\mu g/m^3$)	0.12 ppm (235 $\mu g/m^3$)
	8 hour	NA	0.08 ppm (160 $\mu g/m^3$)
Carbon Monoxide	1 hour	20 ppm (23,000 $\mu g/m^3$)	35 ppm (40,000 $\mu g/m^3$)
	8 hour	9.0 ppm (10,000 $\mu g/m^3$)	9 ppm (10,000 $\mu g/m^3$)
Nitrogen Dioxide	1 hour	0.25 ppm (470 $\mu g/m^3$)	NA
	Annual	NA	0.053 ppm (100 $\mu g/m^3$)
Sulfur Dioxide	1 hour	0.25 ppm (655 $\mu g/m^3$)	NA
	3 hour	NA	0.5 ppm (1,300 $\mu g/m^3$)
	24 hour	0.04 ppm (105 $\mu g/m^3$)	0.14 ppm (365 $\mu g/m^3$)
	Annual	NA	0.03 ppm (80 $\mu g/m^3$)
Particulate Matter (PM-10)	24 hour	50 $\mu g/m^3$	150 $\mu g/ m^3$
	Annual	30 $\mu g/m^3$	50 $\mu g/ m^3$
Particulate Matter (PM-2.5)[d]	24 hour	NA	65 $\mu g/ m^3$
	Annual	NA	15 $\mu g/ m^3$
Sulfates	24 hour	25 $\mu g/m^3$	NA
Lead	30 day	1.5 $\mu g/m^3$	NA
	Calendar Quarter	NA	1.5 $\mu g/m^3$
Hydrogen Sulfide	1 hour	0.03 ppm (42 $\mu g/m^3$)	NA
Vinyl Chloride	24 hour	0.010 ppm (26 $\mu g/m^3$)	NA

a California standards for ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, and particulate matter (PM-10) are values that are not to be exceeded. All other California standards shown are values not to be equaled or exceeded.

b National standards, other than for ozone and particulate matter and those based on annual averages, are not to be exceeded more than once per year. For the 1-hour ozone standard, the ozone standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than "1". The 8-hour ozone standard is met at a monitoring site when the three-year average of the annual fourth-highest daily maximum 8-hour average ozone concentration is less than or equal to 0.08 ppm.

c ppm = parts per million by volume; $\mu g/m^3$ = micrograms per cubic meter.

d New standards effective September 16, 1997 (40 CFR 50.7 and 40 CFR 50.10).

NA: Not Applicable.

SOURCE: California Air Resources Board, http://www.arb.ca.gov/ags/aaqs2.pdf, September 11, 2000.

"maintenance" for national standards. Such plans are to include strategies for attaining the standards. There are currently four applicable air quality plans for the Bay Area: two related to the national ozone standard, one related to the state ozone standard, and one related to the national carbon monoxide standard. These plans include the *Ozone Attainment Plan for the 1-Hour National Ozone Standard* (Association of Bay Area Governments (ABAG), 1999), which was developed to meet federal ozone air quality planning requirements and which, when approved by U.S. EPA, will replace the current ozone SIP, the *Ozone Maintenance Plan* (ABAG, 1994a). The *Bay Area '97 Clean Air Plan* (BAAQMD, 1997a) was developed to meet planning requirements related to the state ozone standard. The *Carbon Monoxide Maintenance Plan* (ABAG, 1994b) was developed to ensure continued attainment of the national carbon monoxide standard.

The regional agency primarily responsible for developing air quality plans for the Bay Area is the Bay Area Air Quality Management District (BAAQMD), the agency with permit authority over most types of stationary emission sources in the Bay Area. BAAQMD exercises permit authority through its *Rules and Regulations*. Both federal and state ozone plans rely heavily upon stationary source control measures set forth in BAAQMD's *Rules and Regulations*. The overall stationary source control program that is embodied by the BAAQMD *Rules and Regulations* has been developed such that new stationary sources can be allowed to operate in the Bay Area without obstructing the goals of the regional air quality plans.

Toxic Air Contaminants

Regulation of toxic air contaminants is achieved through federal and state controls on individual sources.[3] Toxic air contaminants are air pollutants with short-term (acute) and/or long-term (chronic or carcinogenic) adverse human health effects, for which no ambient air quality standards have been established. The 1990 amendments to the federal Clean Air Act offer a comprehensive plan for achieving significant reductions in both mobile- and stationary-source emissions of certain designated toxic air contaminants.

Locally, the BAAQMD administers the Bay Area's Toxic Air Contaminant Control Program, which is intended to reduce public exposure to toxic air contaminants from stationary sources in the Bay Area. BAAQMD is currently working to control toxic air contaminant impacts through local "hot spots" and to reduce toxic air contaminant background concentrations. The control strategy involves reviewing new stationary sources to ensure compliance with required emissions controls and limits, maintaining an inventory of existing stationary sources of toxic air contaminants, and developing new rules and regulations to reduce toxic air contaminant emissions.

Regulation of toxic air contaminants from mobile sources has traditionally been implemented through establishment of emissions standards for on-road motor vehicles (imposed on vehicle manufacturers) and through specifications for gasoline and diesel fuel sold in California (imposed

[3] Federal environmental laws refer to "hazardous air pollutants," while California environmental laws refer to "toxic air contaminants." Both of these terms basically encompass the same constituent toxic compounds.

on fuel refineries and retailers), rather than through land use decisions, air quality permits, or regulations addressing how motor vehicles are used by the general public.

Regulatory Agencies

The EPA sets the above-described national standards for criteria air pollutants and oversees implementation of federal requirements by state air quality agencies. California's air quality management agency, the California Air Resources Board (CARB), regulates most types of mobile emissions sources and oversees the activities of regional/county air districts. CARB is responsible for establishing emissions standards for on-road motor vehicles sold in California. Emissions standards for on-road motor vehicles were developed primarily as a means to reduce emissions of carbon monoxide and ozone precursors (such as reactive organic gases, ROG), but by reducing such emissions, such standards also serve to reduce toxic air contaminants. (ROG emissions include both toxic and nontoxic constituents.)

As described above, the BAAQMD is the agency empowered to regulate stationary sources of air pollutant emissions in the Bay Area. BAAQMD is responsible for implementing emissions standards and other requirements of federal and state laws; it controls stationary-source emissions by issuing air quality permits that require the implementation of Best Available Control Technology (BACT) if specified trigger levels are exceeded. Also, for stationary sources, BAAQMD requires Toxics-BACT (T-BACT) if screening thresholds for toxic air contaminants are exceeded.

San Bruno General Plan

The San Bruno General Plan identifies that the city's air quality is most adversely affected by automobile use. The General Plan stresses the need for the City to comply with BAAQMD plans. In order to do so, the General Plan includes recommended air quality mitigation measures for projects proposed within the city. Specific measures are identified in the air quality section of the Redevelopment Plan EIR and are incorporated here by reference.

EXISTING AIR QUALITY CONDITIONS AND TRENDS

Criteria Air Pollutants

BAAQMD operates a regional network of air pollution monitoring stations that provide information on ambient concentrations of criteria air pollutants. None of these stations are located in San Bruno. The nearest station is located on Arkansas Street in San Francisco, roughly nine miles north of San Bruno. The next closest station to San Bruno is located in Redwood City, roughly 13 miles south of San Bruno. Table III.H.2 presents a five-year summary of air pollutant concentration monitoring data collected at the Arkansas Street monitoring station.[4] In Table III.H.2, air pollutant concentrations are compared with the state standards, which are more stringent than the corresponding national standards.

[4] Based on isopleth maps, the monitored pollutant levels shown in Table III.H.2 are reasonably representative of conditions in San Bruno (ABAG and BAAQMD, 1994c).

TABLE III.H.2
SAN FRANCISCO AIR POLLUTANT SUMMARY (1994–1998)

Pollutant	State Standard[c]	Monitoring Data by Year[a] 1994	1995	1996	1997	1998
Ozone (O_3):						
Highest 1-hr. average, ppm[b]	0.09	0.06	0.09	0.07	0.07	0.05
Number of exceedances[d]		0	0	0	0	0
Carbon Monoxide (CO):						
Highest 1-hr. average, ppm	20	6	5	5	5	7
Number of exceedances		0	0	0	0	0
Highest 8-hr. average, ppm	9.0	4.5	4.4	3.9	3.5	4.0
Number of exceedances		0	0	0	0	0
Particulate Matter (PM-10):						
Highest 24-hr. average, $\mu g/m^3$	50	93	50	71	**81**	52
Exceedances/Samples[e]		6/61	0/61	2/61	3/61	1/61
Annual Geometric Mean, $\mu g/m^3$	30	24.7	22.4	21.4	22.5	20.2

a The data are from the Arkansas Street air quality monitoring station in San Francisco.
b ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter.
c State standard, not to be exceeded.
d Except for ozone, "number of exceedences" refers to the number of measured violations in a given year of the applicable standard. For ozone, "number of exceedences" refers to the number of days in a given year during which at least one hour exceeded the standard.
e PM-10 is usually measured every sixth day (rather than continuously like the other pollutants). For PM-10, "exceedences/samples" indicates the number of exceedences of the state standard that occurred in a given year and the total number of samples that were taken that year.

NOTE: ND = No data available. Values shown in **bold** type exceed the applicable standard.

SOURCES: California Air Resources Board, *California Air Quality Data Summaries*, 1994-1997; California Air Resources Board, California Ambient Air Quality Data 1980-1998 Data CD, December 1999b.

The discussion of the air quality trends in the Redevelopment Plan EIR with respect to ozone and PM-10, the "nonattainment" pollutants in the Bay Area, is incorporated here by reference.

Toxic Air Contaminants

The ambient background of toxic air contaminants is the combined result of many diverse human activities, including gasoline stations, automobiles, dry cleaners, industrial operations, hospital sterilizers, and painting operations. In general, mobile sources contribute more significantly to health risks than do stationary sources (BAAQMD, 1997b). The BAAQMD operates a network of monitoring stations that measure ambient concentrations of certain toxic air contaminants that are associated with strong health-related effects and are present in appreciable concentrations in the Bay Area, as in all urban areas. None of these stations are located in San Bruno; the closest station is located on Arkansas Street in San Francisco. Generally, ambient concentrations of toxic

air contaminants are similar through the urbanized areas of the Bay Area. BAAQMD estimates that the average lifetime cancer risk from toxic air contaminants in the ambient air in the Bay Area (based on ambient air quality monitoring data for 1996) is 212 cases of cancer per million residents (down from 303 in 1 million based on 1995 data). Of the pollutants for which monitoring data are available, benzene and 1,3-butadiene (which are emitted primarily from motor vehicles) account for over one half of the average calculated cancer risk (BAAQMD, 1997b). Benzene levels declined dramatically in 1996 with the advent of Phase 2 reformulated gasoline. The use of reformulated gasoline also appears to have led to significant decreases in 1,3-butadiene.

EMISSIONS ASSOCIATED WITH SAN BRUNO

Criteria Air Pollutants

Land use development (including residential, industrial, and commercial) in San Bruno contributes to regional emissions and concentrations primarily through the generation of motor vehicle trips by autos, trucks, and buses. Emissions are also generated through operation of stationary sources associated with industrial and commercial operations and building energy use (e.g., boilers for space and water heating and electricity use). City vehicles and operations (e.g., street sweeping) also contribute to citywide emissions.

BAAQMD has compiled a list of "major emitting facilities" in the Bay Area (BAAQMD, 1993), which includes approximately 290 facilities that emitted more than 100 pounds per day of any criteria pollutant (or precursor) in 1990. None of these facilities are located in San Bruno.

Toxic Air Contaminants

BAAQMD maintains an inventory of stationary sources of toxic air contaminants in the Bay Area (BAAQMD, 1997b). Within San Bruno, seven such sources are listed, six of which are dry cleaners (which emit perchloroethylene). The remaining source is Arco Products Company on El Camino Real (which emits reportable quantities of benzene).

BAAQMD has also established specific public notification requirements for various levels of risk (Levels 1, 2, and 3). No Bay Area facilities are currently listed under Levels 2 or 3 (the highest levels of risk). Two facilities are listed at Level 1, indicating that the maximum cancer risk attributable to each is greater than 10 in 1 million, but less than 100 in one million. Neither of these facilities are located in or near San Bruno (BAAQMD, 1997b).

SENSITIVE LAND USES

Some persons are considered more sensitive than others to air pollutants. The reasons for heightened sensitivity may include health problems, proximity to the emissions source, and duration of exposure to air pollutants. Land uses such as schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because the very young, the elderly, and the infirm are more susceptible to respiratory infections and other air quality-related

health problems than the general public. Residential areas are considered sensitive to poor air quality because people are often at home for extended periods. Recreational land uses are moderately sensitive to air pollution because vigorous exercise associated with recreation places a high demand on the human respiratory system.

There are several sensitive receptors located within the boundaries of the Specific Plan site or within close proximity (see Figure III.B.1 in Section III.B, Land Use, Plans and Policies). These include Commodore Park, Palos Verde Special School, and El Portal Vocational School in the western portion of the project site. Peninsula Place Condominiums are located within project site boundaries and across Cherry Lane.

IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* (Governor's Office of Planning and Research, 2000) states that a project would normally result in a significant air quality impact if it would:

- conflict with or obstruct implementation of the applicable air quality plan;
- violate air quality standards;
- contribute substantially to existing or projected air quality violations;
- result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors);
- expose sensitive receptors to substantial concentrations of air pollutants; or
- create objectionable odors affecting a substantial number of people.

In addition, *CEQA Guidelines* Section 15125(d) states that an EIR shall discuss "any inconsistencies between the proposed project and applicable general plans and regional plans. Such regional plans include, but are not limited to, the applicable air quality attainment of maintenance plan or State Implementation Plan . . . " (Governor's Office of Planning and Research, 2000).

The BAAQMD recommends three additional significance criteria, specific to local plans, in its *CEQA Guidelines* (BAAQMD, 1999). In general, the *CEQA Guidelines* stress that local plans for cities and counties must be consistent with the most recent regional air quality plan, the *'97 Clean Air Plan*. Local plans found to be consistent with the *'97 Clean Air Plan* would have a less-than-significant impact on regional air quality.

The following criteria are recommended by the BAAQMD in evaluating the impacts of local plans, such as the proposed Specific Plan:

Consistency with Clean Air Plan Population and Vehicle-Miles Traveled (VMT) Assumptions

The plan must show that over its planning period that:

- population growth for the jurisdiction will not exceed the values included in the current Clean Air Plan, and
- the rate of increase in VMT for the jurisdiction is equal to or lower than the rate of increase in population.

Consistency with Clean Air Plan Transportation Control Measures (TCMs)

The plan should demonstrate that TCMs described in the Clean Air Plan are included as part of the project.

Impacts Associated with Toxics

Buffer zones should be established around existing and proposed land uses that would emit odors and/or toxics. Buffer zones should be reflected in local plan policies, land use map(s), and implementing ordinances.

OPERATIONAL IMPACTS

Impact H.1: Fugitive dust generated by construction and demolition activities under the proposed Specific Plan could result in health and nuisance-type impacts in the immediate vicinity of individual construction sites. This would be a significant impact.

Construction activities would occur intermittently at different sites throughout the period covered by the proposed Specific Plan, although the related impacts at any one location would be temporary. Construction of individual projects proposed as part of the Specific Plan could generate substantial amounts of "fugitive" dust.[5]

Fugitive dust emissions would vary day to day, depending on the level and type of activity, silt content of the soil, and the prevailing weather. Sources of fugitive dust during construction would include vehicle movement over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces. Demolition of buildings constructed prior to 1980 often involves building materials containing asbestos. Airborne asbestos fibers pose a serious health threat. The demolition, renovation, or removal of asbestos-containing building materials is subject to the limitations of BAAQMD Regulation 11, Rule 2.

Fugitive dust from construction activities includes large-sized particulates that typically fall out of the air within several hundred feet of construction sites, as well as fine particulates. The larger-sized particulates would pose nuisance concerns such as reduced visibility and soiling of exposed surfaces. Fine particulates (PM-10) would be associated with adverse health effects. Background concentrations in San Bruno, as well as the rest of the Bay Area, often exceed the

[5] "Fugitive" emissions refer to pollutants emitted to the atmosphere without passing through a stack or exhaust pipe. Examples of fugitive emissions sources include vehicle movement over paved and unpaved surfaces and wind erosion of exposed surfaces.

state ambient PM-10 standard (see Table III.H.2), and construction activities under the proposed Specific Plan would add to those concentrations, particularly in the immediate vicinity of individual construction sites. Without mitigation, the local contribution from construction, while temporary, could be substantial. Taking into account the potential for adverse nuisance and health effects, this impact would be significant.

Construction equipment, on-road heavy-duty trucks, and construction-worker commute vehicles would also generate ozone precursor emissions. Emissions from construction-worker commute trips would be minor compared to the emissions generated by construction equipment. Criteria pollutant emissions of ROG and NO_x from these emissions sources would incrementally add to regional atmospheric loading of ozone precursors during project construction. *BAAQMD CEQA Guidelines* recognize that construction equipment emits ozone precursors, but indicate that such emissions are included in the emission inventory that is the basis for regional air quality plans, and that construction emissions are not expected to impede attainment or maintenance of ozone standards in the Bay Area (BAAQMD, 1999).

Mitigation Measure H.1.a: The City shall condition approval of individual development proposals under the Specific Plan on implementation of an appropriate dust abatement program, patterned after the BAAQMD approach described below. (Identified in This Report)

The BAAQMD approach to dust abatement calls for "basic" control measures that should be implemented at all construction sites, "enhanced" control measures that should be implemented at construction sites greater than four acres in area, and "optional" control measures that should be implemented on a case-by-case basis at construction sites that are large in area, located near sensitive receptors or which, for any other reason, may warrant additional emissions reductions (BAAQMD, 1999). The basic, enhanced, and optional dust-control programs are described below.

The "basic" dust-control program requires construction contractors to:

- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials *or* require all trucks to maintain at least 2 feet of freeboard.
- Pave, apply water three times daily, or apply nontoxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

The "enhanced" dust-control program includes all of the "basic" measures in addition to the following measures to be implemented by the construction contractor:

- Hydroseed or apply nontoxic soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- Enclose, cover, water twice daily, or apply nontoxic soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit traffic speeds on unpaved roads to 15 miles per hour (mph).
- Install sandbags or other erosion-control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.

The "optional" dust-control measures supplement the "basic" and "enhanced" programs to address site-specific issues. They include:

- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- Install wind breaks, or plant trees/vegetative wind breaks at windward side(s) of construction areas.
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.
- Limit the area subject to excavation, grading, and other construction activity at any one time.

Mitigation Measure H.1.b: In the case where a specific development proposal under the Specific Plan would entail the demolition of a building containing asbestos materials, the City shall require that the project sponsor consult with BAAQMD staff concerning the specific requirements of BAAQMD Regulation 11, Rule 2. (Identified in This Report)

Significance after Mitigation: Less than Significant.

Impact H.2: Development under the proposed Specific Plan would contribute to the cumulative effect of Bay Area development on regional ozone and PM-10 concentrations. This would be a significant impact.

The Specific Plan could result in construction of new residential housing units, commercial, office, retail, and hotel uses (see Table II.2 in Chapter II, Project Description). The additional housing units would add additional population to the City.

Some of the projects identified in Table II.2 were included in the policies and land uses of the City's General Plan and would occur regardless of implementation of the Specific Plan. The Redevelopment Plan envisioned all of the uses proposed under the Specific Plan, but in some cases at a larger scale than what is now proposed. Under the Redevelopment Plan, the development that could occur above and beyond the General Plan included up to 500 new housing units and one hotel (400 plus rooms), which were estimated to add up to 5,487 new daily

vehicle trips to the local roadway network. Under the Specific Plan 400 new housing units and a 400- to 500-room hotel are proposed for the site. While the number of new daily vehicle trips added to the roadway network under the proposed Specific Plan would be fewer than under the Redevelopment Plan, the net new trips would still be above that accounted for in the General Plan.

In forecasting future stationary and mobile source emissions, the BAAQMD uses growth projections prepared by the Association of Bay Area Governments (ABAG). The resultant emissions forecasts are then used to develop strategies and control measures necessary to achieve regional ozone attainment within a designated timeframe. In developing its projections, ABAG uses information from local government general plans, current zoning, and other local development policies, in conjunction with economic and demographic factors. Local governments are given the opportunity to review and provide input into the projections prepared by ABAG for their jurisdiction. Consistent with this process, City staff have informed ABAG of a portion, but not all, of the additional residential development that could occur under the Specific Plan beyond the General Plan. That is, some portion of the additional 400 housing units, associated population, and associated daily vehicle trips were accounted for in the ABAG projections used to prepare the *'97 Clean Air Plan*. The residual development (not accounted for in ABAG) above what was assumed in the *'97 Clean Air Plan*, though not seemingly substantial, would exceed the population growth assumptions and associated vehicle miles traveled assumptions used to estimate region-wide mobile source emissions.

A primary goal of the *'97 Clean Air Plan* is to reduce the number of trips and vehicle miles Bay Area residents travel in single-occupant vehicles. To achieve this goal, the *'97 Clean Air Plan* includes 20 TCMs. Table III.H.3 identifies those TCMs that local governments should implement through local plans to be considered in conformance with the *'97 Clean Air Plan*. The BAAQMD recommends that local plans that do not demonstrate reasonable efforts to implement these TCMs be considered inconsistent with the regional air quality plan and therefore to have a significant air quality impact. Development proposed under the Specific Plan would be Transit-Oriented Development, a concept that places more dense, mixed use activities near transportation nodes to reduce or eliminate adverse impacts associated with motor vehicles, such as poor air quality. Chapter II, Project Description describes the guidelines and requirements contained in the Specific Plan that promote transit use and development of a pedestrian-friendly environment, several of which are consistent with the TCMs in Table III.H.3. The land uses assumed under the Specific Plan would also be considered as infill projects that would be likely reduce the number and length of single-occupant automobile trips.

To determine consistency with the *'97 Clean Air Plan*, the BAAQMD process to be followed was included under the Significance Criteria earlier in this section. Because the population growth that would occur with the Specific Plan exceeds the values included in the *'97 Clean Air Plan*, the project is not consistent with the *'97 Clean Air Plan*. Therefore, following BAAQMD process, this inconsistency is considered a significant cumulative impact on air quality emissions.

While the Specific Plan would be considered inconsistent with the *'97 Clean Air Plan* in that it could exceed forecasted population and VMT estimates and would not incorporate all feasible

TCMs, it does include features that are viewed as beneficial. For example, the Specific Plan would essentially be an infill project in that it would center on development around existing and planned transit routes (including BART, Caltrain and Airtrain stations) and would convert underutilized land within an urban area into productive uses. The Specific Plan site is also located close to significant employers in neighboring cities.

Mitigation Measure H.2: The City shall ensure the implementation, to the extent feasible, of additional TCMs identified in Table III.H.3 into the design of individual Specific Plan projects. (Identified in This Report)

Significance after Mitigation: Significant and Unavoidable.

REFERENCES – Air Quality

(All printed references are available at the San Bruno Planning and Building Department, City Hall, 567 El Camino Real, San Bruno, unless otherwise noted.)

Association of Bay Area Governments, Bay Area Air Quality Management District, Metropolitan Transportation Commission, *Proposed Final San Francisco Bay Area Redesignation Request and Maintenance Plan for the National Ozone Standard*, July 1994a. (Available at ESA.)

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Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing Air Quality Impacts of Projects and Plan*, revised October 1999. (Available at ESA.)

Bay Area Air Quality Management District (BAAQMD), *Bay Area '97 Clean Air Plan*, December 1997a. (Available at ESA.)

Bay Area Air Quality Management District, *Toxic Air Contaminant Control Program, 1996 Annual Report*, December 1997b. (Available at ESA.)

TABLE III.H.3
CLEAN AIR PLAN TRANSPORTATION CONTROL MEASURES TO BE IMPLEMENTED BY LOCAL GOVERNMENTS

Transportation Control Measures	Description
Expand Employer Assistance Program	• Provide assistance to regional and local ridesharing organizations.
Improve Bicycle Access and Facilities	• Improve and expand bicycle lane system by providing bicycle access in plans for all new road construction or modifications. • Establish and maintain bicycle advisory committees in all nine Bay Area counties. • Develop a staff person as a Bicycle Program Manager. • Develop and implement comprehensive bicycle plans. • Encourage employers and developers to provide bicycle access and facilities. • Provide bicycle safety education.
Improve Arterial Traffic Management	• Study signal preemption for buses on arterials with high volume of bus traffic. • Improve arterials for bus operations and to encourage bicycling and walking. • Continue ongoing local signal-timing programs.
Local Clean Air Plans, Policies, and Programs	• Incorporate beneficial air quality policies and programs into local planning and development activities, with a particular focus on subdivision, zoning, and site design measures that reduce the number and length of single-occupant automobile trips.
Pedestrian Travel	• Review and revise general/specific plan policies to promote development patterns that encourage walking, and circulation policies that emphasize pedestrian travel and modify zoning ordinances to include pedestrian-friendly design standards. • Include pedestrian improvements in capital improvement programs. • Designate a staff person as a Pedestrian Program Manager.
Promote Traffic Calming Measures	• Include traffic calming strategies in the transportation and land use element of general and specific plans. • Include traffic calming strategies in capital improvement programs.

SOURCE: Bay Area Air Quality Management District, *Proposed Final Bay Area '97 Clean Air Plan*, 1997a.

California Air Resources Board (CARB), *California Air Quality Data Summaries*, 1994-1997. (Available at ESA.)

California Air Resources Board (CARB), *Proposed Amendments to the Area Designations for the State and National Ambient Air Quality Standards*, October 1999a. (Available at ESA.)

California Air Resources Board (CARB), California Ambient Air Quality Data 1980-1998 Data CD, December 1999b. (Available at ESA.)

California Air Resources Board (CARB), http://www.arb.ca.aqs/aaqs2.pdf, September 11, 2000. (Available at ESA.)

City of San Bruno, *1984 General Plan*, June 25, 1984. (Available at ESA.)

Governor's Office of Planning and Research, *CEQA Guidelines*, January 1, 2000. (Available at ESA.)

I. NOISE

SETTING

NOISE DESCRIPTORS AND PRINCIPLES

Human response to noise is subjective and can vary greatly from person to person. Factors that can influence individual response include intensity, frequency, and time pattern of the noise; the amount of background noise present prior to the intruding noise; and the nature of work or human activity that is exposed to the noise. The adverse effects of noise include interference with concentration, communication, and sleep. At the highest levels, noise can induce hearing damage.

Environmental noise is usually measured in A-weighted decibels (dBA).[1] Environmental noise typically fluctuates over time, and different types of noise descriptors are used to account for this variability. Typical noise descriptors include the energy-equivalent noise level (L_{eq}), the day-night average noise level (L_{dn}), and the community noise equivalent level (CNEL).[2] Both the L_{dn} and CNEL noise descriptors are commonly used in establishing noise exposure guidelines for specific land uses.

Noise levels are measured on a logarithmic scale, instead of a linear scale. On a logarithmic scale, the sum of two noise sources of equal loudness is 3 dBA greater than the noise generated by just one of the noise sources (e.g., a noise source of 60 dBA plus another noise source of 60 dBA generates a composite noise level of 63 dBA). To apply this formula to a specific noise source, in areas where existing noise levels are dominated by traffic, a doubling in the volume of the traffic will increase ambient noise levels by 3 dBA. A 3 dBA increase is the smallest change in noise level detectable to the average person. A noise level increase of 10 dBA is perceived as being twice as loud.

The noise level experienced at a receptor depends on the distance between the source and the receptor, presence or absence of noise barriers and other shielding features, and the amount of noise attenuation (lessening) provided by the intervening terrain. For line sources, such as motor or vehicular traffic, noise decreases by about 3 to 4.5 dBA for every doubling of the distance from the roadway. For point or stationary noise sources, such as electric motors, a noise reduction of 6 to 7.5 dBA is experienced for each doubling of the distance from the source.

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1 A decibel (dB) is a unit of sound energy intensity. Sound waves, traveling outward from a source, exert a sound pressure level (commonly called "sound level") measured in dB. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels.

2 L_{eq}, the energy-equivalent noise level (or "average" noise level), is the equivalent steady-state continuous noise level which, in a stated period of time, contains the same acoustic energy as the time-varying sound level that actually occurs during the same period. L_{dn}, the day-night average noise level, is a weighted 24-hour noise level. With the L_{dn} descriptor, noise levels between 10:00 p.m. and 7:00 a.m. are adjusted upward by 10 dBA to take into account the greater annoyance of nighttime noise as compared to daytime noise. CNEL, the community noise equivalent level, is similar to L_{dn}, but an additional 5-dBA "penalty" is added to evening noise (7:00 p.m. to 10:00 p.m.). L_{dn} and CNEL are considered equivalent for most planning purposes. All L_{eq}, L_{dn}, and CNEL values reported herein reflect A-weighted decibels unless otherwise stated.

EXISTING NOISE ENVIRONMENT

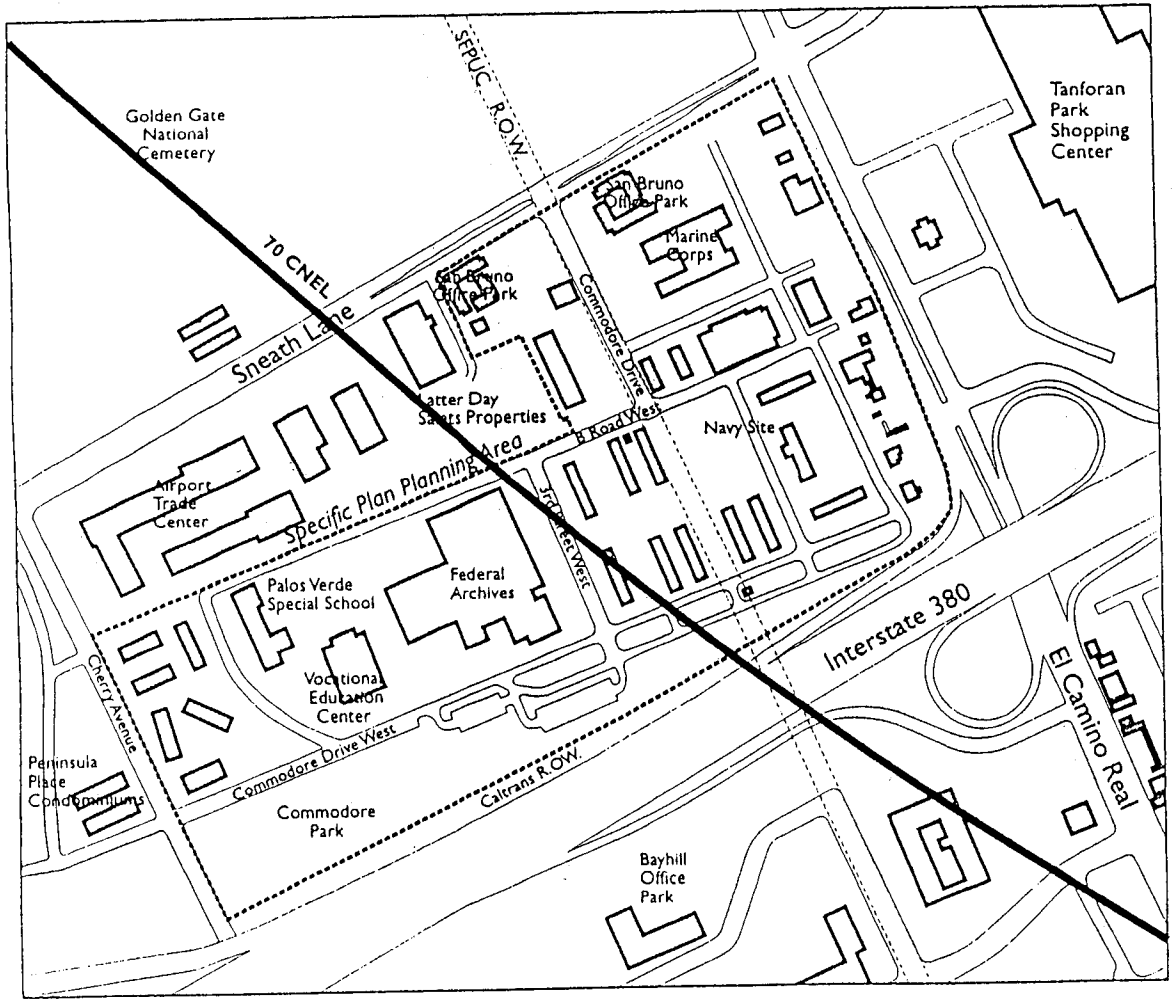
Aircraft departures from San Francisco International Airport (SFIA) are the primary source of noise in San Bruno. Generally speaking, the majority of the houses in San Bruno are exposed to noise levels of 60 CNEL or greater.

Other sources of noise in San Bruno include roadway noise, railway noise, and industrial noise. Noise contour maps provided in San Bruno's General Plan for these sources and aircraft noise are based on data from 1980. These maps may be outdated and may not be representative of current noise levels in all locations. Changes in the noise environment from that time are due in part to changes in traffic patterns, railway use, and changes in types of aircraft and frequency of aircraft arrivals and departures at SFIA. The Specific Plan area is located well outside the existing 65 L_{dn} railroad noise contours. Similarly, the site is located at a distance from the BART-SFO Airport Extension Project and Caltrain Rapid Rail Project such that neither project would be expected to substantially affect the noise environment at the Specific Plan site. Major industrial noise sources in San Bruno are concentrated in the northeastern part of the city and cannot be heard at the Specific Plan site. The major noise sources that affect the Specific Plan site are described below, followed by a summary of recent noise monitoring data measured during field investigations conducted for the Redevelopment Plan EIR. These noise measurements are representative of current conditions at the Specific Plan site.

Aircraft Noise

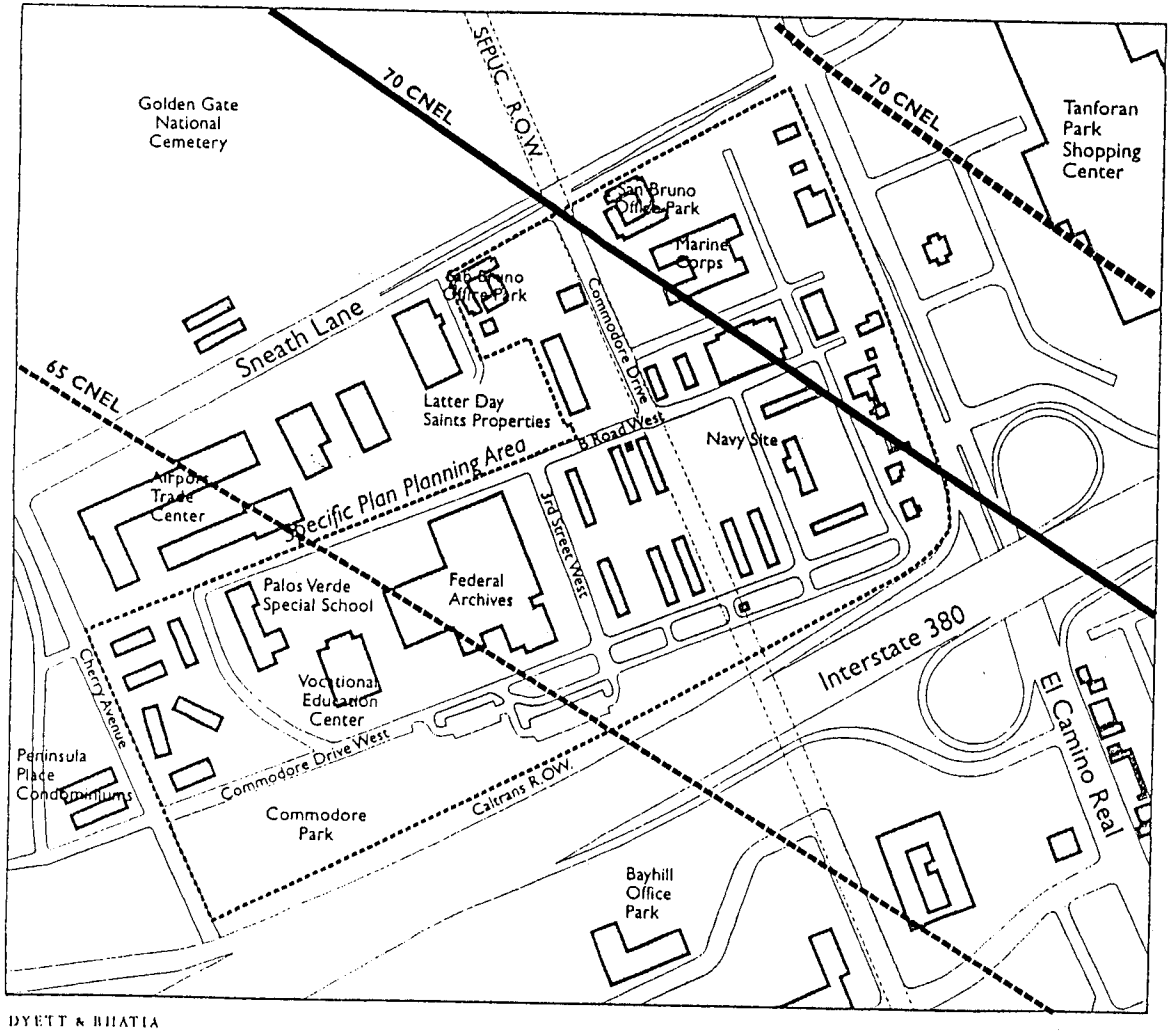
SFIA is located east of San Bruno, across U.S. 101. SFIA has a total of four runways, of which two are east-west runways (10R-28L and 10L-28R) and two are north-south runways (1L-19R and 1R-19L). As described in Section III.C, Airport Safety, and illustrated in Figure III.C.1, portions of San Bruno are situated beneath flight tracks for arrivals and departures on runways 10R-28L and 10L-28R. Arrivals on these runways occur less than 1 percent of the time, while departures occur roughly 16 percent of the time (FAA, 1998).

Aircraft noise contour maps are the principal tool used in analyzing airport/land use compatibility in the vicinity of airports. Two types of noise contour maps have been generated for SFIA, one of which is based on computer modeling, while the other is based on actual measured noise levels. The Federal Aviation Administration (FAA), the agency charged with ensuring air safety, generates noise contour maps based on its Integrated Noise Model (INM). SFIA received FAA approval for its original Federal Aviation Regulation (FAR) Part 150 Noise Exposure Maps (NEM) and Noise Compatibility Program in 1983. FAA acceptance of the 150 NEM allowed the San Francisco Airport Commission to participate with the FAA in a program that provides noise insulation for structures within the 65 dBA noise boundary, as it existed in 1983. Figure III.I.1 shows the 1983 noise contours (also known as the '83 NEM) over the Specific Plan area. In 1993, the FAA advised SFIA that it would no longer fund noise insulation projects without the NEMs being revised to reflect existing conditions. The most recent FAA-approved noise contour maps are contained in the *1995 Noise Exposure Map Update* ('95 NEM), which includes 1995 baseline and projected 2000 noise contour lines. The portions of these noise contours that cross the Specific Plan area are shown in Figure III.I.2.



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Figure III.1.1
U.S. Navy Site and Its Environs
Specific Plan Area: San Mateo
County CLUP 1983 Noise Contours



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65 CNEL (1997)

70 CNEL (1997)

70 CNEL (2010)

Source: San Mateo Airport Land Use Commission, 1996; URS Greiner Team, 1999; Environmental Science Associates

1 acre

0 125 250 500
FEET

Figure III.I.3

U.S. Navy Site and Its Environs
Specific Plan Area:
Existing and Projected
Aircraft Noise Contours

Figure III.I.3 shows the existing (1997) and projected (2010) noise contours over the Specific Plan area. When compared, the projected 2000 noise contours are slightly smaller than the 2010 noise contours. Because of the federally mandated replacement of noisier Stage 2 aircraft with Stage 3 aircraft by 2000, noise contours at SFIA have continued to shrink in recent years, as evidenced in Figures III.I.2 and III.I.3. The 2010 noise contours show the furthest future year in which noise projections have been made. [3]

As required by state law, airports that have been designated as noise problem airports (such as SFIA) must install and maintain a noise monitoring system that identifies and defines the airport's noise impact boundary (generally the 65 CNEL noise contour), based upon the aircraft noise levels recorded by noise monitoring equipment. SFIA's noise monitoring system contains 27 off-airport noise meters and two on-airport meters. Four of the 27 off-airport noise meters are located within San Bruno, all of which are located outside the Specific Plan area. In accordance with state law, SFIA staff compile noise monitoring data and generate 65 CNEL noise contour maps on a quarterly basis.

Roadway Noise

Areas of San Bruno are exposed to noise generated by traffic on I-280, I-380, and U.S. 101. El Camino Real is another heavily traveled roadway in the city. Residences and other sensitive receptors in the vicinity of the Specific Plan area are exposed to traffic-generated noise primarily from I-380 and El Camino Real and to a lesser extent Sneath Lane.

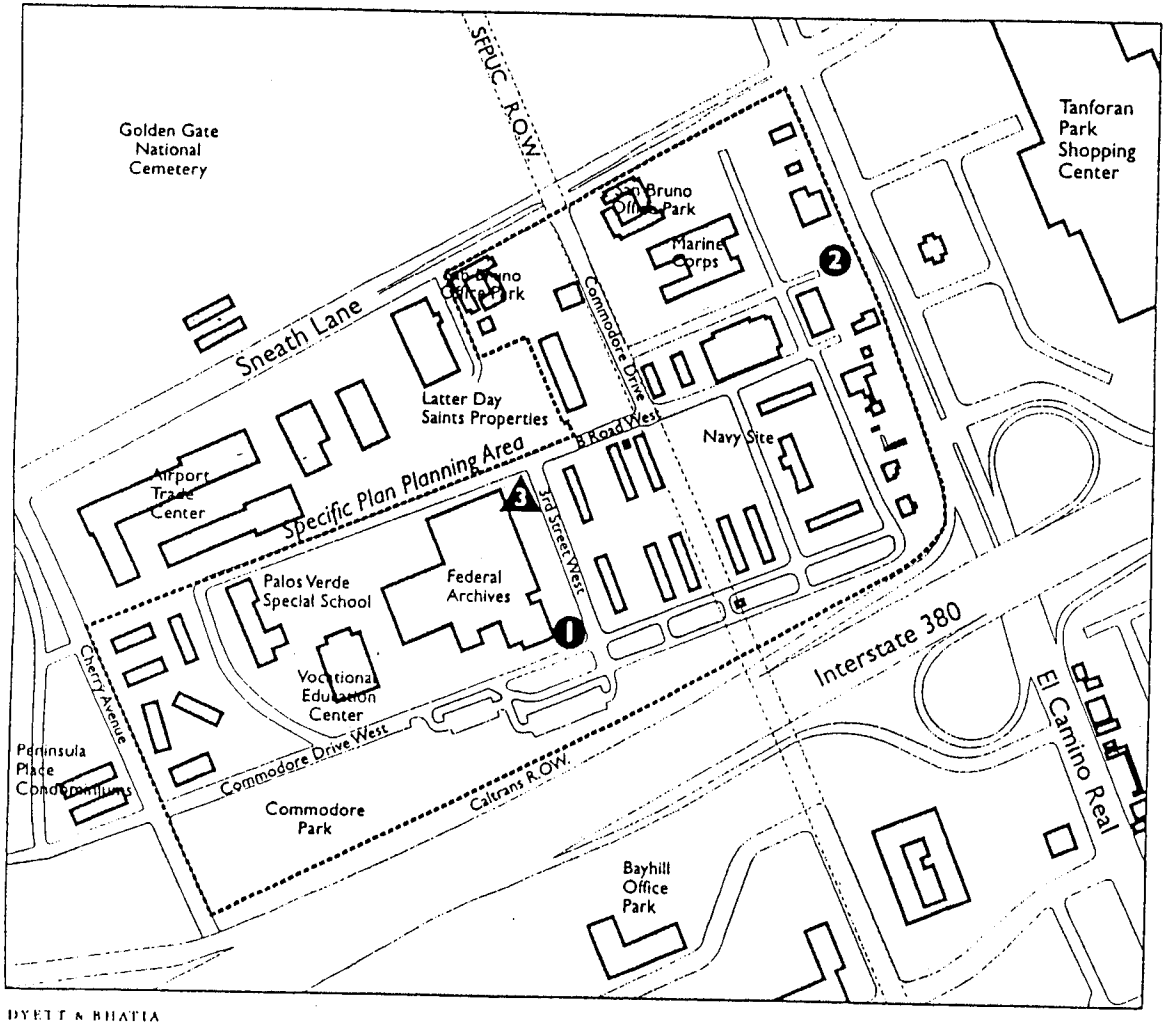
Noise Measurement Results

Table III.I.1 shows the noise levels measured at three locations on or within the vicinity of the Specific Plan site. Of the three measurements taken, two of them were short-term (15-minute) measurements, while the remaining measurement was taken over a 24-hour period. Figure III.I.4 shows the locations of these measurements. Measured noise levels at two of the locations during the peak hour were above 65 dBA. A sound level of 65 decibels is high enough to interfere with ordinary speech.

REGULATORY SETTING

Generally speaking, automobile and truck traffic are the major source of environmental noise in most urbanized areas. Traffic activity generally produces an average sound level that remains fairly constant with time. Air and rail traffic as well as commercial and industrial activities are major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise.

[3] The City and County of San Francisco has announced its intention to extend SFIA's runways into the San Francisco Bay. This project is undergoing environmental review at this time. Early studies have indicated that if the proposed runway extensions were to occur that the 65 CNEL noise contour would shift away from residents of cities such as San Bruno that are near SFIA. The 2010 65 CNEL noise contours, presented in Figure III.I.3, show the projected noise contours without runway extensions.



1 15-minute (peak hour) Noise Mesurement

3 24-hour Noise Mesurement

Source: Environmental Science Associates

1 acre

0 125 250 500
FEET

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Figure III.I.4

U.S. Navy Site and Its Environs
Specific Plan Area:
Noise Measurement Locations

TABLE III.I.1
MEASURED NOISE LEVELS ON OR WITHIN THE VICINITY OF THE SPECIFIC PLAN AREA

Site No.[c]	Measurement Location	Noise Level in dBA[a,b] Peak Hour L_{eq}	L_{10}	L_{90}	L_{dn}	CNEL
Based on 15-Minute Peak-Hour Noise Measurement Data						
1	3rd Street West between Commodore Dr. West and B Rd.	66	61-73	60-62[d]	NA	NA
2	El Camino Real between Sneath Ln. and I-380	74	70-73	67-69[d]	NA	NA
Based on 24-Hour Noise Measurement Data						
3	3rd Street West near B Road	64	59-68 day 54-61 night	52-60 day 51-58 night	69-70	69-70

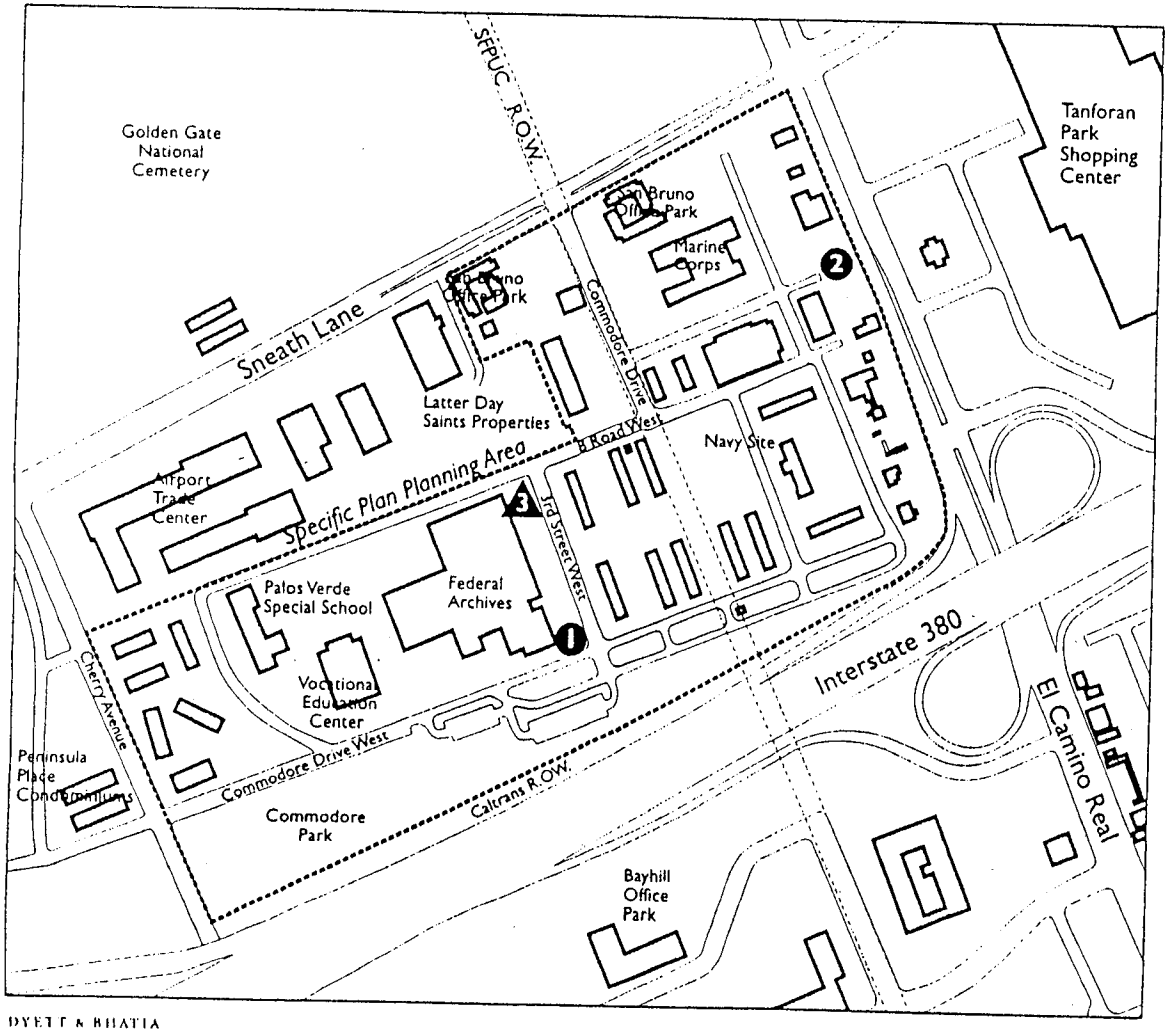
a Noise measurement data was taken from the *San Bruno Redevelopment Project Area Plan Final EIR.*
b L_{eq} = equivalent steady-state sound level (see footnote on page III.I-1); L_{10} = noise level exceeded 10 percent of the time; L_{90} = noise level exceeded 90 percent of the time.
c Measurement locations correspond to those shown in Figure III.I.4.
d Indicates L_{50}. L_{50} = noise level exceeded 50 percent of the time.

NA = Not Applicable

SOURCE: Environmental Science Associates

Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies. Local regulation of noise involves implementation of general plan policies and noise ordinance standards. Local general plans identify general principles intended to guide and influence development plans; local noise ordinances establish standards and procedures for addressing specific noise sources and activities.

Title 24 of the California Code of Regulations, the Building Standards Administrative Code, contains the State Noise Insulation Standards (Part 2, Appendix Chapter 12A), which specify interior noise standards for new hotels, motels, apartment houses, and dwellings other than single-family dwellings. Such new structures must be designed to reduce outdoor noise to an interior level of (no more than) 45 L_{dn}. The California Noise Insulation Standards also establish standards for sound isolation of separating walls, corridor walls, and floor/ceiling assemblies in multi-family residential construction. State noise standards for on-road motor vehicles are contained in the Motor Vehicle Code.



1 15-minute (peak hour) Noise Mesurement

3 24-hour Noise Mesurement

Source: Environmental Science Associates

1 acre

0 125 250 500
FEET

DYETT & BHATIA
Urban and Regional Planners

Figure III.1.4

U.S. Navy Site and Its Environs
Specific Plan Area:
Noise Measurement Locations

General plans recognize that different types of land uses have different sensitivities toward the surrounding noise environment. Residential areas are generally considered to be the most noise sensitive type of land use, and industrial/commercial areas are generally considered to be the least sensitive. Local noise ordinances typically set forth standards related to construction activities, nuisance-type noise sources, and industrial property-line noise levels. For this project, San Bruno noise regulations and standards that apply to development within the Specific Plan area are summarized below.

General Plan Noise Element

The General Plan Noise Element identifies compatibility guidelines for different land use categories within San Bruno. These are shown in Table III.I.2. (Note: These compatibility standards are consistent with the standards recommended by the San Mateo County Airport Land Use Commission [ALUC] in the *San Mateo County Comprehensive Airport Land Use Plan* described later in this section.)

In its efforts to develop a comprehensive approach to noise reduction, the Noise Element lists policies to reduce noise from automobiles, airports, railroad lines, and stationary sources in San Bruno (City of San Bruno, 1984). Specific noise policies and implementing actions are listed in the noise section of the Redevelopment Plan EIR and are incorporated here by reference.

Noise Ordinance

San Bruno's Noise Ordinance is contained in Title 6 of the San Bruno Municipal Code. The Noise Ordinance is designed to reduce nuisance noise in the community. The ordinance places limits on noise levels in residential zones, limits construction activity noise levels and hours near residential zones, establishes machinery noise level limits, and addresses amplified sounds (City of San Bruno, no date).

San Mateo County Comprehensive Airport Land Use Plan

The San Mateo County Airport Land Use Commission (ALUC) developed and now implements the *San Mateo County Comprehensive Airport Land Use Plan* (San Mateo County CLUP), adopted in December 1996. In San Mateo County, the City/County Association of Governments of San Mateo County (C/CAG) is the designated ALUC. The San Mateo County CLUP establishes the procedures that C/CAG uses in reviewing proposed local agency actions that affect land within San Mateo County's airport land use areas. Airport planning boundaries define where height, noise and safety standards, policies, and criteria are applied to certain proposed land use policy actions.

San Bruno is located within the jurisdiction of the SFIA Land Use Plan, a subchapter of the San Mateo County CLUP. This noise section focuses on the San Mateo County CLUP and its relationship to noise/land use compatibility issues in San Bruno, specifically the Specific Plan area. (See Sections III.B, Land Use, Plans and Policies and III.C, Airport Safety, for a discussion of height and safety restrictions and guidelines that may also apply to the Specific Plan site.)

TABLE III.I.2
LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

Land Use Category	Levels of Acceptability, CNEL[a]				
	I	II	III	IV	V
RESIDENTIAL – single- and multi-family, mobile homes, schools, libraries, churches, hospitals, nursing homes, and auditoriums	less than 65	65 to 70	more than 70	NA	NA
COMMERCIAL – retail, restaurants, office buildings, hotels, motels, movie theaters, sports arenas, playgrounds, cemeteries, and golf courses	less than 70	70 to 80	NA	more than 80	NA
INDUSTRIAL – manufacturing, transportation, communications, and utilities	less than 75	75 to 85	NA	more than 85	NA
OPEN SPACE – agriculture, mining, fishing	less than 75	NA	NA	NA	more than 75

[a] Levels of Acceptability:
- I. Satisfactory, with little noise impact and requiring no special noise insulation requirements for new construction.
- II. New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation features included in the design.
- III. New construction or development should not be undertaken.
- IV. New construction or development should not be undertaken unless related to airport activities or services. Conventional construction will generally be inadequate, and special noise insulation features should be included in construction.
- V. Land uses involving concentrations of people (spectator sports and some recreational facilities) or of animals (livestock farming and animal breeding) should generally be avoided.

SOURCE: City of San Bruno, *1984 General Plan*, June 25, 1984

For the purposes of review under the San Mateo County CLUP, the federally accepted '83 NEM is the noise contour map that C/CAG uses in making its determination of the consistency of a proposed local agency land use policy action with the SFIA Land Use Plan. Portions of the Specific Plan area are within the 1983 65 and 70 CNEL noise contours (see Figure III.I.1); the noise/land use compatibility standards shown in Table III.I.2 apply to the areas within these noise contours.

Since 1983, the FAA and the City and County of San Francisco Airports Commission, the owner and operator of SFIA, have jointly funded local aircraft noise insulation projects in communities near SFIA. The goal of these programs is to achieve an interior noise level of 45 dB during an

aircraft noise event, consistent with the Title 24 noise standards described above. The Aircraft Noise Insulation Program includes all noise-impacted dwelling units within the 65 CNEL noise contour, as shown on the FAR Part 150 Noise Exposure Maps (NEMs). The program now applies to the '95 NEM. It is anticipated that most, if not all, of the dwellings included in the program will be sound insulated by 2001 (FAA, 1998). As of the fall of 1998, approximately 55 percent of the units had been insulated.

On August 9, 1996, San Bruno received a grant from the Airport Improvement Program (AIP) for airport noise insulation projects within San Bruno. As a condition of the grant, San Bruno provided assurances that it would maintain zoning and land uses within its jurisdiction, that would not reduce the compatibility of the airport or federally financed noise compatibility measures (Rodriguez, 1998).

SENSITIVE RECEPTORS

Some land uses are considered more sensitive to ambient noise levels than others are, due to the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities typically involved. Residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, and parks and other outdoor recreation areas generally are more sensitive to noise than are commercial and industrial land uses.

There are several sensitive receptors located within the boundaries of the Specific Plan site or within close proximity (see Figure III.B.1 in Section III.B, Land Use, Plans and Policies). These include Commodore Park, Palos Verde Special School, and El Portal Vocational School in the western portion of the project site. Peninsula Place Condominiums are located within project site boundaries and across Cherry Lane. The Golden Gate Cemetery is located north of the project site and across Sneath Lane.

IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* (Governor's Office of Planning and Research, 2000) indicates that a project could be significant if it would:

- expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- expose persons to or generate excessive groundborne vibration or groundborne noise levels;
- result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

- 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, expose people residing or working in the project area to excessive noise levels; or

- for a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise.

To assess long-term changes in the ambient noise environment, the following significance criteria take into account both the absolute change in noise levels due to a project and the relationship between the resultant noise level and the City's noise/land use compatibility standards (see Table III.I.2). Where the resultant noise level would remain "satisfactory" for the affected land use, a change of five CNEL or L_{dn} or more is significant. Where the resultant noise level would be in a category greater than "satisfactory," a change of three CNEL or L_{dn} or more is significant. Otherwise, an increase would only be considered significant if it violated a local noise ordinance or substantially contributed to an existing violation of a noise ordinance.

Temporary impacts during construction are considered significant if they would be substantially greater than existing ambient noise levels, would substantially interfere with affected land uses, would continue for a substantial period, or would affect noise-sensitive uses during the nighttime. For assessment of temporary construction noise impacts, "substantially greater" means more than five dBA (hourly L_{eq}, L_{dn}, or CNEL).

A project would also be considered to have a significant impact if it would introduce new noise-sensitive uses into an area that does, or would have, unacceptable noise levels. Unacceptable noise levels would be those that would exceed the "satisfactory" land use compatibility standards presented in Table III.I.2.

OPERATIONAL IMPACTS

Impact I.1: Development under the proposed Specific Plan would result in temporary noise impacts related to construction activities. This would be a significant impact.

Construction preparation activities would involve excavation, grading, earth movement, stockpiling, and batch-dropping operations. Construction activities such as foundation laying, building construction, and finishing operations would also generate noise. Construction-related noise levels at and near the Specific Plan site would fluctuate depending on the particular type, number, and duration of uses of various pieces of construction equipment. Construction-related material haul trips would raise ambient noise levels along haul routes, depending on the number of haul trips made and types of vehicles used. In addition, certain types of construction equipment generate impulsive noises (such as pile driving), which can be particularly annoying. Standard demolition activities employ equipment similar to that used for construction activities and would have similar, but shorter duration, noise impacts. Table III.I.3 shows typical noise levels during different construction stages. Table III.I.4 shows typical noise levels produced by various types of construction equipment.

TABLE III.I.3
TYPICAL CONSTRUCTION NOISE LEVELS

Construction Activity	Noise Level (L_{eq})[a]
Ground Clearing	84
Excavation	89
Foundations	78
Erection	85
Finishing	89

[a] Average noise levels correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase of construction and 200 feet from the rest of the equipment associated with that phase.

SOURCE: U.S. Environmental Protection Agency, *Noise from Construction Equipment and Building Operations, Building Equipment, and Home Appliances*, December 1971.

TABLE III.I.4
TYPICAL NOISE LEVELS FROM CONSTRUCTION EQUIPMENT

Construction Equipment	Noise Level (dBA at 50 feet)
Dump Truck	88
Portable Air Compressor	81
Concrete Mixer (Truck)	85
Jack Hammer	88
Scraper	88
Dozer	87
Paver	89
Generator	76
Pile Driver	101
Rock Drill	98
Pump	76
Pneumatic Tools	85
Backhoe	85

SOURCE: Cunnif, *Environmental Noise Pollution*, 1977.

Construction on the Specific Plan site would generate significant amounts of noise corresponding to the appropriate phase of building construction and the noise generating equipment used during those phases. The closest sensitive receptors would be those located on and adjacent to the western portion of the site, as described in the setting section above. Users of Commodore Park would be exposed to the highest increases in noise levels during project construction. Other sensitive receptors located further from the portion of the site where new development would occur (e.g., residents of Peninsula Place Condominiums) would be exposed to construction noise at incrementally lower levels.

Noise from construction activities generally attenuates at a rate of 6 to 7.5 dBA per doubling of distance. Park users could be as close as 300 feet from project construction just east of 3rd Street West. Assuming an attenuation rate of 6 dBA per doubling of distance, the closest sensitive receptor would experience noise levels of roughly 74 L_{eq} during excavation and finishing activities, the loudest of the non-impact construction phases. It is unknown whether pile driving would be required for the projects proposed under the Specific Plan. If pile driving activities were required, park users could be exposed to noise levels up to 86 L_{eq}. Construction noise at these levels would be substantially greater than existing noise levels at nearby sensitive receptor locations and could increase day-night levels in close proximity to the construction site by greater than 5 DNL. These intermittent increases in noise levels would occur throughout the life of the project; noise impacts on sensitive receptors would vary, depending on the presence of intervening barriers or other insulating materials. For example, the Federal Archives building would to some extent shield the two schools and multi-family residences on the western portion of the site block from construction noise.

The City's Noise Ordinance prohibits construction activities in or in close proximity to residential areas that would generate noise at levels that exceed 85 dBA (as measured at 100 feet) between the hours of 7:00 a.m. and 10:00 p.m. or 60 dBA decibels between 10:00 p.m. and 7:00 a.m. These limitations can only be avoided by special permit. Construction noise impacts would be reduced by these limitations on construction hours, but would still be considered annoying at nearby receptor locations. Because the potential exists for construction activities to raise ambient noise levels above recommended standards at nearby sensitive receptor locations, construction noise would be considered a short-term, significant impact.

Mitigation Measure I.1: Noise-generating construction activities shall be limited to reasonable daytime hours, such as between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, and 8:00 a.m. and 6:00 p.m. on Saturdays and Sundays. Information concerning construction-related activities and construction hours should be distributed throughout the affected areas and incorporated into the City of San Bruno web site. Following completion of residential development proposed as part of the Specific Plan, heavy construction activities would be prohibited on Saturdays and Sundays. (Identified in This Report)

Significance after Mitigation: Given the temporary nature of construction noise impacts, the above mitigation measures would reduce the impact to less than significant.

Impact I.2: Project-generated vehicle traffic associated with the Specific Plan would result in an increase in ambient noise levels on local roadways. This would be a less than significant impact.

Based on the traffic analysis prepared for this report, the proposed Specific Plan would add daily vehicle trips that would be distributed over the local street network and could affect roadside noise levels.

To assess the impact of project traffic on roadside noise levels, noise level projections were made using the Federal Highway Administration (FHWA) noise prediction model for the roadway segments in the Specific Plan area that would experience the greatest increase in traffic volumes and that pass through areas where existing residential uses or sensitive receptors are located. Two roadway segments meet this criteria. Table III.I.5 shows the estimated noise levels along these segments under existing and future project and no project conditions. These noise level estimates do not take into account noise from aircraft overflights. Estimated noise levels shown in Table III.I.5 correspond to a distance of approximately 125 feet from the centerline of the applicable roadway segment.

TABLE III.I.5
EXISTING AND PROJECTED PEAK-HOUR TRAFFIC NOISE LEVELS

Roadway Segment[b]	Peak-Hour Noise Level, L_{eq}[a]		
	Existing Conditions	No Project Conditions	Project Conditions
Cherry Avenue (south of Sneath Lane)	62.5	63.6	64.0
Sneath Lane (west of Cherry Avenue)	66.4	67.5	67.9

a Noise levels were calculated using the FHWA traffic noise prediction model for weekday p.m. peak-hour conditions. Noise levels were calculated at 125 feet from the centerline of the roadway.
b The analysis assumes the average vehicle speed on each of the roadway segments to be 35 mph. A vehicle mix consisting of 97 percent automobiles, 2 percent medium trucks, and 1 percent heavy trucks was also used for the various roadway segments.

SOURCE: Environmental Science Associates

As seen in Table III.I.5, the addition of project-generated traffic would not significantly increase noise levels on local roadways. The noise environment along these roadway segments is affected most by aircraft flyovers from SFIA. The minor increases in noise levels associated with vehicle traffic would likely go unnoticed. Because the addition of project-related traffic would not substantially increase noise levels for residents on modeled roadway segments, this impact would be less than significant.

Mitigation Measure: None required.

Impact I.3: Under the Specific Plan, new noise-sensitive uses could be developed in areas where noise levels are unacceptable for such uses. This would be a significant impact.

The Specific Plan could result in the construction of a number of noise-sensitive land uses. These include an estimated 210 multi-family residential units, 190 assisted senior housing units, and a 400- to 500-room hotel. Other less-noise-sensitive uses proposed under the Specific Plan include office, commercial and retail uses. Development of the noise-sensitive uses could occur where the ambient noise environment would be unacceptable for such uses, primarily due to noise on heavily traveled arterial streets and from SFIA overflights (as indicated by the location within the 65 CNEL noise contours).

General Plan and ALUC noise/land use compatibility standards consider residential development (see Table III.I.2 for the broad spectrum of land uses that fall within this category) to be "satisfactory" or acceptable in areas where the exterior noise level is less than 65 CNEL. In such areas, no special noise insulation is required. Areas where noise levels range from 65 to 70 CNEL are considered to be conditionally acceptable for residential uses, and may require special noise insulation features. In areas where the background noise level is above 70 CNEL, residential land uses are considered normally unacceptable, even with noise insulation.

The SFIA noise contours, in which some of the proposed residential uses fall, fluctuate over time. For example, under existing conditions (1997), Figure III.I.3 shows that some of the proposed residential uses are located within the 65 CNEL noise contour, while others are within the 70 CNEL noise contour. Figure III.I.2 shows that by 2000, the entire Specific Plan site is expected to fall out of the 70 CNEL noise contour and into the 65 CNEL contour, where development would be considered acceptable with proper insulation. Specific Plan area residents would continue to be within the 65 CNEL noise contour in 2010. Traffic noise contributes to the noise environment of proposed residences to a lesser extent.

Because the proposed Specific Plan could locate residences and other noise-sensitive land uses in areas that exceed the "satisfactory" compatibility criteria, this would be considered a significant impact. However, with proper noise insulation, this impact could be mitigated to a less-than-significant level.

Mitigation Measure I.3.a: The City shall require noise insulation for all residential development proposed under the Specific Plan that would be located in areas where noise, due to aircraft noise impacts, exceeds 65 dBA CNEL, as identified in the most recent version of the San Mateo County CLUP. Noise insulation should be sufficient such that interior noise levels do not exceed 45 dBA, as required under Title 24. (Identified in this Report)

Mitigation Measure I.3.b: All development under the proposed Specific Plan shall be constructed to comply with the relevant noise insulation standards contained in Title 24 of the California Code of Regulations (Part 2, Appendix Chapter 12A).

Mitigation Measure I.3.c: The City shall require all sponsors of new dwelling units (residential and senior housing units) within the Specific Plan area to record a notice of Fair Disclosure, regarding the proximity of the proposed development to San Francisco International Airport and of the potential impacts of aircraft operation, including noise impacts, as per the recommendations contained in the Final Report of the 1998 San Mateo County Civil Grand Jury.

Significance after Mitigation: Less than Significant.

REFERENCES – Noise

(All printed references are available at the San Bruno Planning and Building Department, City Hall, 567 El Camino Real, San Bruno, unless otherwise noted.)

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Rodriguez, Joseph. R, Supervisor, Planning and Programming Section, Federal Aviation Administration, NOP Response Letter, November 17, 1998.

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URS Greiner Team, *San Francisco International Airport Runway Reconfiguration Feasibility Study and Plan, Final Report*, March 1999.

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J. AESTHETICS

INTRODUCTION

This section addresses existing visual conditions and the potential for the project to affect those conditions, focusing on visual character of the project site and views from surrounding public areas. Because proposed building designs are schematic at this time, this analysis considers project effects on visual quality based on proposed building siting, massing and heights. Further refinements in design style, materials, and other details would not change the conclusions of this analysis.

SETTING

VISUAL CHARACTER

Vicinity of the Site

The project site is located along El Camino Real (State Route 82), just north of Interstate 380 (I-380) in the City of San Bruno, on land that slopes gently downward from west to east. Amongst surrounding low-rise buildings, San Bruno Mountain and the adjacent City of South San Francisco are visible to the distant north and east, and Sweeney Ridge is visible to the distant west (see Figure III.J.1). The character of the immediate area is distinctly suburban, with a wide variety of surrounding land uses that include a mall, cemetery, office buildings, residential, and various retail and financial services.

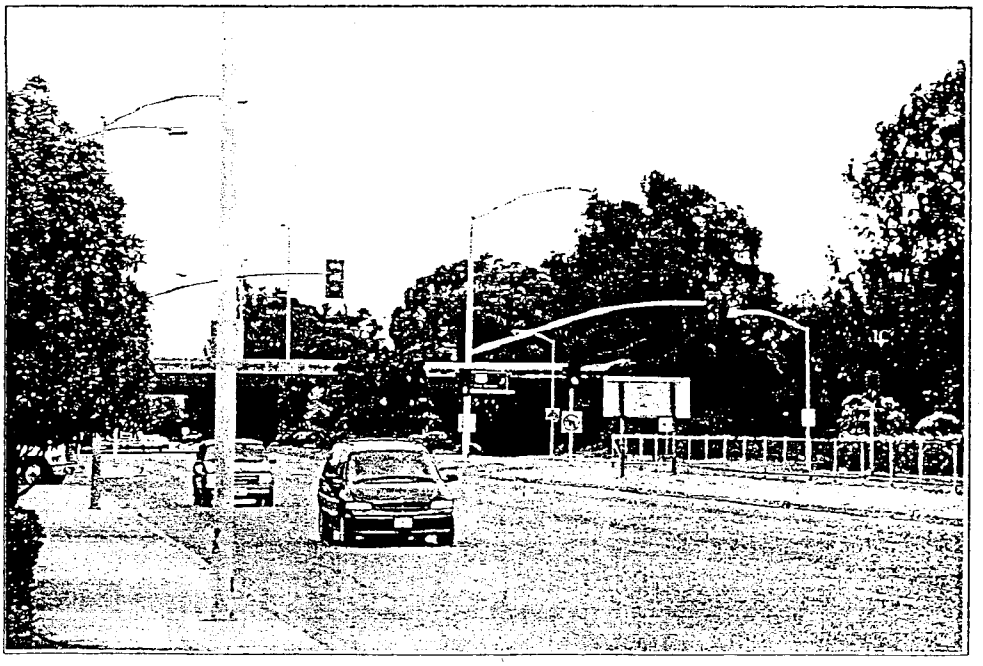
Directly adjoining the site to the east is El Camino Real, a six-lane roadway that is one of the main thoroughfares serving San Bruno and nearby cities. Across El Camino Real to the east is Tanforan Park Shopping Center, a regional shopping mall consisting of unarticulated concrete structures of about two stories. The mall is set back from both El Camino Real and Sneath Lane to the north by the center's large paved parking lot. Bordering a portion of the parking lot along El Camino Real is sparse landscaping consisting of some trees and hedges. To the northeast across Sneath Lane is the lone two-story Washington Mutual Bank building.

I-380 visually dominates the southern vicinity, elevated above El Camino Real as it crosses in an east-west direction (see Figure III.J.2). On- and off-ramps connecting El Camino Real to I-380 are just to the south and southeast, along with associated directional signs. Farther south along El Camino Real are a variety of low-rise commercial buildings, typically one to two stories in height, and generally with parking areas either fronting the thoroughfare or located between buildings.

Areas to the southwest of the site are characterized by buildings of more recent construction, sloped topography and more vegetation. Southwest of the project site, past I-380, is Bayhill Office Park, comprised of modern concrete and glass structures of three to six stories, and landscaped parking areas. Just west of Bayhill Office Park, is Cherry Avenue, a four-lane north-



View from El Camino Real (Looking Northeast)



View from El Camino Real (Looking Southwest)

SOURCE: Environmental Science Associates

U.S. Navy Site and Its Environs Specific Plan / 990005 ■

Figure III.J.1 & 2
Photographs of Project Vicinity

south roadway that is at a slightly higher elevation than El Camino Real. On both sides of Cherry Avenue is the corporate campus for the Gap Corporation, housed within buildings ranging from three to seven stories (see Figure III.J.3).

Directly west of the project site, west of Cherry Avenue, is Peninsula Place Condominiums, a large condominium complex consisting of multiple two-story wood-framed buildings (several Peninsula Place Condominium structures are within the western portion of the project site, on the east side of Cherry Avenue).

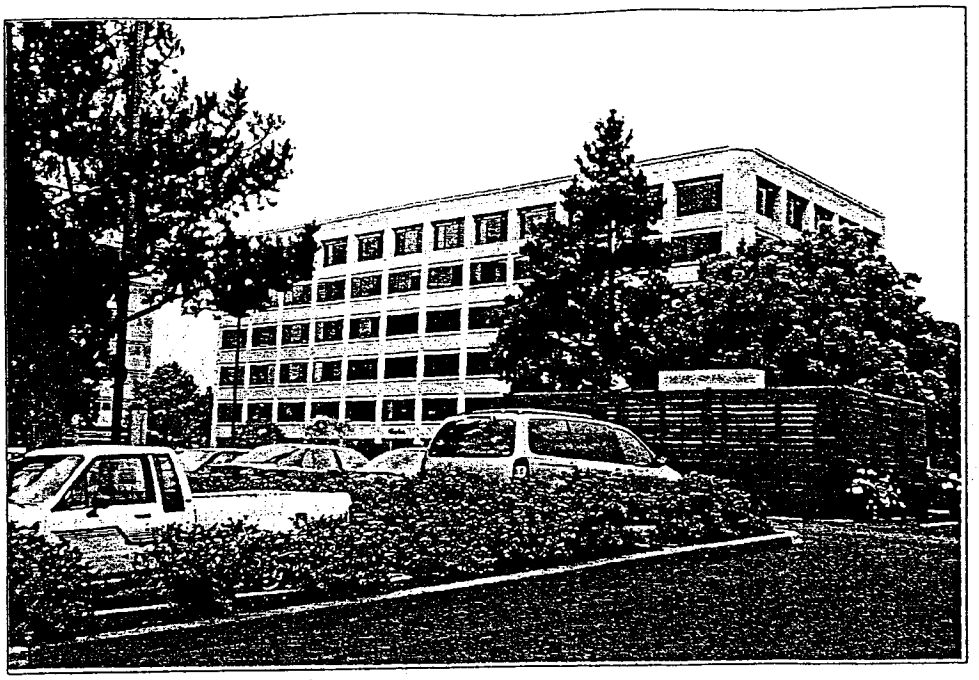
Directly north of the project site are a building and vacant lot owned by the Church of the Jesus Christ of Latter Day Saints (LDS). About one-third of this property is covered by the "Stake Center," a one-story wood-framed building with a high pitched roof. The remainder of the property is used for surface parking. Also to the north are a variety of simple unadorned one-story office buildings with associated surface parking, including the Airport Trade Center (see Figure III.J.4).

To the north of the project site and adjacent office complexes is Sneath Lane, a four-lane east-west roadway that is designated a Scenic Corridor in the City of San Bruno General Plan. The lower stretch of Sneath Lane has been landscaped with median planters. West of I-280, Sneath Lane curves upward and westward through eucalyptus groves and native shrubs. To the north across Sneath Lane is the most striking visual element in the area, the Golden Gate National Cemetery. From both Sneath Lane and El Camino Real are views of the cemetery, with rows of uniform white headstones dramatically set against its green undulating hills. The lower portion of the cemetery, nearest El Camino Real, is relatively flat. The cemetery is separated from the sidewalk by a simple wrought iron fence along the upper portion of Sneath Lane, and by a chain link fence along the lower portion of Sneath Lane and along El Camino Real (see Figures III.J.5 through 8).

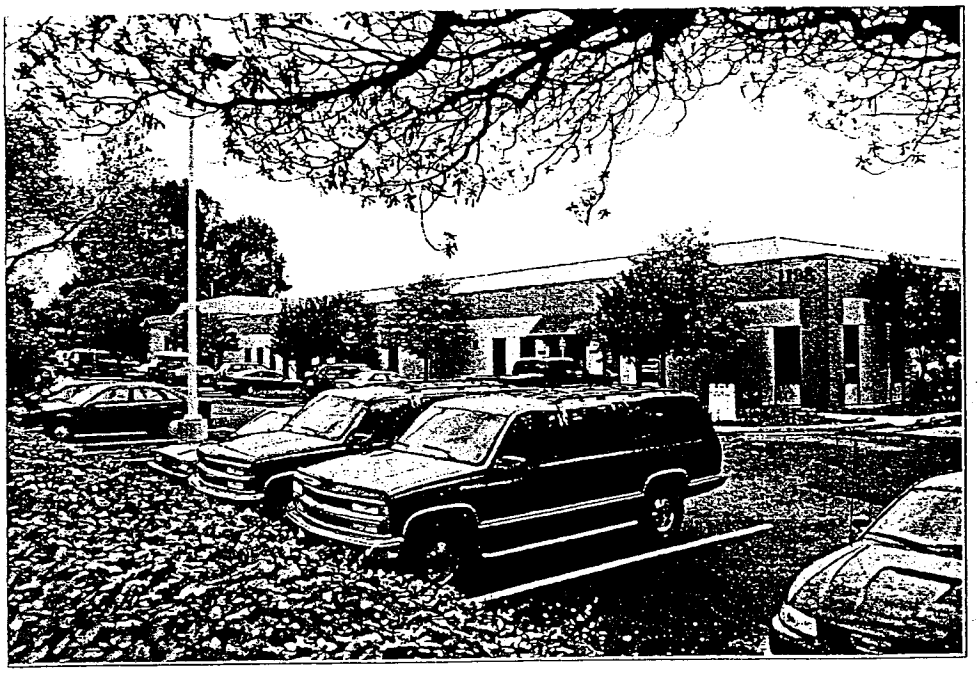
Project Site

The project site contains a number of small, distinct areas, each different in appearance and character. Along El Camino Real, the project site is occupied by low-rise commercial structures of a variety of styles and materials, typically one to two stories in height with associated parking areas (see Figures III.J.9 through 13). A gasoline service station at the corner of El Camino Real and Sneath Lane is the most noticeable use, particularly due to its canopy and red and yellow pylon sign. A sidewalk devoid of landscaping or pedestrian amenities exists along El Camino Real, adjacent to the commercial strip and U.S. Navy site, between Sneath Lane and I-380.

At the intersection of Sneath Lane and Commodore Drive, flanking Commodore Drive, the project site is occupied by two sets of three wood-frame buildings that form a business office center. These two-story, gray and white buildings are set back from Commodore Drive by paved parking lots. Trees, trimmed hedges, and trim lawns form the setback along Sneath Lane.



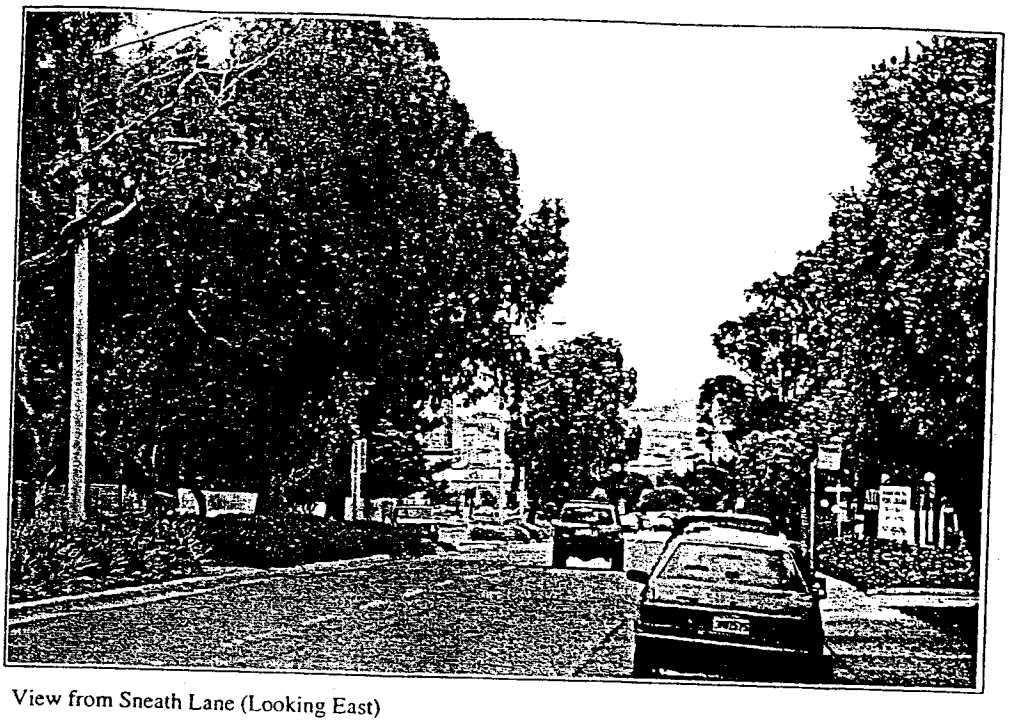
View of Gap Inc. Building in Bayhill Office Park (Looking Southwest)



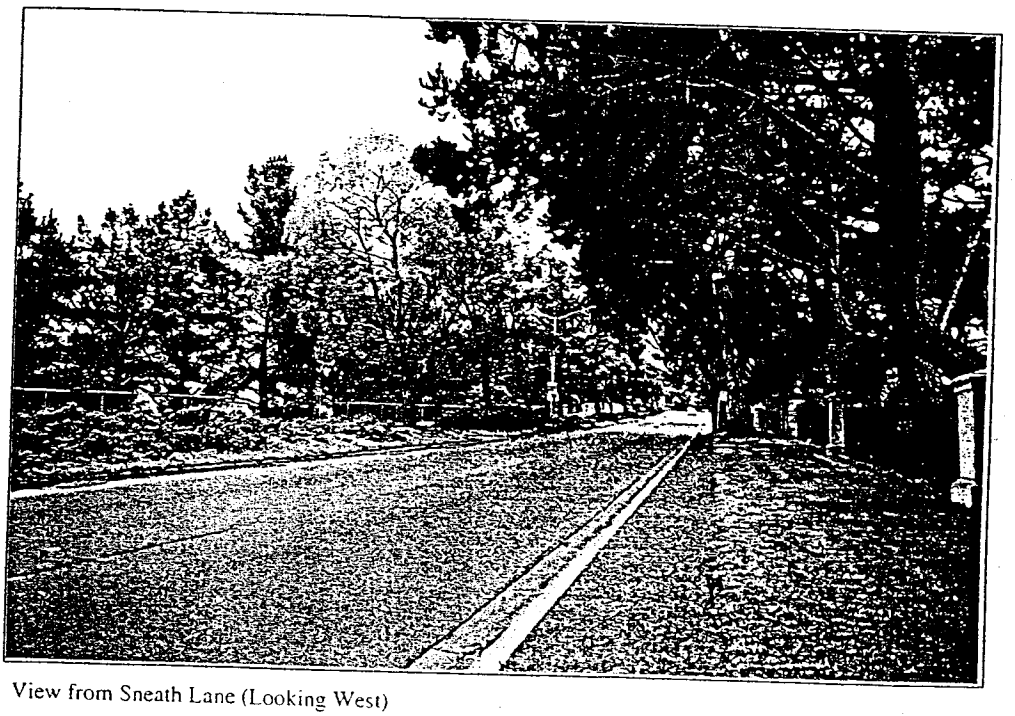
View of Adjacent Offices from Cherry Avenue (Looking Northeast)

SOURCE: Environmental Science Associates

Figure III.J.3 & 4
Photographs of Project Vicinity



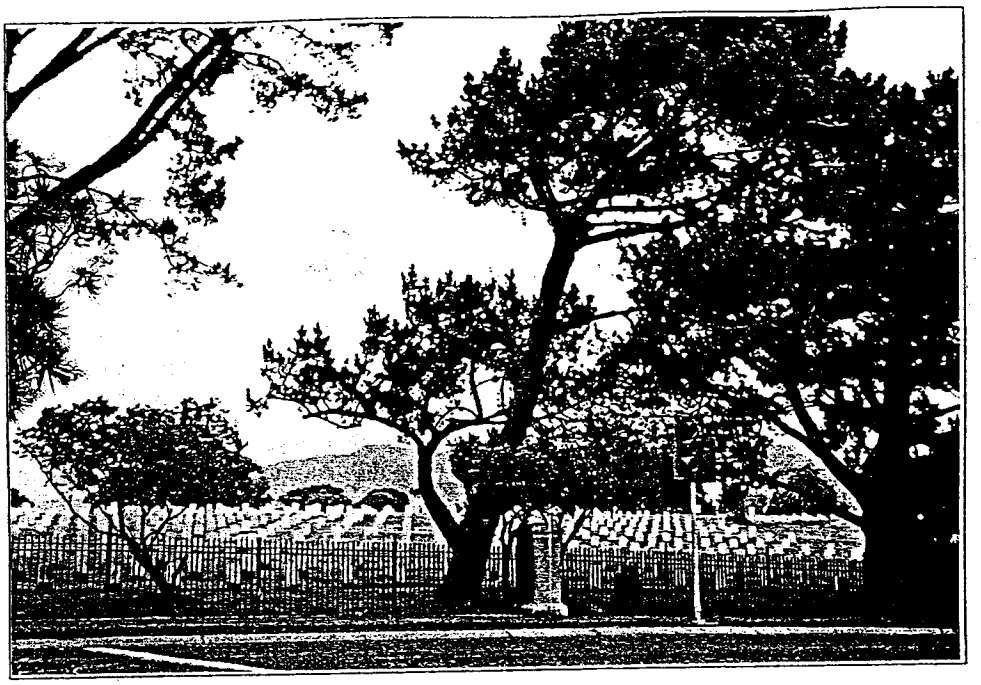
View from Sneath Lane (Looking East)



View from Sneath Lane (Looking West)

SOURCE: Environmental Science Associates

Figure III.J.5 & 6
Photographs of Project Vicinity



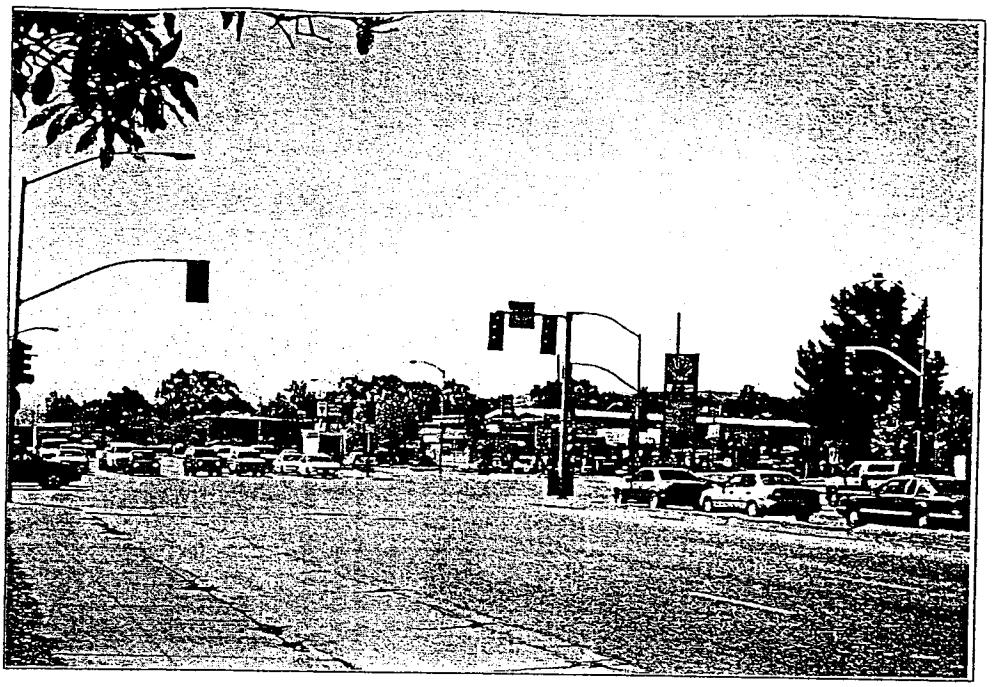
View of Golden Gate National Cemetery from Sneath Lane (Looking North)



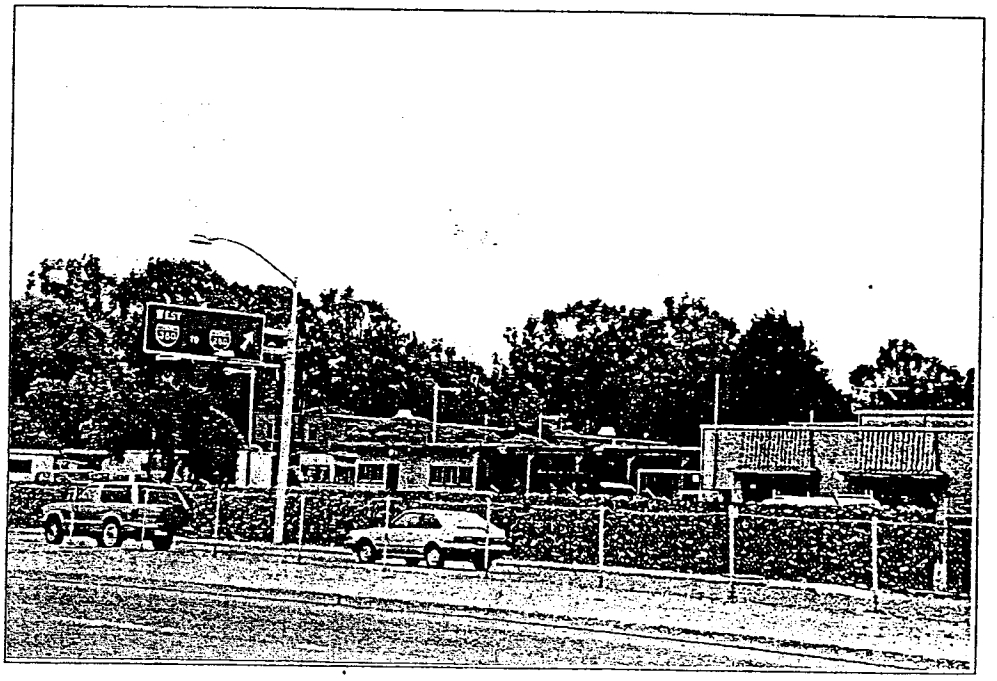
View of Golden Gate National Cemetery from El Camino Real (Looking West)

SOURCE: Environmental Science Associates

Figure III.J.7 & 8
Photographs of Project Vicinity



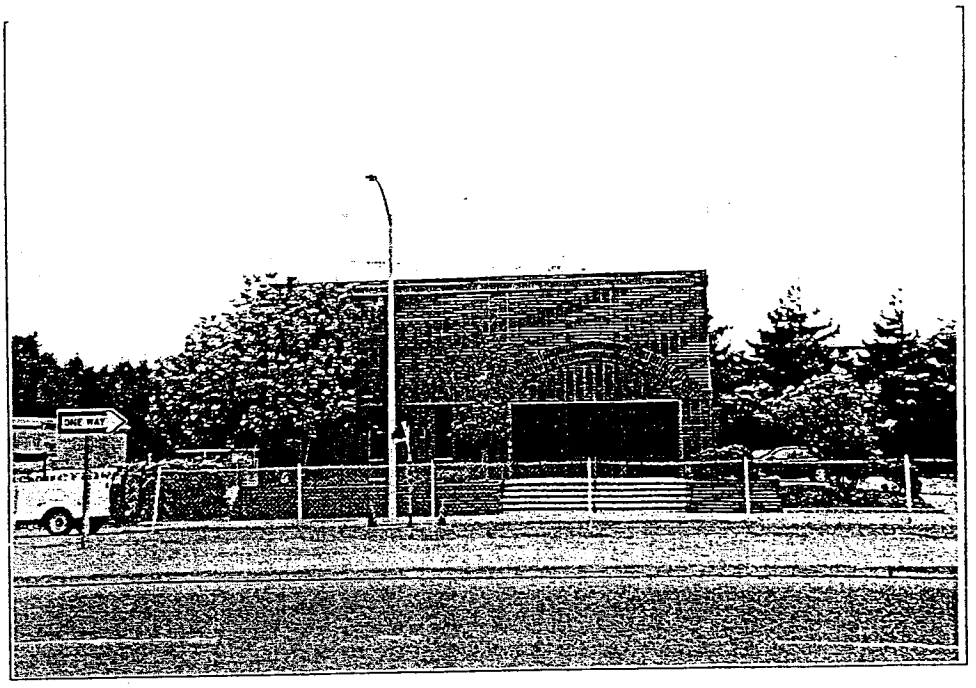
View of Project Site from El Camino Real (Looking South)



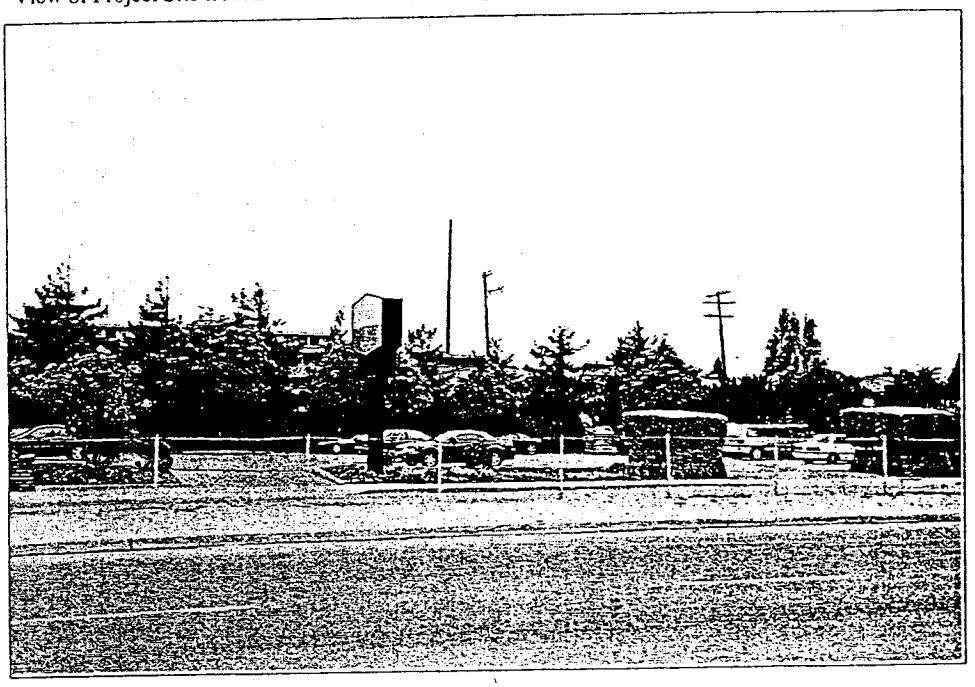
View of Project Site from El Camino Real (Looking Southwest)

SOURCE: Environmental Science Associates

Figure III.J.9 & 10
Photographs of Project Site



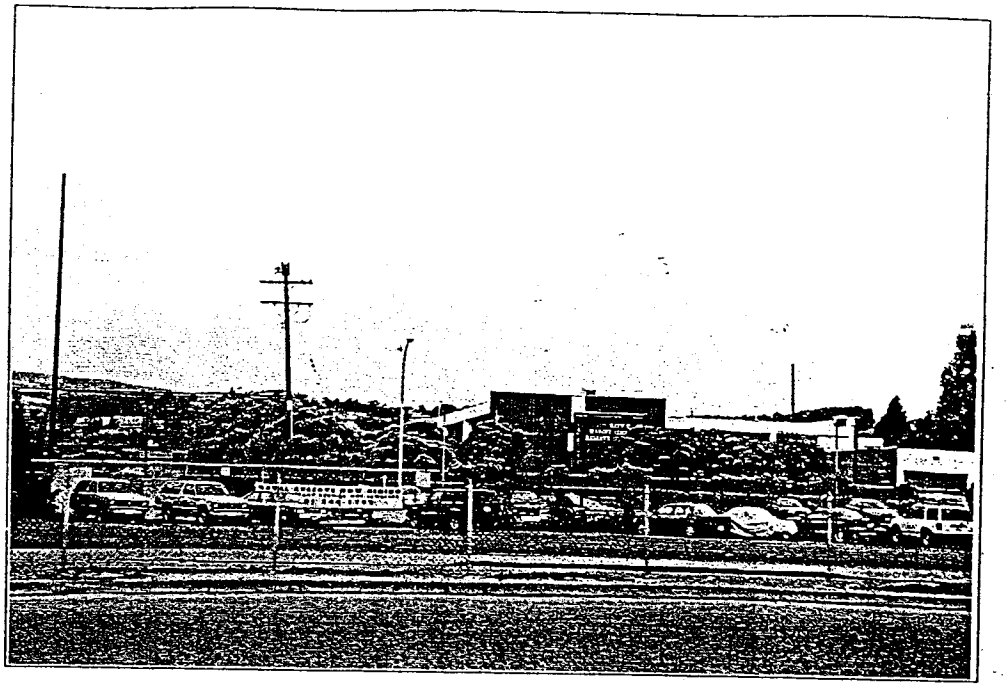
View of Project Site from El Camino Real (Looking West)



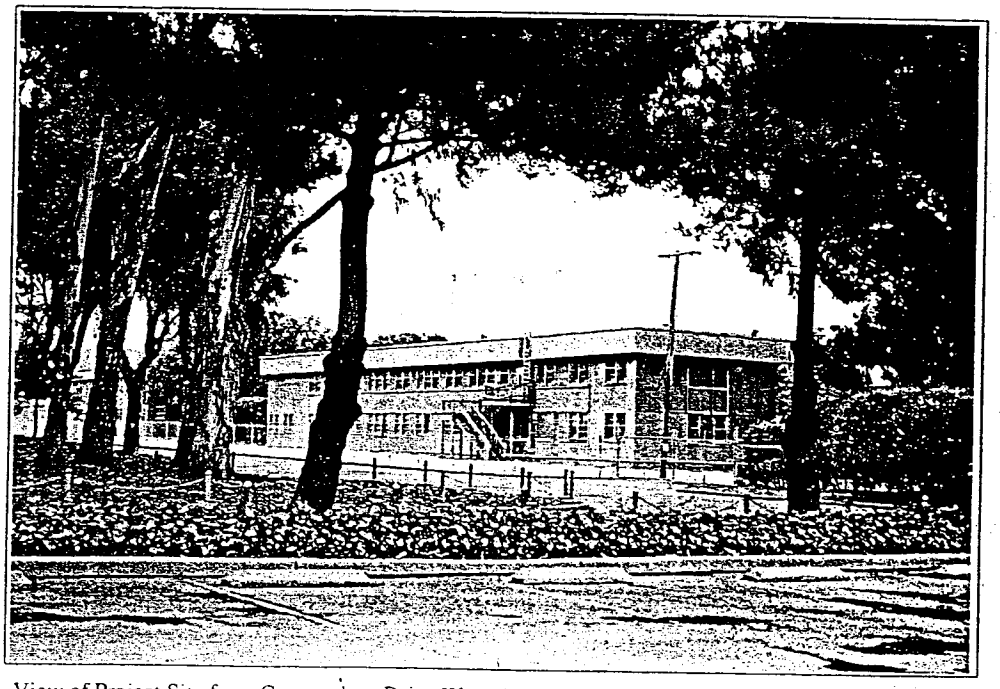
View of Project Site from El Camino Real (Looking West)

SOURCE: Environmental Science Associates

Figure III.J.11 & 12
Photographs of Project Site



View of Project Site from El Camino Real (Looking West)



View of Project Site from Commodore Drive West (Looking North)

SOURCE: Environmental Science Associates

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Figure III.J.13 & 14

Photographs of Project Site

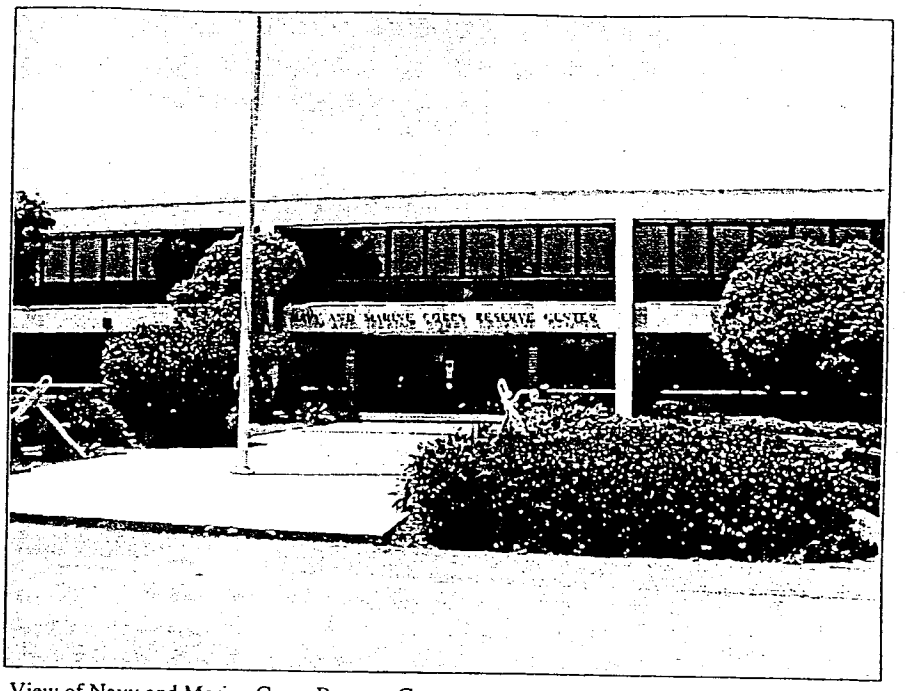
As one enters the Navy Site through Commodore Drive, the character changes. The area appears barren, and chain link fencing restricts access. Most of the Navy Site buildings are one- to two-story wood-framed structures, temporary in appearance, perhaps prefabricated, with vertical wood siding, painted brown. Exceptions to this are the U.S. Navy and Marine Corps Reserve Center in the northeastern portion of the U.S. Navy site, and the Headquarter Building, located in the southeastern area, and some of the former barracks buildings, now used as office space. These buildings appear more permanent and appear to have been either newly constructed or to have had recent exterior improvements. Both the Headquarters Building and the Reserve Center include large white flag poles near the entrance, as well as decorative maritime-related objects. The exterior stuccoed walls of many warehouse buildings in the northwestern portion of the U.S. Navy site are cracked, and other buildings, particularly unoccupied buildings, appear to be maintained minimally and in need of paint. The former entrance along El Camino Real is surrounded by older vehicles and maintenance equipment, including mops, brooms and buckets. Mature trees, trimmed hedges and lawns, and occasional flowering plants are found throughout the site, alongside most buildings, in courtyards and along the Navy site's roadways.

To the south of the Navy Site buildings is an undeveloped, fenced area, covered with unattended vegetation and trees that border the I-380 right-of-way. The Federal Archives Building lies just west of Commodore Drive West. It is an unassuming modern concrete structure that blends with the site and is well-landscaped and maintained. To the south of the Federal Archives Building are two parking lots. A roadway aligned with mature eucalyptus trees separates the parking lot from the Federal Archives Building (see Figures III.J.14 through 18).

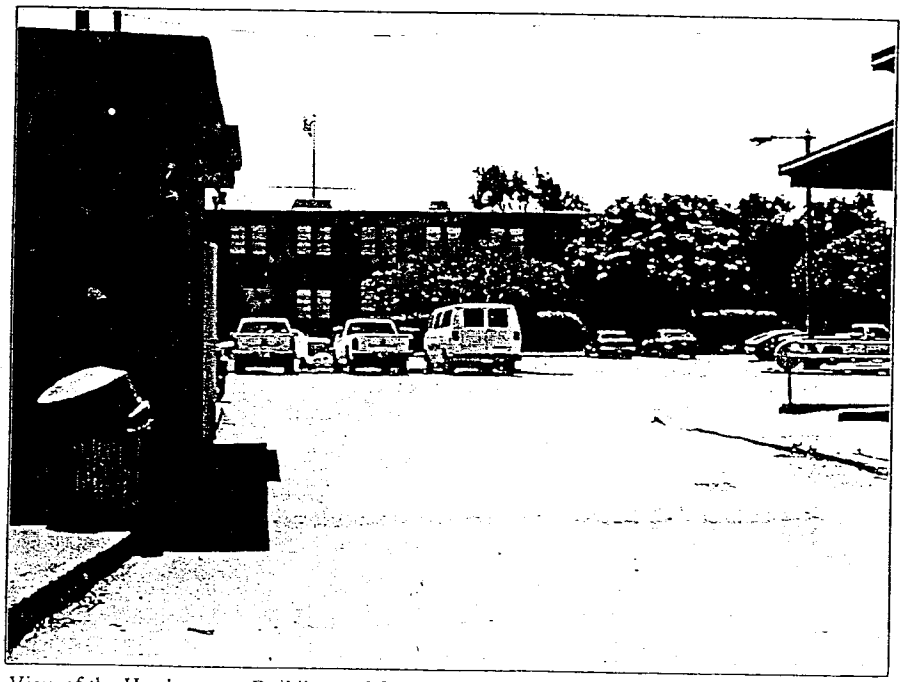
West of the Federal Archives Building, the character becomes less formal. Adjacent to the west are two small schools, each housed in a one-story wood-framed building, shielded from the north, east and west sides by vegetation. Paved parking areas and play areas form part of the school area, along with a few wooden portables with separate entrances. West of these schools are several residential structures of the Peninsula Place Condominium complex. The buildings are two-story wood framed structures, with parking areas. A fenced segment of San Bruno Creek separates the school area from the condominium complex. Through the chain link fence, vegetation is visible along the creek banks. To the south is Commodore Park, a City park that is well landscaped and includes children's play areas, a baseball field, and picnic areas (see Figures III.J.19 and 20).

VIEWS OF THE SITE

The project site is primarily visible from three public roads: Sneath Lane at the northern perimeter of the site, El Camino Real at the eastern perimeter, and Cherry Avenue at the western perimeter. The site can also be seen from adjacent Interstate 380, although the view is obscured by trees. Because of topography, intervening buildings and vegetation, the existing buildings on the site are not easily viewed from much of Sneath Lane, nor from residences in the hilly areas west of I-280. For the purposes of analysis in this document, views of the site can be placed in one of two categories: short-range (adjacent to the site) and medium-range (one-quarter to one-half of a mile from the site).



View of Navy and Marine Corps Reserve Center

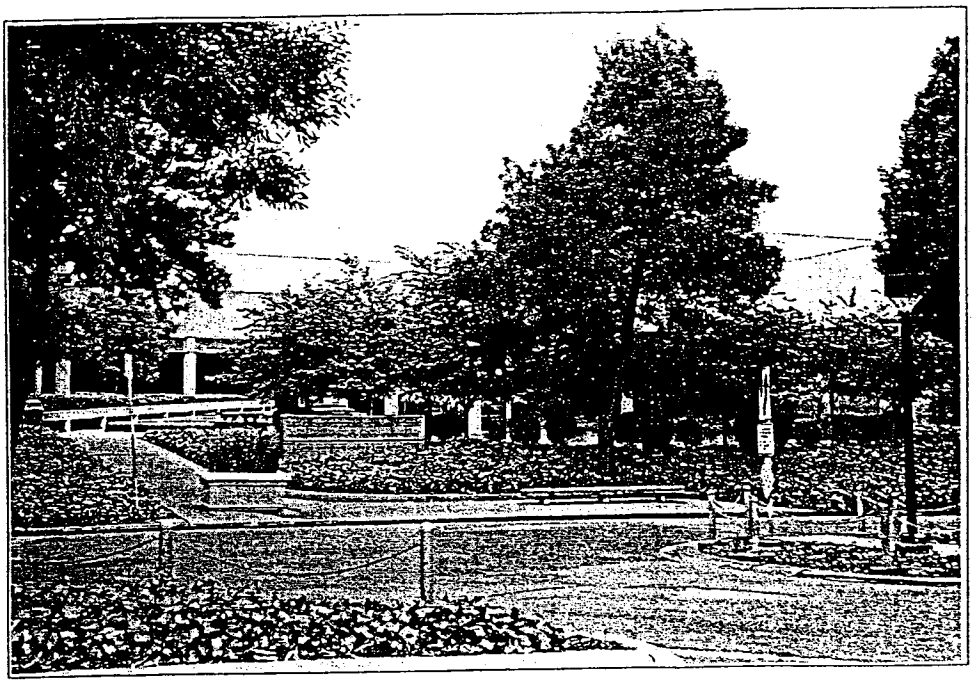


View of the Headquarters Building and former Guard Station (looking west)

SOURCE: Environmental Science Associates

U.S. Navy Site and Its Environs Specific Plan / 990005 ■

Figure III.J.15 & 16
Photographs of Project Site



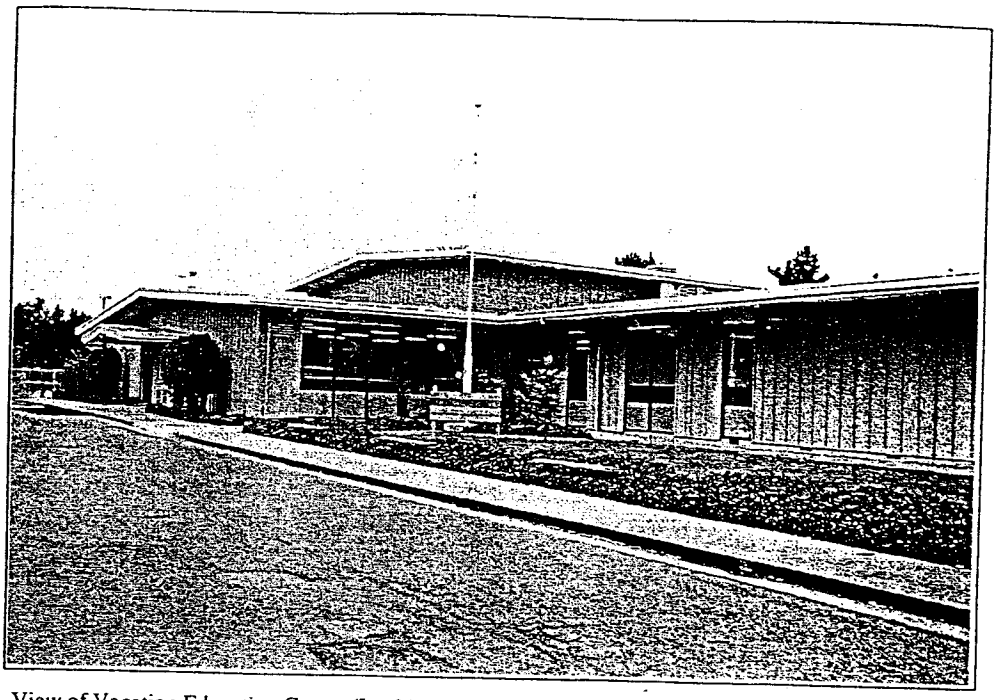
View of Federal Archives Building (Looking North)



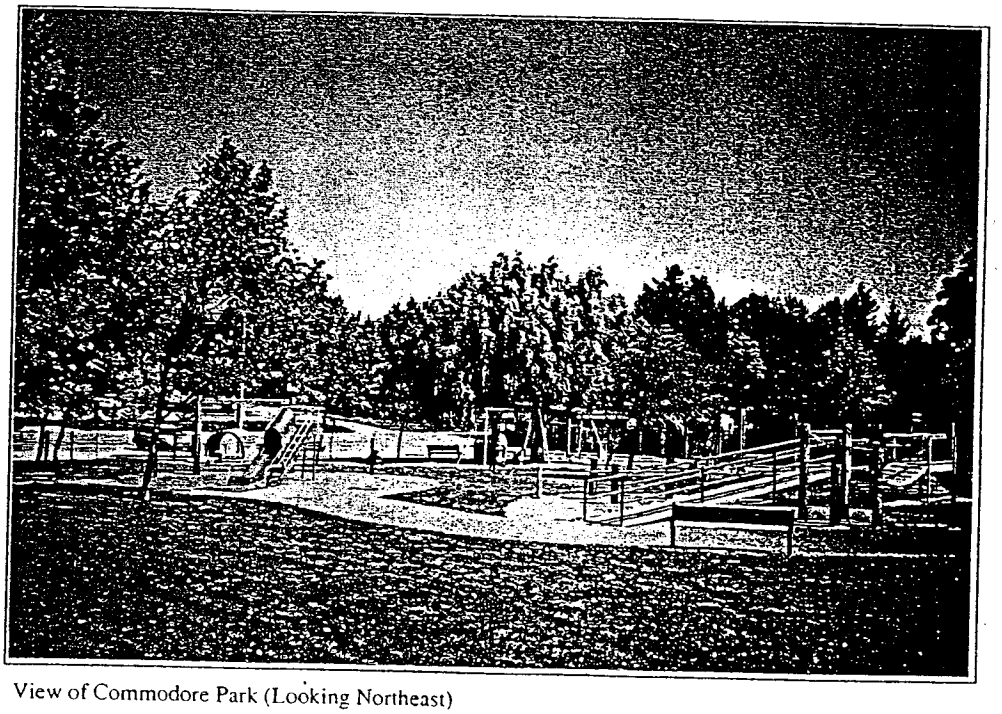
View of Southern Parking Area at Federal Archives Building (Looking East)

SOURCE: Environmental Science Associates

Figure III.J.17 & 18
Photographs of Project Site



View of Vocation Education Center (Looking North)



View of Commodore Park (Looking Northeast)

SOURCE: Environmental Science Associates

Figure III.J.19 & 20
Photographs of Project Site

Medium-Range Views

The project site, although visible, is not clearly discernible from medium-range (one-quarter to three quarters of a mile) views, including views along El Camino Real. At this range, the mix of small buildings on the site visually blend into the overall suburban landscape. The individual small-scale buildings within the Navy site are barely visible as they are set back from the street, the view being obscured by other structures, signs, and landscaping. The most prominent visual element on the project site is the gasoline service station, particularly its yellow and red sign post, at the southwest corner of El Camino Real and Sneath Lane.

Short-Range Views

The project site is most visible from short-range perspectives (adjacent to any portion of the project site), such as those from El Camino Real, Sneath Lane, and Cherry Avenue. Travelling southbound on El Camino Real, after passing the Golden Gate National Cemetery, the viewer first sees the gasoline service station at the southwest corner of El Camino Real at Sneath Lane (shown in Figure III.J.9). Most prominent are the array of signs, canopy, and service station building. The remaining on-site commercial buildings along El Camino Real can be seen against a backdrop of mature trees, and Sweeney Ridge can be seen in the distance. Some buildings on the project site are closer to the street, others are set back, but overall they provide little visual interest. Commercial buildings on the project site that are nearest El Camino Real are easily visible from the street. However, the Navy Site buildings are either obscured from these front buildings and landscaping, or are hidden from street view (shown in Figures III.J.10 through 13).

Travelling eastbound (downhill) on Sneath Lane, some of the roofs of buildings on the project site are visible, although the view is somewhat obstructed by nearer intervening structures. From this vantage point, Tanforan Park Shopping Center and the more distant South San Francisco can be seen, but the view is obscured.

As indicated, views of the site from the adjacent Interstate 380 are obscured by thick, mature trees, both from the eastbound and westbound direction. Travelling westbound on Interstate 380, one may obtain a brief view of El Camino Real looking northward.

From Cherry Avenue, the on-site Peninsula Place condominiums are visible, as is Commodore Park, the only public park in the immediate vicinity. Proposed buildings within the Navy Site area of the Specific Plan would be located about 500 feet east of Commodore Park, at a slightly lower elevation. Looking eastward from Commodore Park, none of the existing buildings proposed for removal are visible, the view being obstructed by dense vegetation and mature trees (shown in Figure III.J.20).

IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

The existing visual character of the site and surroundings is determined by the attributes of specific features and patterns that the features have assumed as a result of natural and/or cultural

processes. Evaluation of potential project impacts on the existing visual character of the site and surroundings requires analysis of the elements of the project that would be introduced and how those changes (separately or collectively) would affect the character of the site and views of it from off-site locations. For the purposes of this EIR, and taking guidance from Appendix G of the CEQA Guidelines, impacts to the visual quality or character of a site may occur as a result of substantial adverse effects on a scenic vista, substantial damage to scenic resources, substantial degradation of the existing visual character or quality of the site and its surroundings, or production of a new source of substantial light or glare. The impacts of each of these aspects is discussed in detail below.

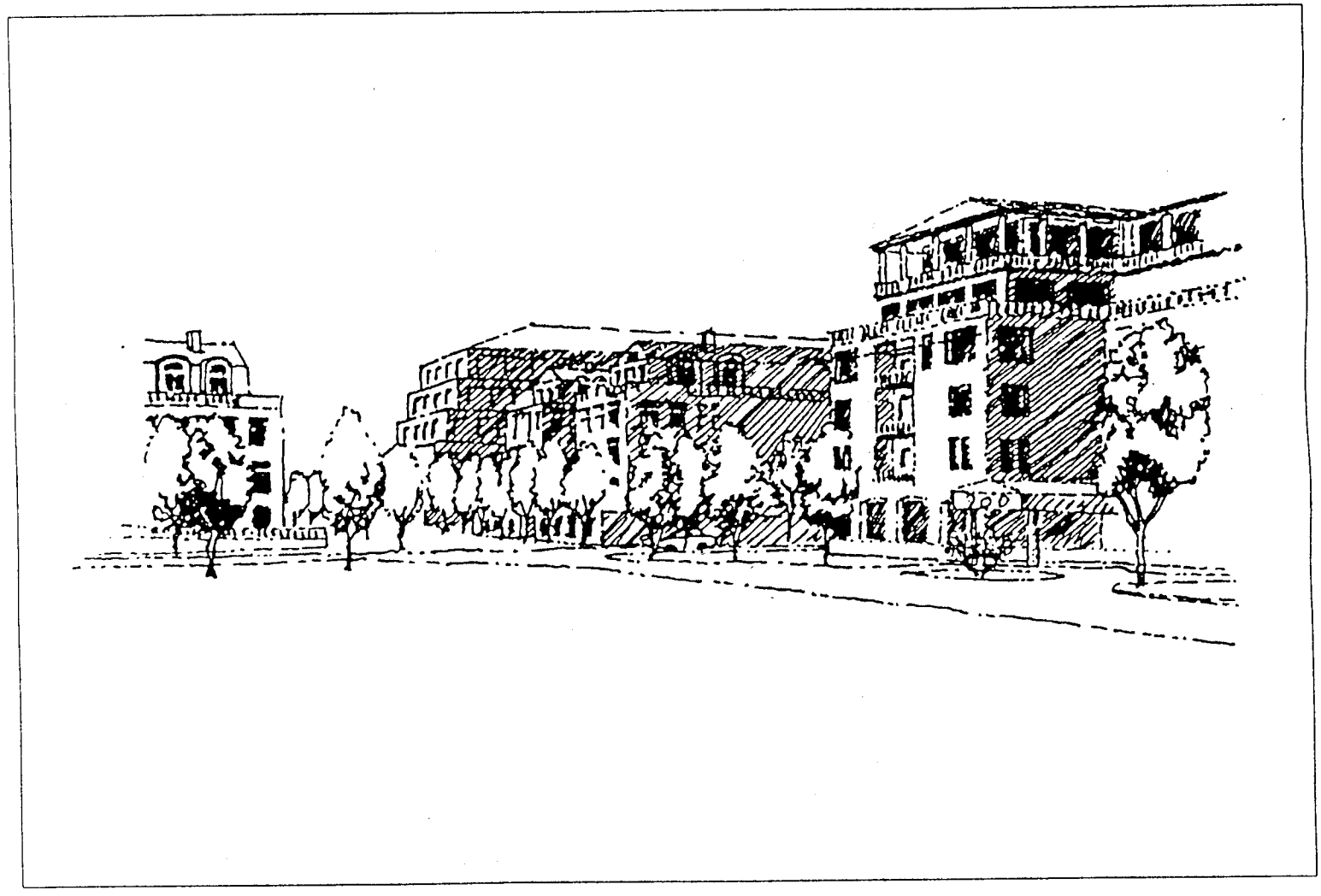
OPERATIONAL IMPACTS

Impact J.1: The project would result in a change in the visual character of the project site and surrounding area as a result of the demolition of the on-site structures and construction of the proposed buildings. This would be a less-than-significant impact.

From medium ranges, views of the project site would change from an undeveloped and indiscernible part of the suburban landscape to a more identifiable part of the landscape. Short-range views of the site would noticeably change. The small existing one- to two-story wood-framed structures in the Navy Site would be replaced by a complex of larger buildings of three to six stories, ranging in height from about 30 to 90 feet (see Figure III.J.21). The most prominent of these would be the hotel building, approximately 6 stories and 90 feet tall, directly fronting El Camino Real. The two office buildings, approximately 5 stories and 90 feet, would be on the south side of the site adjacent to Interstate 380, set back from El Camino Real. Some of the mature trees at this location would be removed for the proposed development. The residential structures would be about 5 stories and 65 feet tall, while the senior housing structure would be about 6 stories and 75 feet tall. The residential and senior housing structures would be located toward the center of the Specific Plan area, along the western portion of the U.S. Navy site and would not front any public street.

Because the City of San Bruno has not received specific development proposals, designs are schematic at this time. However, the Specific Plan provides design specifications that would require that the proposed buildings be appropriately massed and divided into smaller elements, including setbacks at the upper floors. Design features, such as bay windows and hipped roofs would be incorporated. Landscaping and a variety of paving materials to provide visual interest would be provided throughout. The use of interior and exterior lighting would be typical of similar residential and commercial buildings, and would not be expected to produce substantial light or glare.

While no designs are available for the commercial buildings within the northeastern portion of the site along El Camino Real, they would be required to conform with the existing Zoning Ordinance, and would therefore be limited to a height of 50 feet. Because of the shallowness of the site for this commercial strip, these buildings would be of relatively small scale.



SOURCE: Carl Maxey

Figure III.J.21

Rendering of Proposed Buildings, looking South

The project would visually alter the overall character of the site and adjacent area, adding larger structures and commercial and residential activity to a site that appears to be underutilized. However, it would introduce landscaping, a consistent architectural style, and a building scale that are compatible with the surrounding neighborhood. In its urbanized context adjacent to a freeway, an office park, a six-lane roadway, and a regional shopping mall, the project would not result in a substantial degradation of the visual character of the project site and its surroundings, and would not result in a significant impact.

Mitigation Measure: None required.

Impact J.2: The proposed project would alter views near the project site. This would be a less-than-significant impact.

The proposed project would be visible from Sneath Lane, a designated Scenic Corridor. Effects on the scenic corridor in the vicinity of the project site would only be peripheral, as the project site would be one suburban visual element among many. The important views along the somewhat higher elevations of Sneath Lane would continue to be those of the Golden Gate National Cemetery, and the hills and mature trees of the area. These views would not be substantially affected by the proposed project.

As indicated, none of the existing buildings proposed for demolition on the project site can be seen from Commodore Park due to the dense vegetation that borders the eastern side of the park. With the proposed project, it is likely that portions of the upper floors of some of the new buildings would be visible from the park, above the heights of the mature trees. However, there are currently no scenic vistas available from Commodore Park that would be affected by the proposed project.

The proposed project would be visible from a variety of private vantage points, most noticeably from immediately adjacent private properties, and the mall parking lot across El Camino Real. The upper portions of proposed buildings may be visible from Bayhill Office Park, which lies just south of Interstate 380. The proposed project would not substantially affect views from these properties, and, in any event, impacts upon private views would not be considered a significant environmental effect.

Mitigation Measure: None required.

K. HISTORICAL RESOURCES

SETTING

This section analyzes the potential historic resources within the Specific Plan area, specifically in the areas proposed for development as part of the Specific Plan: the U.S. Navy site and the adjacent commercial strip along El Camino Real.

CITY OF SAN BRUNO HISTORIC DEVELOPMENT

The City of San Bruno was originally inhabited by the Ohlone, whose camp sites have been discovered within city boundaries along San Bruno Creek and near the creek flowing through Crestmoor Canyon. The area provided plentiful tule reeds for homes and canoes, and was near marshes and the San Francisco Bay that provided food.

The first Spanish explorers arrived in the San Bruno area in 1775, and subsequent development took place first along routes that passed around San Bruno Mountain and/or that linked San Francisco to Monterey and San Jose, and later along the railroad lines.[1] Most of the San Bruno area remained, however, rural and agricultural ranchland until well-after 1890, supplying the San Francisco area with horses, milk and meat.

In 1775, Spanish explorers along the western shore of the San Francisco Bay used two pathways around the San Bruno Mountain that later became known as Bayshore Road and the Mission Road/Railroad. Both the Bayshore Road and Mission Road converged in the present-day city of San Bruno. In 1776, the Spanish government, based in the Monterey area, established a mission in San Francisco, and El Camino Real, which ran between the coastal mountains and the Bay marshes through the present-day city of San Bruno, was established to connect the mission to the Monterey area. In the 1820s, San Bruno became part of a 15,000-acre land grant given to Jose Antonio Sanchez by the Republic of Mexico's government for his military service. Following the Treaty of Guadalupe Hidalgo in 1848, the land was lost by the Sanchez family and much of it was later purchased by the founder of the Bank of California, Darius Mills. Development along roadways included a resting place established at the current intersection of El Camino Real and San Mateo Avenue in the early 1850s for changing and watering horses, which later became an eating and gaming establishment, and remained a landmark until it was demolished in 1949.

Financed by the counties of San Francisco, Santa Clara and San Mateo, the San Francisco and San Jose Railroad Company's (later absorbed by the Southern Pacific Railroad Company) railroad tracks passed through eastern San Bruno, parallel to El Camino Real. Development

[1] Until after 1910, the City of San Francisco had the largest population in California. In 1900, more than one in five of California's residents lived in San Francisco; by 1910, approximately one in six of California's residents lived in San Francisco.

along the railroad tracks included the San Bruno House built in the 1860s by the railroad station agent and which became a destination hotel that burned down in 1901.

In 1899, the Tanforan Racetrack, named after the grandson-in-law of the one-time owner, Jose Antonio Sanchez, opened along the eastern side of El Camino Real on land previously used for pastures. The racetrack played a prominent part in local, regional, state and national history over the years – becoming the takeoff site of the first airplane flight on the West Coast, and later being used for military purposes during World War I. For 162 days in 1942, during World War II, the racetrack was used temporarily as a detention center[2] for nearly 8,000 Bay Area persons of Japanese descent before they were transferred to centers further inland in western Utah. After the Tanforan Assembly Center was closed, the Center's structures were used temporarily by the U.S. Navy to provide housing and subsistence facilities for 4,000 of its men, with an eventual capacity for 7,000 military personnel, known as the U.S. Naval Advance Base Personnel Depot. Following World War II the racetrack continued to operate until it burned down in 1964.

Following the 1906 Earthquake, residential development spurred by displaced persons took place along El Camino Real and near the railroad tracks in the San Bruno Park Addition area. In 1914, when San Bruno officially incorporated as a city, the population was approximately 1,400. Following World War II, San Bruno quickly expanded its boundaries by annexing nearby areas to accommodate a building boom initiated by returning war veterans and GI benefits. Annexations included the Golden Gate National Cemetery (1940); the El Crystal area (1945); the City Park area and the Capuchino High School area (1946); the San Bruno Heights area (1949); Mills Park (1950); a school site on Niles Avenue and the Golden Gate Estates areas (1953); the Parkview, Lomita Park and Crestmoor Park areas (1954); the "Western Slope Lands" (1955); the Pacific Heights area (1956), and the Portola Highlands area (1963). These annexations more than tripled the original land area encompassed by the original city boundaries in 1914. As a result, most buildings in San Bruno have been built within the last fifty years.

SPECIFIC PLAN HISTORIC DEVELOPMENT

The Specific Plan area is located along the west side of El Camino Real, across from the historic site of the Tanforan Racetrack, now the site of the Tanforan Park Shopping Center. Aerials taken of the Specific Plan area in the 1930s (Fredericks, 1989) reveal undeveloped, agricultural and grazing lands along the western side of El Camino Real that extend westward to the hills. One or two barn structures and/or stables are evident and eucalyptus trees and fencing delineate tracts of ranch and farm lands.

U.S. Navy Site

Development in the Specific Plan area first occurred in 1944, when the U.S. Navy acquired access to 142 acres of land along the west side of El Camino Real (through acquisitions and leases) to increase the capacity of its facilities at the Tanforan racetrack, or the Camp Terry B.

[2] The "Tanforan Assembly Center" was under the administration of the Wartime Civilian Control Administration.

Thompson Naval Base.[3,4] Known informally as the "Western Portion" of the U.S. Naval Advance Base Personnel Depot, by the end of June, 1945, the Western Portion contained over 112 buildings and structures. These structures included barracks, classrooms, storehouses, various support and recreation buildings, a bakery, mess halls, dispensaries, 160 Homoja[5] family housing units, and quarters for both the commanding officer (CO) and the CO's executive.[6]

Buildings in the Western Portion were designed by Bay Area architect Frederick H. Meyer,[7] along with Hall & Pregnoff, Engineers. Bay area buildings designed by Meyer include the Rialto, the San Francisco Gas & Electric Pumping Station (Second Street, San Francisco), and the Monadnock Building (Market Street, San Francisco). Meyer also acted as an advisor for the planning of the San Francisco Civic Center (Bill Graham Civic Auditorium). The builder, Ford J. Twaits, Co., was active throughout World War II with the construction of airfields, assembly plants, dry docks, piers and ammunition depots for the Army, Navy, Defense Plant Corporation and related plants, such as the Hughes Aircraft Plant in Culver City (JRP Historical Consulting Services, 1998).[8] Construction was supervised by the Bureau of Yards and Docks (BuDocks). "As early as 1939, the Bureau of Yards and Docks (BuDocks) was also looking into the idea of rapid base construction" (JRP Historical Consulting Services, 1998), and before the War, began developing standardized equipment that could quickly be moved to create a base.

In 1946, after the end of World War II, the "Western Portion" was disestablished and put into caretaker status,[9] and facilities at the racetrack were demolished. With the exception of the family housing, for the next few years the station was not actively used. The facility was officially designated as the U.S. Naval Advance Base Personnel Depot (Disestablished), San Bruno. The facility would keep this designation until 1959. Beginning in 1947, 25 of the buildings were used by the Naval Records Management Center for the storage of Naval records, leaving the other buildings vacant (JRP Historical Consultants, 1998). The U.S. Naval Records Management Center, San Bruno collected records from the Eleventh, Twelfth, Thirteenth, Fourteenth and Seventeenth Naval Districts, ships and overseas bases in the Pacific Rim, and from the Seabees. In 1950, the Marine Corps Reserve moved into two buildings and used approximately 50 acres of unimproved land at the facility. In 1951, as a result of the Korean

3 The farming Repetto and Pastorino families relocated to the Crestmoor area, while the Piedemonte family ended their farming operations with the sale of the property to the U.S. Navy (Fredericks, 1989).

4 A local historian, Darold E. Fredericks, reports that the Navy bought 38 acres outright and leased 142 acres from a company called San Bruno, Inc. He states that the land stretched from Elm Avenue (not present then) north nearly to Sneath Lane, east of El Camino Real nearly to the present-day site of I-280.

5 A corrugated metal, half-cylinder shaped hut.

6 Local historian, Darold E. Fredericks, reports that the mess halls were located at the present-day site of the Federal Archives, the theaters were in the path of I-380, the swimming pool was located in the present location of a bank parking lot, and that the family housing was located at the present location of the Bayhill Shopping Center (Fredericks, 1989).

7 This Frederick H. Meyer was born in 1875. Another Frederick H. Meyer – a cabinet maker from Germany -- apparently founded the California Guild of Arts and Crafts in Berkeley, later renamed the California College of Arts and Crafts and moved to Oakland. Yet another Frederick H. Meyer, born in 1872, is a well-known sculptor and illustrator.[8] Twaits was the primary builder for the Sear-Roebuck Company, constructed the dry dock at the Naval Air Station in San Diego, and constructed some of the first sound stages for talking motion pictures.

9 All non-essential materials were removed and disbursed to other units in the Twelfth Naval District, or stored. The site was maintained by a skeleton crew.

Conflict, the depot was upgraded to "partial maintenance" in case the facility was needed as an advance personnel depot. The Navy then placed the District Public Works Officer in charge of the facility. An estimated 350 workers were brought to the facility to 'house various naval activities of the Twelfth Naval District' and other Department of Defense and civilian activities in the Bay Area. In addition, the Navy brought in other Navy tenants including the District Communication Office, the Records Management Center, the District Intelligence Office, as well as the San Mateo County School Department and the National Guard. In 1955 the family housing, originally considered by the Navy to be temporary, was demolished when permanent housing was built closer to Moffett Field. The land leased for the family housing was returned to the owner, and the Married Officer's quarters were moved from the southern edge of the facility to Navy-owned land near the original entrance along El Camino Real.

By 1955, the U.S. Navy site occupied 90.7 acres and included 107 buildings. In 1956 the Records Management Center moved to a new facility in Utah, and an additional 54 acres were declared as excess. In 1959, the U.S. Navy site was redesignated as the U.S. Naval Facility, San Bruno; the District Public Works Officer remained the Officer in Charge. In 1961 the U.S. Navy site consisted of 32 buildings on 90.7 acres, and approximately 55 acres were declared as excess.

In 1964, the Secretary of Defense announced plans to disestablish the U.S. Naval Facility and move the District Public Works Officer to a new facility on Treasure Island. Because of the estimated cost, these plans were later revised and the Department of Defense decided to retain eight acres at the San Bruno site. In 1967, as a result of a Navy reorganization, the U.S. Navy Facility was disestablished and became the home of the Western Division, Naval Facilities Engineering Command (WESTDIV). By mid-1968, WESTDIV had moved into buildings on the north side of the facility and the facility consisted of 29 acres: Caltrans had received 43 acres for the I-380 right-of-way, the Marine Corps had received nearly 12 acres for its Reserve Training Center, three acres had been transferred to the San Mateo County Office of Education, and other private developers had received small parcels totaling nearly three acres. No new buildings had been constructed and no changes made to the layout. The "Western Division Naval Facilities Engineering Command oversees design, planning and construction at 21 Naval bases in Northern California and Nevada. They include Treasure Island, Alameda Naval Air Station, Port Hueneme, Lemoore Naval Air Station, China Lake, Monterey and Fallon, Nevada" (San Bruno Herald, 1992).

In 1970, as part of an agreement with Caltrans, the main entrance of the U.S. Navy facility was moved from El Camino Real to its current location on Commodore Drive, off Sneath Lane. A new guard station, Building 204, was constructed by the State of California, and was the first new building constructed at the site since 1944 (JRP Historical Consulting Service, 1998). In 1974 the Navy and Marine Reserves opened a new 47,000 square foot Reserve Center constructed to accommodate 350 Marines and 600 Naval reservists. In 1988 there were an estimated 1,000 civilian employees at the facility.

By 1991, however, a local paper reported that the civilian staff had been reduced to 625 persons, with more reductions forecast for the future. In 1994, WESTDIV was reorganized and downgraded to a field activity, designated EFA West, reporting to the Southwest Division (SWDIV), Naval Engineering Field Command, headquartered in San Diego. Its mission became environmental clean-up and disposition of closed Navy properties (JRP Historical Consulting Service, 1998). In 2000, the Navy announced it would close its San Bruno facility, and dispose of approximately 20 acres of land, leaving the Reserve Center (now occupied only by the Marines).

The U.S. Navy site now contains over 30 buildings and structures, most of which are inventoried in Table III.K.1, below. Figure III.K.1 provides the location for each building. Approximately one-half of these structures are not currently in use. The U.S. Navy site now constitutes approximately 35 percent of the Specific Plan area, compared to nearly 100 percent of the Specific Plan area following the close of World War II. The U.S. Navy site is now located within the San Bruno Redevelopment Project Area Plan boundaries.

Specific Plan Areas Outside of the U.S. Navy Site

Structures and open space located within the Specific Plan boundaries, but outside of the U.S. Navy site, include a commercial strip along El Camino Real and adjacent to the U.S. Navy site; the U.S. Marine Corps Reserve Center; Commodore Park; the Federal Archives; two San Mateo County schools; a portion of a condominium complex; and the six two-story buildings that constitute the San Bruno Office Park, located east of Commodore Drive, along Sneath Lane. All of these buildings and the park were constructed after 1960.

With the exception of the schools and the gas station/minimart/car wash, all of the structures are two-story structures. The buildings in the commercial strip along El Camino Real include a gas station/mini-mart/car wash, a two-story stucco dental care office, and a two-story stucco pet care office. The schools, Federal Archives, a portion of Commodore Park and the commercial strip along El Camino Real are all located within the San Bruno Redevelopment Project Area Plan. None are designated historic resources, nor are they considered potential historic resources (City of San Bruno, 1999).

REGULATORY ENVIRONMENT

FEDERAL

The National Register of Historic Places, authorized under the National Historic Preservation Act of 1966 (NHPA), is a national program designed to "coordinate and support public and private efforts to identify, evaluate, and protect our historic and archaeological resources" (National Park Service, 2000). The National Park Service administers the National Register, and is part of the U.S. Department of Interior. The National Register contains more than 70,000 listings that are nominated by a State Historic Preservation Officer (SHPO), a Federal Preservation Officer (FPO)

TABLE III.K.1
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN
DESCRIPTION OF PRIMARY EXISTING BUILDINGS – U.S. NAVY SITE

Building No.	Building Type	Original Use	In Use/ Not in Use	Description
A207	Warehouse/Storage	Public Works Shop	In Use	226' x 60' rectangular, wood-frame; low pitch shed roof; vertical wood siding; includes raised bays on the east side.
B100	Warehouse/Storage	Security Office	In Use	Irregular shape, wood-frame, stucco, one-story with roof slightly pitched to the east and west.
B101	Warehouse/Storage	Bakery	Not in Use	Rectangular, one-and-a-half story, wood-frame, low pitched gable roof, T-111 vertical sheet siding with blue horizontal stripping.
B102	Administration	Personnel Office	In Use	Two-story, wood frame, stucco; shed roof with north/south eaves; identical to C-105.
B103	Warehouse/Storage	Refrigerated Storehouse	In Use	Rectangular, one-story, wood-frame, metal frame windows, T-111 vertical siding; exposed rafters over loading platforms at north end; loading platforms and doors on east side.
B201	Warehouse/Storage	Public Works Storage	Not in Use	Rectangular, one-story, wood-frame, shed roof with east/west eaves, T-111 vertical siding; horizontal blue strips; similar to B-203.
B203	Warehouse/Storage	Public Works Storage	In Use	Rectangular, one-story, wood-frame, shed roof with east/west eaves, T-111 vertical siding; horizontal blue strips; similar to B-201.
B204	Support	Guard Station	In Use	One-story, rectangular, concrete panel walls with wood battens, metal framed concrete overhanging cornice, flat roof.
B206	U-Type Barracks	Barracks	In Use	Portion of a u-shaped barracks (with B-222 and B-208); two-story, wood-frame, stucco shed roof with east-west eaves. B-206 is the southern "arm" of a "U" that opens to the south.
B208	U-Type Barracks	Barracks	In Use	Portion of a u-shaped barracks (with B-222 and B-206); two-story, wood-frame, stucco shed roof with east-west eaves. B-208 is the northern "arm" of a "U" that opens to the south.
B210	Administration	Chief Petty Officers Barracks	Not in Use	Rectangular, wood frame, T-111 siding, low-pitched shed roofs with overhanging cornice; similar to C-209.
B222	U-Type Barracks	Barracks	Not in Use	Portion of a set of u-shaped barracks (with B-206 and B-208); one-story, wood-frame, stucco. B-222 is the link between two arms of the "U" that opens to the south; once used as a boiler room.

TABLE III.K.1 (Continued)
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN
DESCRIPTION OF PRIMARY EXISTING BUILDINGS – U.S. NAVY SITE

Building No.	Building Type	Original Use	In Use/ Not in Use	Description
C101	Support	Guard Station	Not in Use	Small one-story, wood-frame, stucco with concrete slab foundation, shed roof. Located at the former entrance along El Camino Real; similar to C-103.
C103	Support	Guard Station	Not in Use	Small one-story, wood-frame, stucco with concrete slab foundation, shed roof. Located at the former entrance along El Camino Real; similar to C-101.
C105	Administration	Pay/Distributing Office	Not in Use	Two-story, wood frame, stucco; shed roof with north/south eaves; includes concrete block vault; identical to B-102.
C107	Administration	GSA Headquarters	In Use	Two-story, wood-frame, stucco; shed roof.
C201	U-Type Barracks	Barracks	In Use	Portion of a u-shaped barracks (with C-221 and C-203); two-story, wood-frame, stucco shed roof with east-west eaves. C-201 is the southern arm of a "U" that opens to the north.
C203	U-Type Barracks	Barracks	In Use	Portion of a u-shaped barracks (with C-221 and C-201); two-story, wood-frame, stucco shed roof with east-west eaves. C-203 is the northern arm of a "U" that opens to the north.
C205	U-Type Barracks	Barracks	In Use	Portion of a u-shaped barracks (with C-233 and C-207); two-story, wood-frame, stucco shed roof with east-west eaves. C-205 is the southern arm of a "U" that opens to the north.
C207	U-Type Barracks	Barracks	Not in Use	Portion of a u-shaped barracks (with C-233 and C-205); two-story, wood-frame, stucco shed roof with east-west eaves. C-207 is the northern arm of a "U" that opens to the north.
C209	Administration	Operations Headquarters	Not in Use	Rectangular, wood frame, T-111 siding, low-pitched shed roofs with overhanging cornice; similar to B-210.
C210	Support	Meter House	Not in Use	Small one-story, wood-frame, stucco with concrete slab foundation, shed roof.
C221	U-Type Barracks	Barracks	In Use	Part of a set of u-shaped barracks (with C-201 and C-203); one-story, wood-frame, vertical wood siding. C-221 is the link between two arms of the "U" that opens to the north; once used as a boiler room.

TABLE III.K.1 (Continued)
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN
DESCRIPTION OF PRIMARY EXISTING BUILDINGS – U.S. NAVY SITE

Building No.	Building Type	Original Use	In Use/ Not in Use	Description
C233	U-Type Barracks	Barracks	Not in Use	Part of a set of u-shaped barracks (with C-201 and C-203); two-story, wood-frame, T-111 siding. C-233 is the link between two arms of the "U" that opens to the north; once used as a boiler room.
H102	Officers' Housing	Officers' Housing	Not in Use	Main house in complex that includes H-106 and H-108; moved to current location in 1955; one-story, wood-frame, partially gabled composite shingle roof; stucco.
H104	Officers' Housing	Officers' Housing	In Use	Part of a complex that includes H-105; moved to current location in 1955; one-story, wood-frame, partially gabled composite shingle roof; stucco.
H105	Officers' Housing	Officers' Housing/Garage	Not in Use	Part of complex that includes H-104; attached to H-104 by covered walkway; wood-frame, stucco, she roof, wood retractable doors.
H106	Officers' Housing	Officers' Housing/Garage	Not in Use	Part of complex that includes H-102 and H-108; attached to H-102 by covered walkway; wood-frame, stucco, she roof, wood retractable doors.
U.S. Navy and Marine Corps Reserve Center	Administration	Reserve Center	In Use	One- and two-story; steel-frame, brick veneer cladding; uneven "H" shape with larger northern wing.

SOURCE: JRP Historical Consulting Services, EFA West, ESA

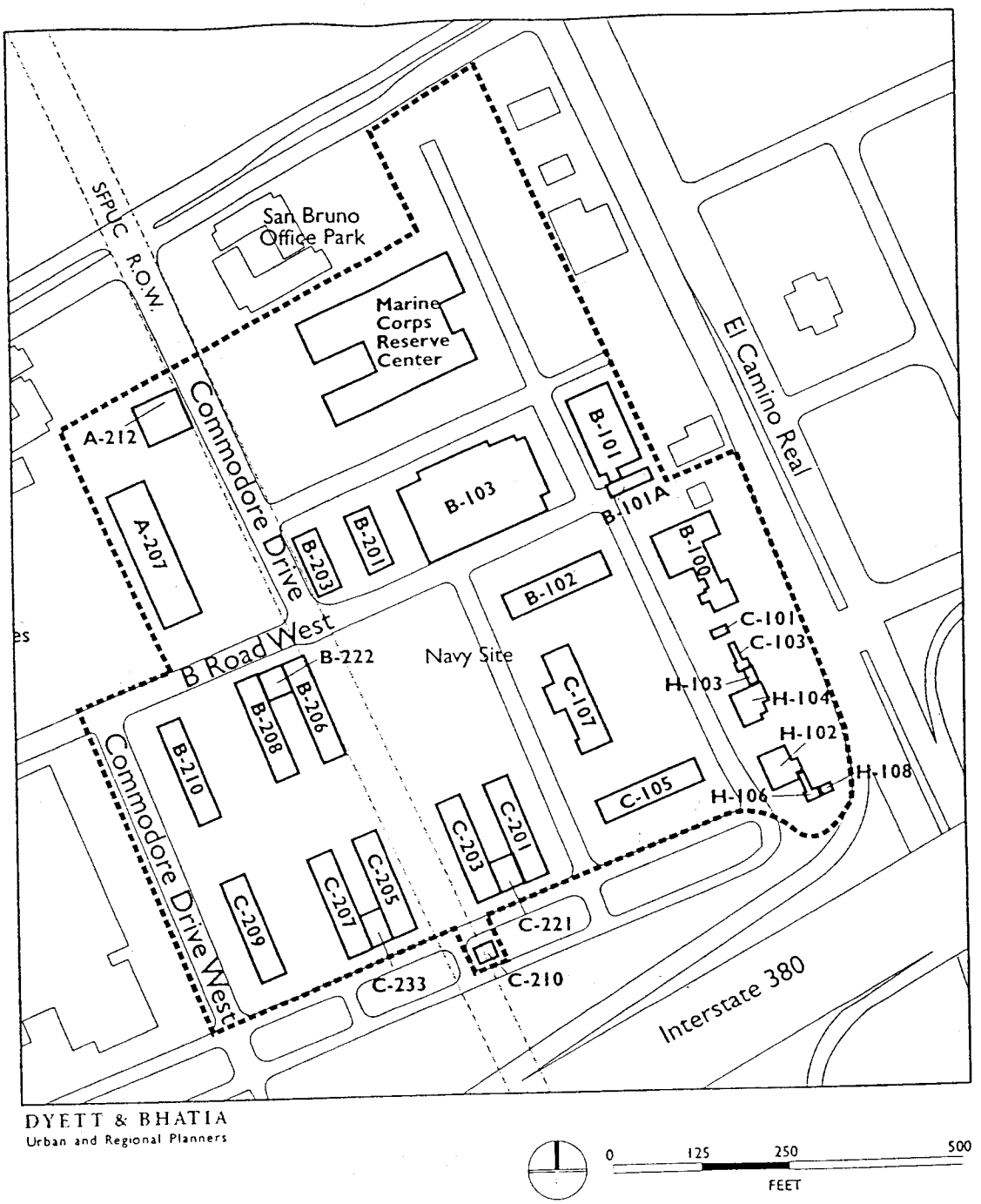


Figure III.K.1

U.S. Navy Site and Its Environs Specific Plan:
Location of Buildings, U. S. Navy Site

or by a Tribal Preservation Officer (TPO). Generally, properties must be at least 50 years old. Criteria for evaluation are:

> "The quality of significance in American history, architecture, archeology, engineering, and culture . . . present in districts, site, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:
>
> A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> B. That are associated with the lives of persons significant in our past; or
>
> C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> D. That have yielded or may be likely to yield, information important in prehistory or history."
>
> [National Park Service, 2000.]

Section 106 of the NHPA states:

> The head of any Federal agency having direct or indirect jurisdiction over a proposed Federal or federally assisted undertaking in any State and the head of any Federal department or independent agency having authority to license any undertaking shall, prior to the approval of the expenditure of any Federal funds on the undertaking or prior to the issuance of any license, as the case may be, take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register.

This required review of potential historic resources under federal jurisdiction is coordinated through the relevant State Historic Preservation Office.

The City of San Bruno currently has no structures listed on the National Register of Historic Landmarks. According to other environmental impact reports, several buildings in the City of San Bruno appear eligible for inclusion on the National Register of Historic Places. None are located within the U.S. Navy site area.

STATE

As defined by the California Resources Code 5020.1(j):

> 'Historical resource' includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.
>
> [California State Parks, 2000]

The California State Parks Office of Historic Preservation (OHP) coordinates local surveys of historic resources that produce a documented resource inventory that then becomes part of the California Historical Resources Information System (CHRIS).[10] OHP coordinates a statewide network of Information Centers "that manages and makes available survey information for environmental review, planning, and research needs" (California State Parks Office of Historic Preservation, 2000). In order to comply with Section 106 of the NHPA (see above discussion under *Regulatory Environment: Federal*), the OHP requires submission of DRP-523 forms that evaluate the eligibility of structures for the National Register of Historic Places (Saunders, 2000). These forms are available to the public and include photographs and a location map, as well as a description, the architect, the builder, the date constructed, and modifications made to the structure.

OHP coordinates submission of applications to the State Historical Resources Commission (SHPO) for nomination to the National Register of Historic Places. SHPO also makes recommendations for three state programs: the California Historical Landmark Program, the California Point of Interest Historical Program, and the California Register of Historical Resources Program. California Historical Landmarks are recommended by the State Historical Resources Commission to the Director of California State Parks for official designation. It must be the first, last, only or most significant of a type in the county of local area, have the approval of the chairperson of the Board of Supervisors or the City/Town Council, be recommended by the SHPO, and be officially registered by the Director of California State Parks.

The California Point of Interest Historical Program recognizes resources of local or county-wide importance. The California Register contains listings associated with events or persons that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of a master or possesses high artistic values; or yielded or has the potential to yield information important to the prehistory or history of the local area, California or the nation.

The City of San Bruno has one California Historical Landmark (No. 934) also listed on the California Register of Historical Resources: the site of the former Tanforan Racetrack and Japanese Assembly Center, commemorated by a plaque. The plaque reads: "Racetrack opened in 1899 and had racing seasons until it burned down in 1964. Many famous horses raced and won here. In 1942, Tanforan became a temporary assembly center for over 6000 persons of Japanese ancestry who were to be interned for the duration of World War II" (California State Historic Landmarks, 2000). The intersection of El Camino Real and San Mateo Avenue is listed as a California Point of Historical Interest as the beginning of the California State highway system.

[10] CHRIS also contains information from surveys of archaeological resources.

LOCAL

The City of San Bruno 1984 General Plan is the local policy document that contains policies related to the conservation of historic resources. The General Plan refers to two historic landmarks in the City of San Bruno: the Tanforan Racetrack, and the site of the beginning of the state highway system at the intersection of El Camino Real and San Mateo Avenue. The General Plan contains two policies related to historic and cultural areas:

> Policy 18. Designate the vicinity of Taylor Avenue, San Mateo Avenue and El Camino Real as the beginning of the State Highway System with a historic landmark.
>
> Policy 19. Continue to protect archaeological sites and resources from damage.

Neither the Tanforan Racetrack nor site referred to as the beginning of the state highway system are located within the Specific Plan area. The site of the Tanforan Racetrack is located adjacent to the Specific Plan area, and is tied historically to the U.S. Navy site, which was once an extension of the military facilities located at the Racetrack.

IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* states that a project would significantly impact an historic resource if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of formal cemeteries.

This analysis addresses the potential for substantial adverse change to a potential historical resource only. Potential adverse changes to archaeological resources, paleontological resources and human remains outside of a formal cemetery are addressed by the Initial Study, attached hereto as Exhibit B. The buildings that are part of the Specific Plan's El Camino Real commercial strip are not over 50 years old, do not appear associated with local, regional, state or national history,. therefore are not considered as potential historic resources.

OPERATIONAL IMPACTS

Impact K.1: The development proposed as part of the Specific Plan would result in the demolition of potential historic resources at the U.S. Navy site. This could be a significant impact.

With the exception of the U.S. Marine Corps Reserve Center, development proposed as part of the Specific Plan would result in the demolition of all buildings remaining at the U.S. Navy site, as well as the demolition of existing buildings in the adjacent commercial strip along El Camino Real. Because the U.S. Navy site is located within the San Bruno Redevelopment Project Area, the U.S. Navy site was included in the evaluation of cultural resources completed for the *San Bruno Redevelopment Project Area Plan Environmental Impact Report* by the California Historical Resources Information System's (CHRIS) Northwest Information Center, Sonoma State University. None of these buildings have been designated as national, state or local historic resources, or identified as potential national, state or local historic resources. In addition, no other documents have identified any of these buildings as potentially eligible for the National Register of Historic Places.

Although designed by a prominent local architect, Frederick H. Meyer, whose name appears on many of the drawings (JRP Historical Consulting Services, 1998) for the U.S. Navy site, the buildings that are part of the U.S. Navy site incorporated many elements of the buildings built by the Bureau of Docks and Yards (BuDocks) and "appear to be variants on standard BuDocks plans" (JRP Historical Consulting Services, 1998). The remaining 30+ buildings and structures are a small portion of the original "Western Portion," which contained over 100 buildings and structures, not including the family structures. Military records indicate that all of the buildings were considered "temporary" (JRP Historical Consulting Services, 1998), and that in the early 1950s, many of the buildings were re-sided with stucco to prolong their usability. Later alterations include the reorientation of some buildings, the addition of aluminum windows, and re-siding again with Type T-111 wood siding. Table III.K.2 below describes changes made to the buildings over the years. As a result, an independent assessment, as required by Section 106 of the NHPA, reached the conclusion that none of the buildings or structures surveyed at the U.S. Navy site appears to be eligible for the National Register of Historic Places (JRP Historical Consulting Services, 1998). The report states:

> [T]he West Portion of the U.S. Naval Advance Base Personnel Depot was designed and built in 1944. They are a rather ordinary example of wartime construction that are neither architecturally nor historically significant. Intended only to meet the wartime needs, none of the buildings in the West Portion were built to 'permanent' standards. All of the administration buildings, barracks, mess halls, training, and recreational buildings were light wood frame buildings with wood siding. This fact is important because it helps to explain why the World War II-era buildings at EFA West retain such a low degree of integrity of design, materials, workmanship, feeling, and association. As discussed, integrity is used to measure the authenticity of a building's current appearance when compared against its original design. Because there were built to light standards, the World War II temporary buildings at EFA West have all been altered in the years since 1945. Because of these upgrades, the buildings all lack integrity to their period of construction. [JRP Historical Consulting Services, 1998]

TABLE III.K.2
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN
CHANGES MADE TO EXISTING BUILDINGS – U.S. NAVY SITE

Building No.	Building Type	Original Use	Changes Made to Structure
A207	Warehouse/Storage	Public Works Shop	Wood siding now vertical instead of horizontal; door and window pattern altered; original roof monitors removed; original double doors and double paned vertical windows supplemented by or changed to single pane aluminum framed windows on the lower and upper halves of the walls, a covered entrance and four raised bays.
B100	Warehouse/Storage	Security Office	Metal frame addition to the southeast corner that includes an infilled section and windowless flat roofed addition with an extension to the garage addition to the north; additions to the north end of building that includes a garage with glass and metal doors and metal awning; most windows and doors relocated; most wood sash windows replaced with aluminum frame windows.
B101	Warehouse/Storage	Bakery	Original horizontal siding replaced by T-111 vertical sheet siding highlighted by blue horizontal stripping; original doors and wood sash windows replaced.
B102	Administration	Personnel Office	Siding changed from wood to stucco; original wood sash windows replaced; original doors replaced.
B103	Warehouse/Storage	Refrigerated Storehouse	Original siding replaced; wood sash window and door locations altered and replaced.
B201	Warehouse/Storage	Public Works Storage	Original siding replaced by T-111 siding; wood sash windows replaced with aluminum frame windows.
B203	Warehouse/Storage	Public Works Storage	Original siding replaced by T-111 siding; wood sash windows replaced with aluminum frame windows. (Double doors covered in plywood.)
B204	Support	Guard Station	Built in 1970; no documented exterior changes.
B206	U-Type Barracks	Barracks	Many wood sash windows replaced with aluminum frame windows.
B208	U-Type Barracks	Barracks	Many wood sash windows replaced with aluminum frame windows.
B210	Administration	Chief Petty Officers Barracks	Wood sash windows replaced with aluminum frame windows; metal framed glass doors; windows and doors no longer in original locations; external wooden stairs on southern elevation; new T-111 siding and cornices added in 1980s.
B222	U-Type Barracks	Barracks	Tall metal chimneys removed.
C101	Support	Guard Station	West end enclosed with fixed pane windows and stucco walls.
C103	Support	Guard Station/Bus Shelter	East end enclosed and converted to a storage shed with doors.
C105	Administration	Pay/Distributing Office	Siding changed from wood to stucco; original wood sash windows replaced; original doors replaced.

TABLE III.K.2 (Continued)
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN
CHANGES MADE TO EXISTING BUILDINGS – U.S. NAVY SITE

Building No.	Building Type	Original Use	Changes Made to Structure
C107	Administration	GSA Headquarters	Entrance changed from east to west; addition to west side over and north of main door.
C201	U-Type Barracks	Barracks	Many replaced windows; courtyard contains wood stepped platforms.
C203	U-Type Barracks	Barracks	Many replaced and altered windows; courtyard contains wood stepped platforms; windows north of westerly door removed.
C205	U-Type Barracks	Barracks	Many wood sash windows replaced with aluminum windows.
C207	U-Type Barracks	Barracks	Many wood sash windows replaced with aluminum windows.
C209	Administration	Operations Headquarters	Wood sash windows replaced with aluminum windows; metal framed glass doors; windows and doors (except one) door no longer in original locations; external wooden stairs on southern elevation; new T-111 siding and cornices added in 1980s.
C210	Support	Meter House	No documented exterior changes.
C221	U-Type Barracks	Barracks	Passageway clad in vertical wood siding with vertical and horizontal fixed pane windows.
C233	U-Type Barracks	Barracks	Increased to two stories with T-111 siding; windowless central second story overhang, with a door and wooden porch under the overhang; windows are double hung aluminum framed.
H102	Officers' Housing	Officers' Housing	Moved in 1955 from original location ½ mile southwest of current site.
H104	Officers' Housing	Officers' Housing	Moved in 1955 from original location ½ mile southwest of current site.
H105	Officers' Housing	Officers' Housing/Garage	Moved in 1955 from original location (path of I-380), ½ mile southwest of current site.
H106	Officers' Housing	Officers' Housing/Garage	Moved in 1955 from original location (path of I-380), ½ mile southwest of current site.
U.S. Navy and Marine Corps Reserve Center	Administration	Reserve Center	Built in 1975; some of doors covered in concrete. (This structure not scheduled for demolition and the surrounding land would be retained by the U.S. Navy/Marines.)

SOURCE: EFA West, ESA

The survey includes completed DPR-523 forms, required by the California State Parks Office's Office of Historic Preservation. These forms have been submitted to the Office of Historic Preservation, which has stated that it has confirmed the conclusions that the U.S. Navy structures are not eligible for the National Register of Historic Places (Kreutzberg, 2000). A confirmation letter was sent to the U.S. Navy on Mach 23, 1999 (Kreutzberg, 2000).

Lastly, the U.S. Navy site has been a discrete site, closed off by its location, purpose, orientation, and layout from direct interactions with the City of San Bruno. As a secured and federally-owned facility, the site has not functioned as an integral part of San Bruno, paying no property taxes and requiring permission or specific identification for entry onto the premises. The facility's association with World War II lasted for one year, not as long as most facilities were in use. Subsequent use involved substantial use by civilians, rather than military personnel.

Yet the buildings at the U.S. Navy site are clearly associated with local history, as well as national events that includes World War II, and subsequent naval operations for the Korean Conflict, as well as operations during both the Cold War and in Vietnam. The post-war building boom in San Bruno has been described as at least partially attributable to returning military personnel, some of whom were stationed briefly at the Camp Terry B. Thompson Naval Base, liked the area and returned (Fredericks, 1989; City of San Bruno, 2000). In addition, the San Bruno General Plan clearly did not anticipate the sale of the U.S. Navy site by the Navy, and therefore alternative uses are not considered in the Land Use Element. Because this sale was not anticipated in the General Plan, the Plan could not anticipate the demolition of a substantial number of buildings that could be considered a local historic resource. The following mitigation measure would lessen any potential impact on a potential local historic resource not anticipated by the City of San Bruno 1984 General Plan.

Mitigation Measure K.1: Before any buildings at the U.S. Navy site are demolished, the City of San Bruno will:

- **Fully evaluate and document the existing buildings at the U.S. Navy site, individually and collectively, as a part of the City of San Bruno's Historical Properties Survey, being conducted by the San Mateo County Historical Association.**
- **Work with the U.S. Navy to establish a permanent and publicly visible plaque or other permanent marker that commemorates the role the site played in San Bruno's history.**

Significance after Mitigation: Less than Significant.

REFERENCES – Historical Resources

(All printed references are available at the San Bruno Planning and Building Department, City Hall, 567 El Camino Real, San Bruno, unless otherwise noted.)

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L. HAZARDOUS MATERIALS

SETTING

This section focuses on the potential for hazardous materials and contamination at the U.S. Navy site and adjacent commercial area within the proposed Specific Plan area. This analysis relies on an evaluation conducted by the Engineering Field Activity, West ("EFA West"), which presently occupies a portion of the U.S. Navy site. The resources used for this report are extensive and include USGS Historical Topographic Maps from 1892, 1914, 1939, 1946, 1956 and 1979, Underground Storage Tank Closure Reports, letters from the San Mateo County Health Department; aerial photos, and U.S. Navy Master Plans for the U.S. Navy site. This report examined existing site conditions and compliance with environmental regulations pertaining to the generation of hazardous waste and contamination of the property. In addition, for adjacent properties, a records search was conducted.

HISTORICAL USES

Before the twentieth century, the Specific Plan area was used as a cattle ranch. In the early 1900's, records indicate that a dairy farm was in operation in the vicinity and that in the 1920's a commercial nursery operated near or on Specific Plan lands. Other than farm related structures, no buildings were known to exist in the Specific Plan area until 1944 when the land was purchased by the U.S. Navy. In 1944, a fire house (B-100), administrative buildings (B-102, C-107, C-105), storage (B-201, B-203), a public works shop (A-207), a public works garage (A-205), a refrigerator storehouse (B-103), a bakery (B-101), and barracks (B-206, B-208, B-210, C-201, C-203, C-205, C-207, C-209) were constructed. (See Figure III.K.1, *Historic Resources*, for building locations.) In 1946, several of the barracks buildings were put into use for the storage of records and documents.

In ensuing years, the U.S. Navy site was used primarily to accommodate military administrative and public works offices. Since 1970, the primary tenant has been EFA West, which has provided administrative, engineering, planning, design, real estate, environmental and other professional services to U.S. Navy and Marine Corps bases in the Western United States. A small public works shop remains at B-100, and a Navy vehicles are parked behind B-100.

A site reconnaissance of the U.S. Navy site was conducted on February 11, 1999 to assess current environmental conditions.

SOURCES OF HAZARDOUS MATERIALS

Hazardous materials are substances with certain chemical or physical properties that may pose a present or future hazard to human health or the environment when improperly handled, stored, disposed or otherwise managed. The U.S. Navy site and adjacent commercial area contain potential sources of hazardous materials associated with building materials and underground

storage tanks. These sources could include soil contamination, asbestos, or other building materials such as lead and PCBs.

The assessment completed in August, 1999 identified hazardous construction materials and other potential sources of contamination, as discussed below.

Potentially Hazardous Construction Materials

Polychlorinated Biphenyls (PCBs) and Fluorescent Light Tubes

Removal of fluorescent light tubes could result in exposure to mercury vapors if the lights are broken. The EFA West report states that an inspection and sampling of electrical transformers was performed by EFA West Personnel. The sampling results showed that PCB levels were between 5 and 499 ppm. Since these levels are below the Federal threshold, frequent inspection is not required to satisfy the Federal regulations.

Asbestos

If friable or non-friable asbestos is present, there is a potential for release of airborne asbestos fibers when the asbestos-containing materials are disturbed, unless proper asbestos abatement precautions are taken. An asbestos survey was conducted for the buildings on the site, and the survey indicates that all of the buildings contain asbestos in varying amounts, primarily in the floor tile and in the crawl spaces under buildings. Asbestos may, because of the age of the buildings, also occur in buildings located in the adjacent commercial strip. The asbestos has been managed according to the EFA West Asbestos Management Plan and does not present a problem if the material is not disturbed.

Lead-Based Paint

If lead-based paint is present and has delaminated or chipped from the surfaces of building materials, there is a potential for the release of airborne lead particles during construction, renovation, or other activities that would disturb loose or peeling paint, unless proper lead abatement procedures are followed. The EFA West report states that there have been no lead-based paint surveys conducted for any of the facilities at the site. However, prior to 1978, the use of lead-based paint was common throughout the United States, including at military installations. Therefore, the age of the buildings would imply there is a likelihood that lead-based paint is present.

Other Potentially Hazardous Waste Materials

If hazardous materials are present in the soil or groundwater, there could be a public health impact. Future construction could involve disruption of the soil and could expose workers and the public to airborne contaminants if hazardous substances are contained in the soil. However, the EFA West Report, "Environmental Condition of the Property", states that the property was undeveloped land prior to 1944, the year the Navy acquired the property, and there is no evidence of any past or present industrial activity, disposal or spill sites, or dumping. Consequently it can

be concluded that there is no evidence of contamination of the soil that could expose future occupants of the site to toxic substances from disturbed soil.

The property has experienced routine pesticide and herbicide application since construction began in 1944. However, there is no evidence that the property has ever contained any storage or mixing areas for pesticides and herbicides.

Areas of Potentially Hazardous Substances

There has been no evidence of past industrial activity, disposal or spill sites, or waste dumping. All known fuel underground storage tanks have been removed, except for a 5,000 gallon unleaded gasoline storage tank, which presently is under compliance.

There were 13 leaking underground storage tanks within one half mile of the site, 9 underground/ above ground storage tanks within one quarter mile, and 12 Cortese sites (properties with hazardous wastes) within one half mile of the site. The report states that there is no evidence of past or present industrial activity, disposal or spill sites, or dumping. This conclusion was based on records searches and on reconnaissance.

REGULATORY FRAMEWORK

DEFINITIONS

Hazardous material and hazardous waste are defined by characteristics of toxicity, ignitability, corrosivity, and reactivity. Soils having concentrations of contaminants higher than acceptable levels must be handled and disposed as hazardous waste when excavated. The California Code of Regulations, Title 22, §66261.20-24 contains technical descriptions of characteristics that would cause a soil to be classified as a hazardous waste.

FEDERAL

The primary federal laws and regulations regarding hazardous materials include the Resource Conservation and Recovery Act (RCRA), the Comprehensive and Liability Act (CERCLA), and the Superfund and reauthorization Act (SARA). RCRA provides a general framework for the national hazardous waste management system, including the determination of whether hazardous wastes are being generated, techniques for tracking wastes to eventual disposal, and the design and permitting of hazardous waste management facilities. CERCLA, also known as Superfund, was enacted to ensure that a source of funds is available to clean up abandoned hazardous waste sites, compensate victims, address releases of hazardous materials. And establish liability standards for responsible parties. SARA amended CERCLA to modify contaminated site clean-up criteria and schedules. It also provides a framework for underground storage tank cleanups and Emergency Planning and Community Right-to-Know Program (EPCRA). USEPA delegated regulatory authority to the individual states, and has designated authority in California to the Department of Toxic Substance Control (DTSC).

There are currently no federal or State of California quantity definitions for intact "lead-based paints" for privately-owned buildings. However, there are two federal agencies which specify allowable concentrations of lead in residential paint, toys, and furniture (Consumer Product Safety Commission) and in federally financed housing (Housing and Urban Development Department). The Consumer Product Safety Commission (CPSC) defines paints containing lead concentrations at or above 600 ppm as "lead-based paint." The federal Housing and Urban Development (HUD) defines paints containing lead concentrations at or above 5,000 ppm as "lead-based paint."

The Federal Occupational Safety and Health Administration (OSHA) as well as California OSHA regulate all worker exposure during construction activities that impact lead-based paint. OSHA enforces the Lead Exposure in Construction; Interim Final Rule found in 29 CFR Part 1926.62. The scope covers construction work where employees may be exposed to lead during such activities as demolition, removal, surface preparation for re-painting, renovation, clean-up and routine maintenance. The OSHA specified method of compliance includes respiratory protection, protective clothing and equipment, housekeeping, hygiene facilities, medical surveillance, training etc. No minimum level of lead is specified to activate the provisions of this regulation.

EPA Title X requires that the EPA and/or individual states develop training/certification regulations for individuals engaged in lead-based paint activities and requires the EPA to issue guidelines and evaluate renovation and remodeling activities involving lead paint.

STATE

California hazardous materials laws incorporate federal standards, but are often more strict than federal laws. The primary state laws include the *California Hazardous Waste Control Law* (HWCL), the state equivalent of RCRA; and the *California Hazardous Substance Account Act*, the state equivalent of CERCLA. State hazardous materials and waste laws are contained in the *California Code of Regulations* (CCR) Titles 22 and 26. State underground storage tank laws and regulations are contained in the CCR Title 23.

The California Environmental Protection Agency (Cal EPA), Department of Toxic Substances Control (DTSC) regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. The DTSC is responsible for regulating the management of hazardous substances, including the remediation of site contaminated by hazardous substances. The Regional Water Quality Control Board (RWQC) is authorized by the State Water Resources Control Board to enforce provisions of the *Porter-Cologne Water Quality Control Act* of 1969. The Bay Area Air Quality Management District (BAAQMD) may also impose specific requirements on remediation activities to protect ambient air quality from dust or other airborne contaminants.

California EPA hazardous waste regulations classify a waste stream as hazardous if it contains total lead in concentrations greater than 1,000 ppm (Total Threshold Limit Concentration – TTLC), or soluble lead in concentrations greater than 5 ppm (Soluble Threshold Limit Concentration – STLC).

The California Environmental Protection Agency, Department of Toxic Substances Control issued Regulation Guidance Document #33, on August 19, 1993. This document provides guidance on Title 22, California Code of Regulations, Section 66262 (22 CCR 66262), and covers lead painted construction debris. They state that "The Department does not generally consider intact painted building materials to be hazardous wastes." They also state that "If during the demolition of dismantling of the building, the paint is separated from the building material (e.g., chemically or physically removed) then, the paint waste should be evaluated independently from the building material to determine its proper management." This implies that peeling or stratified paint containing over 1,000 ppm lead, which is likely to be separated from its substrate during demolition, should be disposed separately as a hazardous waste.

CITY AND COUNTY

California law also regulates underground storage tanks (USTs) containing hazardous substances. These laws are primarily found in the Health and Safety Code; combined with CCR Title 23, these laws comprise the requirements of the state UST program. The laws contain requirements for UST permitting, construction, installation, leak detection monitoring, repairs, and corrective actions and closures. In accordance with state laws, the San Mateo County Department of Environmental Health implements UST regulations in the City of San Bruno.

Site remediation or development may also be subject to regulation by other agencies.

WORKER SAFETY

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the work place. The California Division of Occupational Safety and Health (Cal OSHA) and the federal Occupational Safety and Health Administration are the agencies responsible for assuring worker safety in the workplace. Cal OSHA assumes primary responsibility for developing and enforcing standards for safe workplaces and work practices. At sites known to be contaminated, a Site Safety Plan must be prepared to protect workers. The Site Safety Plan establishes policies and procedures to protect workers and the public from exposure to potential hazards at the contaminated site (National Institute for Occupational Safety and Health, 1985).

IMPACTS AND MITIGATION MEASURES

INTRODUCTION

Definition, identification and determination of threshold levels of hazardous materials and wastes are provided in the Title 40 of the Code of Federal Regulations (40 CFR) and in Title 22 of the California Code of Regulations. In accordance with these regulations, a hazardous waste is a substance or combination of substances, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may pose a substantial threat, or potential hazard to human health, or environment, when improperly treated, stored, transported, disposed of, or otherwise managed. Determination of "substantial" hazard or "insignificant" levels of hazardous materials

is performed by the regulatory agencies on a case-by-case basis, depending on the proposed uses, potential exposure, and degree and type of hazard.

SIGNIFICANCE CRITERIA

Development at the site would have a significant hazards effect if it were to:

- involve a substantial risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation);
- expose people to existing sources of potential hazards including hazardous materials;
- create a public health hazard or potential public health hazard; or
- interfere with an emergency response plan or emergency evacuation plan.

OPERATIONAL IMPACTS

Impact L.1: Development proposed as part of the Specific Plan could result in the inadvertent exposure of construction workers, site residents or the environment to hazardous substances. This would be a significant impact.

Asbestos

Most of the existing buildings at the U.S. Navy site contain asbestos, and it is likely that the two commercial buildings (excluding the gas station) contain asbestos because of their age.[1] In the State of California, asbestos removal must comply with Section 19827.5 of the California Health and Safety Code that requires local agencies to withhold demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos.

The local office of the California Occupational Safety and Health Administration (OSHA) must be notified if asbestos abatement is to be carried out. Asbestos abatement contractors must follow State regulations contained in 8 CCR 1529 and 8 CCR 341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement would occur must have a Hazardous Waste Generator Number assigned by, and registered with, the California Department of Health Services. The contractor and the hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of the material.

[1] The dental care office, which was once a bank building, was built in the 1970's, and the pet care office was built in the 1940's.

Lead-Based Paint

Lead-based paint (LBP)could be separated from building materials during the demolition process, particularly on the exterior of any building that was constructed prior to December 31, 1978. Separated paint can be classified as a hazardous waste if the lead content exceeds 1,000 parts per million, and would need to be property disposed.[2]

OSHA regulates all worker exposure during construction activities that impact LBP. Interim Final Rule in CFR Part 1926.62 covers construction work where employees may be exposed to lead during such activities as demolition and removal.

Neither the City of San Bruno nor the San Mateo County Department of Environmental Health have an existing ordinance that addresses the abatement of lead-based prior to demolition of buildings. However, The County would enforce state regulations regarding LBP (Robinson, 2000). Depending on the concentration and condition of LBP at the time of demolition, the potential exists for peeling and stratified paint to become separated from building materials and fall into the soil. This separation could cause LBP debris to be disposed of an inappropriate landfill or result in contaminated soil that would later be used for residential purposes. Because there is no required regulatory mechanism to ensure that no remnant contamination is left on site during development of subsequent uses, this would be a significant hazardous material impact for which mitigation measures would be required.

Polychlorinated Biphenyls (PCBs) and Fluorescent Light Tubes

The *Code of Federal Regulations*, Title 40, contains the Toxic Substance Control Act regulations. This Act restricts the use and storage of PCB containing transformers (defined as those containing at least 500 ppm PCBs. The EPA also requires that all PCB-containing transformers be registered with fire protection personnel, whether in use or in storage, and they must be inspected every three months. If a leak is found, it must be contained to prevent release and exposure, and then be eliminated. However, Title 22 of the California Code of Regulations states that when buildings are demolished, leakage from transformers causing PCB exposure levels greater than 5 ppm is unacceptable.

Other Hazardous Materials

Although no specific area of subsurface soil contamination has been previously defined (other than PCBs) it is possible that localized areas of shallow soil contamination could be present due to the storage of vehicles or vehicle-related supplies and/or equipment. Excavated soil that contains gross contamination from petroleum or other chemicals will be handled in the same manner as soil containing PCBs.

In addition, the U.S. Navy site and/or the adjacent commercial strip may contain drums or other containers that contain liquids or solids.

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[2] Parts per million is equivalent to milligrams per kilogram. In everyday terms, 1 part per million is equal to 1 minute in 2 years or 1 penny in $10,000 dollars.

The following mitigation measures would ensure that potential impacts due to exposure to hazardous materials would be reduced to a less-than-significant level.

Mitigation Measure L.1.a: The City of San Bruno shall require that prior to renovation or demolition of any existing structures, the applicable project sponsor would be responsible for properly removing confirmed asbestos containing materials. Asbestos abatement will be conducted prior to demolition of existing buildings. All identified asbestos-containing materials will be removed and appropriately disposed of by a state certified asbestos contractor, pursuant to an asbestos abatement plan developed by a state-certified asbestos consultant.

Mitigation Measure L.1.b: The City of San Bruno shall require that, prior to demolition, a lead-based paint survey will be conducted prior to demolition and renovation activities in accordance with state, regulations. If peeling or stratified LBP in excess of 1,000 parts per million is identified during the survey, such paint will be abated in accordance with state regulations prior to demolition. If abatement of LBP is required, post-abatement soil sampling shall be performed to ensure that no remnant lead contamination exists in the soil prior to site development.

Mitigation Measure L.1.c: The City of San Bruno shall certify that proper removal and disposal of transformers and light tubes has been completed, and subsequent to removal, the City of San Bruno shall require the project applicant to submit the results of soil sample tests prior to any demolition or excavation. Any leaks must be contained to prevent release and exposure, and then eliminated. If construction excavation or grading elsewhere on the site exposes soils that exhibit indications of contamination from substances such as petroleum or PBCs, the soil will be segregated in accordance with applicable federal and state regulations and properly disposed.

Mitigation Measure L.1.d: The City of San Bruno will require all proposed project sponsors to submit a Phase II report, and subsequent reports as may be required by the City of San Bruno, completed no more than 18 months prior to approval of a proposed project by City Council to assure no additional contamination is present from overlooked USTs or other unknown sources. The City of San Bruno will require that any project sponsor incorporate the recommendations of the Phase II report into the design of the proposed project.

Mitigation Measure L.1.e: Drums and other containers on the project site that contain liquids or solids shall be categorized and recycled, or disposed of appropriately. Segregation, labeling, shipment and disposal will be conducted by a state-certified hazardous materials contractor, and in accordance with federal and state disposal regulations.

Significance after Mitigation: Less than significant.

Accidental Release of Acutely Hazardous Materials

Title 19 of the State Health and Safety Code describes the California Accidental Release Program (Cal ARP) for acutely hazardous substances. The regulation requires facilities that use or store a list of 139 acutely hazardous substances above specified threshold quantities, that a Risk Management Plan (RMP) be prepared to assess the potential for an accidental release of the substance(s) and to adopt mitigation measures that ensure health and safety for the public. The list of hazardous substances includes compounds that are acutely toxic, such as anhydrous and concentrated aqueous ammonia, and highly flammable substances, such as liquid propane. Although gasoline has been excluded from the list, it is covered by Department of Transportation regulations. There are no future projects at the property site that are expected to use acutely hazardous substances that exceed the threshold quantities. These threshold quantities have been chosen to ensure that an accidental release for quantities less than the threshold would not result in a significant impact. Therefore, impacts from the accidental release of these substances would be less than significant.

Impacts at Nearby Schools

There are two public schools located within one-quarter mile of the site that could be impacted by emissions of hazardous substances, including acutely hazardous substances. The discussion above regarding acutely hazardous substances indicates that there are no acutely hazardous substances that exceed regulatory thresholds for storage and use. Therefore, no significant impacts would be expected at the nearby schools.

Impacts on Safety

Safety considerations in this section refer to safety and health impacts from exposure to releases of hazardous substances which would endanger the health and safety of the public. The proposed future uses of the property, as identified in the Section III.B., Land Use, Plans and Policies section indicate that zoning laws prevent the construction and operation of facilities that use or generate hazardous substances in sufficient quantities that would endanger the safety of the public. Consequently, impacts from these future uses would not be significant.

REFERENCES – Hazardous Materials

(All printed references are available at the San Bruno Planning and Building Department, City Hall, 567 El Camino Real, San Bruno, unless otherwise noted.)

California Code of Regulations, Title 22, Division 4.5 *Environmental Health Standards for the Management of Hazardous Wastes*, Chapter 11, Article 3 (Characteristics of Hazardous Waste), Sections 66261.20-24. (Available at ESA.)

Engineering Field Activity, West, *Environmental Condition of Property Report*, August 31, 1999.

National Institute for Occupational Safety and Health and Occupational Safety and Health Administration, *Occupational Safety and Health Guidance Manual for Hazardous Waste Site Activities*, October, 1985. (Available at ESA.)

Robinson, Ken, Hazardous Material Specialist, San Mateo County Department of Environmental Health, telephone communication, October 11, 2000.

Sax, N.I. and R.J. Lewis, *Dangerous Properties of Industrial Materials*, 7th Edition, 1989. (Available at ESA.)

Sittig, M., *Handbook of Toxic and Hazardous Chemicals and Carcinogens*, 2nd Edition, Noyes Publications, 1985. (Available at ESA.)

CHAPTER IV
IMPACT OVERVIEW

A. SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACTS

The Specific Plan, if implemented, could result in significant adverse environmental impacts. Mitigation proposed as part of the project, as well as measures identified in this EIR, would avoid or reduce most of the impacts to a less-than-significant level. The following significant adverse impact would be unavoidable, even with the implementation of the mitigation measures proposed as part of the project and identified in this report:

> **Impact K.2:** Development under the proposed Redevelopment Plan would contribute to the cumulative effect of Bay Area development on regional ozone and PM-10 concentrations.

B. CUMULATIVE IMPACTS

CEQA defines cumulative impacts as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The cumulative analysis is intended to describe the "incremental impact of the project when added to other, closely related past, present, or reasonably foreseeable probable future projects" and can result from "individually minor but collectively significant projects taking place over a period of time (*CEQA Guidelines*, Section 15355).

The cumulative impact analyses in this document are based on a cumulative growth scenario that incorporates both reasonably foreseeable future development projects in the City of San Bruno and forecasts of regional employment and population growth developed by the Association of Bay Area Governments (ABAG). Each topical analysis presented in Chapter III, *Environmental Setting, Impacts, and Mitigation Measures*, of this report considers possible cumulative impacts related to the discussion and identifies circumstances in which the project would contribute to significant cumulative impacts.

In summary, the cumulative effects to which development proposed as part of the Specific Plan would contribute includes: regional air quality (Impact K.2).

C. GROWTH INDUCING IMPACTS

The estimated maximum amount of new net employment that would be created as a result of development in the Specific Plan area (not including construction-related employment) would be approximately 1,500 to 1,835 jobs (numbers rounded). It is likely that these employment

opportunities would be filled by people already residing in the region. Households are not expected to be attracted to the region or to nearby cities by the employment opportunities afforded as a result of the Specific Plan. Because of the Specific Plan's location near I-380, El Camino Real, a new BART station, and Caltrain, development proposed as part of the Specific Plan area is considered Transit-Oriented Development (TOD). This development therefore assumes access by potential employees from as far away as Contra Costa and Santa Clara Counties. Viewed in a regional Bay Area context, potential employees working in the Specific Plan area would not significantly induce household growth or population growth.

Viewed from a local standpoint, the residential development proposed as part of the Specific Plan would increase the population in San Bruno by less than 1.3 percent. Because the site is a discrete area, surrounded by built-out areas that are not designated for residential uses, residential development proposed as part of the Specific Plan would not stimulate additional residential development.

Development proposed as part of the Specific Plan would also result in the demolition of most buildings at the U.S. Navy site. The Commanding Officer's family occupies one existing family structure, but would be relocated upon the sale of the U.S. Navy site. The relocation of one family would not be considered a significant impact.

Development proposed as part of the Specific Plan would also result in new infrastructure near and at the U.S. Navy site, replacing existing infrastructure that has not been improved in over 40 years. However, the areas surrounding the U.S. Navy site, and other areas throughout the City of San Bruno are largely built-out. Land use is controlled by the City of San Bruno's General Plan, Zoning Ordinance and Redevelopment Project Area Plan. The U.S. Navy site consists of the largest amount of development anticipated by the Redevelopment Project Area Plan; no additional large-scale development is anticipated by the Redevelopment Project Area Plan. In addition, the Specific Plan fulfills Mitigation Measure M.4a of the San Bruno Redevelopment Project Area Plan, which requires the City of San Bruno to limit development at the U.S. Navy site by development a Specific Plan that establishes intensity and height limits for the site. Because land use in the Specific Plan area would be governed by the Specific Plan, the General Plan and the Redevelopment Project Area Plan, all of which specifically limit growth, further growth would not be induced by the development proposed as part of the Specific Plan.

D. EFFECTS FOUND NOT TO BE SIGNIFICANT

The environmental effects of the proposed Specific Plan are identified and discussed in detail in Chapter III and are summarized in the Summary. Except for the significant unavoidable effects identified in the discussion of air quality, all identified environmental effects of the project would be less than significant, or less than significant after implementation of the identified mitigation measures. The following topics of analysis in this focused EIR were found to have no significant effects:

- Aesthetics/Visual Quality;
- Airport Safety;

- Biological Resources;
- Hazardous Materials;
- Historic Resources;
- Land Use;
- Noise;
- Population Growth;
- Public Services;
- Public Utilities; and
- Traffic, Circulation and Parking.

CHAPTER V
ALTERNATIVES

A. OVERVIEW

In accordance with CEQA and the *CEQA Guidelines* (Section 15126.6(a)), an EIR must describe a range of reasonable alternatives to the project, or to the location of the project, that would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project. The EIR must also evaluate the comparative merits of any of the significant effects of the project. The range of alternatives required in an EIR is governed by the "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.

This chapter addresses alternatives to the project, describes the rationale for including them in the EIR, discusses the environmental impacts associated with each alternatives, compares the relative impacts of each alternative to those of the project and each of the other alternatives, and discusses the relationship of each alternative to the project objectives.

B. FACTORS IN SELECTION OF ALTERNATIVES

The CEQA *Guidelines* suggest, but do not explicitly require, that an EIR should briefly describe the rationale for selecting the alternatives to be discussed, identify any alternatives that were considered by the lead agency but were rejected as infeasible, and briefly explain the reasons underlying the lead agency's determination (*CEQA Guidelines*, Section 15126.6(c)).

The alternatives addressed in this EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative would accomplish most of the basic objectives of the project (see *Project Objectives* below);
- The extent to which the alternative would avoid or lessen any of the identified significant environmental effects of the project;
- The feasibility of the alternative, taking into account site suitability, economic viability, availability of infrastructure, general plan consistency, and consistency with other applicable plans and regulatory limitations;
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives necessary to permit a reasoned choice; and

- The requirement of the *CEQA Guidelines* to consider a "no project" alternative and to identify an "environmentally superior" alternative in addition to the no-project alternative (*CEQA Guidelines*, Section 15126.6(e)).

The Project Objectives for the Specific Plan area, as set forth in the proposed Specific Plan, are as follows:

1. Establish a physical plan for the gradual transition of the Specific Plan area to urban uses near major transportation corridors that support the area's intended transportation/transit role;

2. Establish policies and guidelines that that encourage a pedestrian-friendly, mixed-use Transit-Oriented Development (TOD) that encourages use of public transit and promotes walkability and livability as part of a cohesive interactive community;

3. Establish land uses that help assure long-term economic vitality and sustainability for the City;

4. Provide policies and guidelines that encourage a comprehensive new development and re-use of the U.S. Navy site to complement and enhance existing uses in a consolidated and more economically efficient land use pattern;

5. Establish the preferred location, intensity, and character of all land uses, capital improvements, and transportation systems that will effectively implement the San Bruno Strategic Plan for Economic Development;

6. Establish the preferred location, intensity, and character of all land uses, capital improvements, and transportation systems that will effectively implement and complement the San Bruno Redevelopment Project Area Plan;

7. Provide policies and standards that will directly guide and control public and private investment and development in the Specific Plan area to ensure that the ultimate character of new development is consistent with San Bruno's long-range goals and objectives;

8. Provide policies and standards that will directly guide and control public and private investment and development in the Specific Plan area to ensure that new development is consistent with the San Bruno Redevelopment Project Area Plan, adopted in July, 1999;

9. Develop a street system of interconnecting streets to create a safe and friendly circulation network that efficiently links the site to the existing circulation network without negatively impacting existing conditions;

10. Implement design and development standards to create a visually attractive gateway development based upon the principles of a pedestrian-friendly, Transit-Oriented Development (TOD).

11. Provide for the construction and implementation of utility improvements necessary to support new development;

12. Provide adequate public and private recreational space and services to all residents and users of the Specific Plan site;

13. Meet the City of San Bruno's housing needs, including low and moderate income housing and senior housing;

14. Develop job opportunities that are transit accessible;

15. Allow densities that encourage major users to the U.S. Navy site;

16. Provide strong visual and pedestrian linkages to Tanforan Park Shopping Center, BART and Caltrain, and the Bayhill Office Park (Gap Campus);

17. Create environmentally sensitive development;

18. Facilitate realistic development that can be expeditiously implemented.

C. ALTERNATIVES SELECTED FOR CONSIDERATION

The purpose of this section is to describe a range of reasonable alternatives to the project and evaluate the comparative merits of the alternatives pursuant to CEQA. The discussion includes the specific alternative of "no project," and identification of feasible alternatives capable of avoiding one or more significant adverse environmental effects or reducing them to a level of insignificance. This section also identifies the "environmentally superior alternative" as prescribed by CEQA.

According to *CEQA Guidelines*, the range of alternatives required is governed by the "rule of reason" that requires the EIR to set forth only those feasible alternatives necessary to permit an informed and reasoned choice by the decision-making body and informed public participation. The EIR is required to discuss only feasible alternatives, that is, alternatives that could feasibly attain most of the project's basic objectives. Statutes and regulations governing CEQA generally define "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, technological and legal factors. Factors generally taken into account in determining whether an alternative is feasible also include, but are not limited to, site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and an ability to acquire, control or access an alternative site. While the EIR must discuss alternatives that may feasibly attain most of the project's basic objectives, the Lead Agency may ultimately reject any alternatives deemed to be infeasible based on factors such as those listed above.

In view of the factors presented above, the following alternatives were selected to be addressed in this EIR:

1. No Project Alternative; and
2. Development Allowed Without Voter Approval.

D. ALTERNATIVES CONSIDERED BUT DETERMINED TO BE UNSUITABLE

Consideration was given to analysis of various development scenarios in which less intense development was allowed under the Specific Plan. However, in the absence of the Specific Plan, the approved Redevelopment Project Area Plan, the current *City of San Bruno 1984 General Plan* and the San Bruno Zoning Ordinance are existing documents that would control the type and intensity of development in the area proposed for development under the Specific Plan. Large-scale development is only a possibility at the U.S. Navy site and the adjacent commercial area because the U.S. Navy is auctioning off the site to potential developers. Other San Bruno areas are built-out and/or are not adjacent to a right-of-way that may require improvements.

In addition, consideration was given to an alternative that would include reuse of existing buildings. However, these buildings would not support the amount of development anticipated by the San Bruno Redevelopment Project Area Plan. In addition, these buildings are not all currently in use, and are not now designed for use as office buildings. In addition, these buildings are nearly 50 years old, and would require additional investment. Although these buildings may initially be used by a prospective developer, the current designation for regional office uses would provide an investment opportunity that seems unlikely to be ignored in favor of the reuse of existing buildings.

E. ALTERNATIVE 1: NO-PROJECT ALTERNATIVE

Under this alternative, the Specific Plan would not be adopted. The areas proposed for development as a part of the Specific Plan would remain subject to the intensity of development proposed under the adopted San Bruno Redevelopment Project Area Plan *and* as allowed under the current General Plan and Zoning Ordinance. Neither the *City of San Bruno 1984 General Plan* nor the City of San Bruno Zoning Ordinance would currently allow residential development at the U.S. Navy site or along the adjacent commercial strip. Therefore, only the hotel, office and commercial development proposed as part of the Redevelopment Project Area Plan would be permitted. The remaining areas of the Specific Plan are built-out and include Commodore Park, a portion of a 872-unit condominium complex, the six-building San Bruno Office Center, the Federal Archives, and two San Mateo County public schools. It is anticipated that these buildings would remain in existence and the City of San Bruno has no current or long-range plans to permit other types of development at these sites.[1]

Table V.1 describes the development that would currently be allowed at the U.S. Navy site and adjacent commercial strip under the Redevelopment Project Area Plan, the General Plan and the Zoning Ordinance.

[1] The Federal Archives is located on federally-owned property, not subject to local zoning ordinances or to local General Plans. The federal government has not indicated any intention of moving the Archives building.

TABLE V.1
"NO PROJECT" ALTERNATIVE – ALTERNATIVE 1
Development Permitted at the U.S. Navy Site and Adjacent Commercial Strip
San Bruno Redevelopment Project Area Plan

Use	Assumed Size or Units	Assumed Parking Spaces	Estimated Phasing
Hotel (TOD)	800 rooms	720	2001
Convention Center (TOD)	85,000 sq. ft.	425	2001
Other Meeting Space (TOD)	Up to 25,000 sq. ft.	Up to 360	2010
Office	600,000 sq. ft.	1,200	2001-2010
Retail/Restaurant (TOD)	150,000 sq. ft.	500	2002

SOURCE: San Bruno Redevelopment Project Area Plan

In many respects the No Project Alternative would result in many of the same impacts that would result from development proposed as part of the Specific Plan. The impacts of the No Project Alternative are the same impacts evaluated in the San Bruno Redevelopment Project Area Plan EIR for the U.S. Navy site:

Aesthetics: Development may block existing views of ridgelines to the west from the eastern area neighborhoods and could be visually obtrusive. The City of San Bruno is therefore required to develop a Specific Plan for the U.S. Navy site that establishes intensity and height limits for proposed uses.

Air Quality: Development proposed as part of the Redevelopment Plan would generate construction-related dust, contribute to the cumulative effect of Bay Area regional ozone and PM-10 concentrations and could expose existing residents to nuisance odors. The City of San Bruno would require implementation of a dust abatement program, compliance with applicable laws and regulations for asbestos-containing materials, and implementation of TCMs.

Airport Safety: Development proposed as part of the Redevelopment Plan could expose residents and occupants of project facilities to a negligible level of risk. As a result, the City of San Bruno would require all building heights and roof structures to be consistent with the height limitations defined by FAR Part 77, as well as require all project sponsors to provide appropriate notification to the FAA. In addition, any uses that produce glare or flashing light, smoke or any uses that attracts large concentrations of birds is prohibited.

Biology: Development proposed as part of the Redevelopment Plan could result in impacts to bat species potentially living in trees or buildings at the U.S. Navy site, and to other potential habitats. As a result, the City of San Bruno would require a wetland delineation, an erosion control plan, and a survey for bats before any demolition at the U.S. Navy site occurs.

Cultural Resources: Development proposed as part of the Redevelopment Plan could result in changes to historic resources or uncovering archaeological resources. The City of San Bruno would require that construction sites be left undisturbed until proper evaluation by a qualified cultural resource consultant, and an evaluation of any potential historic resource.

Geology, Soils and Seismicity: Development proposed as part of the Redevelopment Plan could expose persons and property to seismic-related hazards, as well as expansive soils and differential settlement. The City of San Bruno would require that all new construction comply with applicable City policies and appropriate engineering investigation practices to reduce the damaging effects of groundshaking, ground failure, expansive soils, differential settlement and erosion.

Hazardous Materials: Development proposed as part of the Redevelopment Plan would result in the same amount of excavation and demolition, and would therefore result in no appreciable difference in potential impacts from hazardous materials under the Specific Plan.

Hydrology, Water Quality and Flooding: Development proposed as part of the Redevelopment Plan would result in increases in local storm runoff, as well as increases in nonpoint pollution entering stormwater runoff. The City of San Bruno would require a variety of mitigation measures that prevent or minimize stormwater runoff.

Land Use, Plans and Policies: Development would not physically divide an established neighborhood, and would be required to comply with the San Mateo Comprehensive Airport Land Use Plan. Proposed residential development would require an amendment to the General Plan and the Zoning Ordinance.

Noise: Development proposed as part of the Redevelopment Plan would result in temporary construction-related noise, project-generated traffic that would increase ambient noise levels, and new noise-sensitive uses in areas where noise levels are unacceptable for such uses. The City of San Bruno would restrict construction to reasonable daytime hours, and require noise insulation where needed.

Parks, Recreation and Open Space: Development proposed as part of the Redevelopment Plan would not contribute to an existing shortage in parklands and would not, by itself, contribute to the deterioration of park facilities.

Population: Development would displace one family. The Redevelopment Plan assumes construction of 400 residential units, the same number proposed by the Specific Plan. However the Redevelopment Plan would allow 250 units of assisted senior housing, and 150 units of

market-rate housing. Assuming one resident per unit of assisted senior housing, under the No Project Alternative, fewer residents would reside in the Specific Plan area.

Public Services and Utilities: Development proposed as part of the Redevelopment Plan would require water conservation programs to be implemented to reduce wastewater volume if the increment of wastewater created by new development exceeds San Bruno's wastewater treatment capacity. No other significant impacts were identified. No other impacts are identified that would result in construction of facilities or expansions of services that could result in a significant environmental impact.

Traffic, Circulation and Parking: As analyzed in III.D., *Transportation, Circulation and Parking*, traffic impacts would be greater under the No Project Condition. Because the level of development permitted under the San Bruno Redevelopment Project Area Plan is more intense than permitted under the Specific Plan, AM peak hour vehicle-trip generation would be greater under the No Project Condition by nearly 87 percent, midday peak hour trip generation would be 102 percent greater, and PM peak hour trip generation would be 92 percent greater.

Without the Specific Plan, development permitted by the Redevelopment Plan, the General Plan and the Zoning Ordinance would result in the same impacts to biological and historic resources, and airport safety. Potential impacts from hazardous materials would also remain the same. There would be no impact on local schools from additional students. With a range of approximately 2845 to 3205 parking spaces at the U.S. Navy site alone, the No Project Alternative would, however, result in more automobiles at the U.S. Navy site and would in more vehicle trip generation. The parking and amount of office space would clearly result in more persons on the U.S. Navy site than anticipated in the Specific Plan. The increase in traffic would adversely impact both air quality and noise, and the development's contribution to the cumulative effect of Bay Area development on regional ozone and PM-10 concentrations would be a significant unavoidable impact, as also would be as a result of development proposed by the Specific Plan. Without specific design guidelines (as would be required by the Specific Plan), no open spaces, nor green setback areas would be required, nor would land uses be restricted to specified portions of developable areas. Because the amount of office space at the U.S. Navy site described by the Redevelopment Plan is nearly 255 percent higher than the amount proposed under the Specific Plan, development under the No Project Alternative would be more intense, resulting in a much larger number of persons on the site during the weekday. The No Project Alternative would not include design standards and accompanying internal roadway improvements that would result in coordinated and complementary development at the U.S. Navy site, nor would it necessarily result in development that would complement existing surrounding development.

In summary, the No Project Alternative would not meet the objectives of the Specific Plan, and would result in potentially significant traffic-related and air quality impacts, as well as an increase in the number of persons working at the U.S. Navy site.

F. ALTERNATIVE 2: REDUCED INTENSITY – NO VOTER APPROVAL REQUIRED

Under this alternative, general land uses would remain the same as those proposed under the Specific Plan. However, land use intensity would be restricted by building heights that could not exceed three stories or 50 feet in height, as currently permitted under the *City of San Bruno 1984 General Plan*, the San Bruno Zoning Ordinance and City Ordinance No. 1284. In addition, a parking garage would not be part of the proposed development. Development would not be considered transit-oriented development (TOD), allowing a reduced number of parking spaces. Table V.2 describes the land uses permitted for Alternative 2.

TABLE V.2
ALTERNATIVE 2
REDUCED INTENSITY, NO VOTER APPROVAL REQUIRED
Development Proposed at the U.S. Navy Site and Adjacent Commercial Strip
San Bruno Specific Plan

Proposed Use	Proposed Size or Number of Units	Estimated Parking Spaces
Hotel	250 rooms	250+
Office	195,000 sq. ft.	650
Residential	158 units	332
Senior Assisted Housing	57 units	120
Retail	15,000 sq. ft.	Dependent on Proposed Use

SOURCE: City of San Bruno, ESA

Development proposed under Alternative 2 would result in many of the same impacts as development proposed as part of the Specific Plan. Development would still result in demolition of all existing structures at the U.S. Navy site and the adjacent commercial strip. As a result, both biological and historic resources would be impacted, and any potential hazardous materials would require analysis and potential remediation. Proposed development would generate over 1,350 parking spaces, nearly the number that would be generated by transit-oriented development under the Specific Plan. As a result there would be no substantial change to air quality or noise levels because of the reduced number of vehicles.

Alternative 2 would result in fewer children added to nearby schools, and would reduce the amount of wastewater, water and solid waste services required. However, SB 50 provides the mitigation measure under CEQA for land use approvals that result in an increase in the number of students attending local schools. In addition, the development proposed as part of the Specific Plan did not result in a significant impact to facilities that provide wastewater or water. Impacts

to solid waste disposal services would be mitigated by establishing areas for recycling in all new structures, as well as by establishing a program to divert construction materials.

Aesthetics: Development would not exceed a height of three stories or 50 feet, and would likely blend in with surrounding buildings, such as those in the San Bruno Office Park, the National Archive facility, and the existing condominiums to the west. No voter approval would be required, and the Specific Plan design guidelines would regulate exterior design, landscaping and other design features.

Air Quality: Development proposed as part of Alternative 2 would result in an incremental decrease in adverse impacts to air quality. However, as with the No Project Alternative and with development proposed as part of the Specific Plan, development proposed as part of Alternative 2 would contribute to the cumulative effect of Bay Area development on regional ozone and PM-10 concentrations, which would be a significant impact. Even with the implementation of BAAQMD Transportation Control Measures (TCMs), the resultant impact to air quality would be significant and unavoidable.

Airport Safety: Development proposed as part of Alternative 2 could also expose residents and occupants of project facilities to a negligible level of risk. As with No Project Alternative, the City of San Bruno would require all building heights and roof structures to be consistent with the height limitations defined by FAR Part 77, as well as require all project sponsors to provide appropriate notification to the FAA. In addition, any uses that produce glare or flashing light, smoke or any uses that attracts large concentrations of birds is prohibited. There is no appreciable difference in exposure to risk from development proposed under the Specific Plan, the No Project Alternative or development proposed as part of Alternative 2.

Biology: Development proposed as part of Alternative 2 could result in impacts to bat species potentially living in trees or buildings at the U.S. Navy site, and other potential habitats. As a result, the City of San Bruno would require a wetland delineation, an erosion control plan, and a survey for bats before any demolition at the U.S. Navy site occurs. There is no appreciable difference in impacts to biological resources from development proposed as part of the Specific Plan, the No Project Alternative or development proposed as part of Alternative 2.

Cultural Resources: Development proposed as part of Alternative 2 could result in changes to historic resources or uncovering archaeological resources. The City of San Bruno would require that construction sites be left undisturbed until proper evaluation by a qualified cultural resource consultant, and an evaluation of any potential historic resource. Because development under any scenario would result in demolition of existing structures, there would be no appreciable difference between potential impacts to historic resources as a result of development proposed by the Specific Plan, the No Project Alternative or Alternative 2.

Geology, Soils and Seismicity: Development proposed as part of Alternative 2 could expose persons and property to seismic-related hazards, as well as expansive soils and differential settlement. The City of San Bruno would require that all new construction comply with applicable City policies and appropriate engineering investigation practices to reduce the

damaging effects of groundshaking, ground failure, expansive soils, differential settlement and erosion. Taller buildings do not necessarily sustain more damage as a result of groundshaking, etc. Because all development proposed under any scenario would be required to meet the same standards, and because geologic conditions would be the same under any scenario, there would be no appreciable difference between potential geologic impacts as a result of development proposed by the Specific Plan, the No Project Alternative or Alternative 2.

Hazardous Materials: Development proposed as part of Alternative 2 would result in the same similar excavation and demolition, and would involve the same hazardous materials. There is therefore no appreciable difference in potential impacts from hazardous materials under the Specific Plan, the No Project Alternative or Alternative 2.

Hydrology, Water Quality and Flooding: Development proposed as part of Alternative 2 would result in increases in local storm runoff, as well as increases in nonpoint pollution entering stormwater runoff. The City of San Bruno would require a variety of mitigation measures that prevent or minimize stormwater runoff. Because development proposed as part of Alternative 2 would have the same footprint or occupy the same amount of ground area as development proposed by the Specific Plan, Alternative 2 would result in similar increases in storm runoff. The No Project Alternative could result in greater increases because of the higher intensity of development permitted under the No Project Alternative.

Land Use, Plans and Policies: Development under Alternative 2 would not physically divide an established neighborhood, and would be required to comply with the San Mateo Comprehensive Airport Land Use Plan. As with development proposed under the Specific Plan, proposed residential development would require an amendment to the General Plan and the Zoning Ordinance.

Noise: Development proposed as part of Alternative 2 would result in temporary construction-related noise, project-generated traffic that would increase ambient noise levels, and new noise-sensitive uses in areas where noise levels are unacceptable for such uses. The City of San Bruno would restrict construction to reasonable daytime hours, and require noise insulation where needed. There would be less traffic, which would lessen some noise impacts; but ambient noise levels are already high as a result of I-380, the airport, and El Camino Real. Therefore, there would be no appreciable difference in noise impacts as a result of development proposed under the Specific Plan, the No Project Alternative, and Alternative 2.

Parks, Recreation and Open Space: Similar to development proposed as part of the Specific Plan and the No Project Alternative, development proposed as part of Alternative 2, which would generate fewer residents and employees, would not contribute to an existing shortage in parklands and would not, by itself, contribute to the deterioration of park facilities.

Population: Development would displace one family. Alternative 2 assumes construction of nearly half the number of residential units proposed by the Specific Plan or the No Project Alternative. Nearly half the number of hotel rooms and retail/commercial space are proposed,

and office space is nearly one-third less. As a result the number of residents and employees would be less than proposed under the Specific Plan or No Project Condition.

Public Services and Utilities: Development proposed as part of Alternative 2 would require new infrastructure, similar to the infrastructure required under the Specific Plan and under the No Project Alternative. However, less intense development would likely result in fewer calls for police and fire protection services, and would generate fewer students for nearby schools. However, SB 50 prohibits denial of a land use approval because schools are near, at or above capacity. In addition, none of the scenarios would result in a need to expand existing or build new facilities that would in turn have a negative environmental impact.

Traffic, Circulation and Parking: Vehicle-trip generation for Alternative 2 is provided in Tables V.3 through V.6. For comparative purposes No Project and Project Condition trips generation for the U.S. Navy site are also included in this table. As indicated, for example, Alternative 2 would generate 495 AM peak hour vehicle-trips, 538 PM peak hour vehicle-trips, 447 midday peak hour vehicle trips, and 451 weekend peak hour vehicle trips. As compared to the Project and No Project Conditions, the Alternative 2 would generate the least amount of traffic. It would therefore create fewer impacts to the local transportation facility network than either the No Project alternative or development proposed as part of the Specific Plan.

However, the differences in trip generation under Alternative 2 and the Project Condition are not as large as the differences between trip generation under the Project Condition and the No Project Condition. While traffic is less, traffic impacts under CEQA would remain generally the same as those under the Project Condition.

Alternative 2 does not consist of the density the City of San Bruno envisioned to:

- Establish a physical plan for the gradual transition of the Specific Plan area to urban uses near major transportation corridors that support the area's intended transportation/transit role;
- Establish policies and guidelines that that encourage transit-oriented development (TOD).

G. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Alternative 2 would be considered the environmentally superior alternative because it marginally reduces traffic and traffic-related impacts. Although there are incrementally fewer impacts to air quality and noise under Alternative 2, cumulative impacts to air quality would remain a significant and unavoidable impact. Noise impacts are not reduced substantially because of the existing ambient noise levels. While traffic is less, traffic impacts under CEQA would remain generally the same as those under the Project Condition. Alternative 2 would not substantially reduce most impacts because proposed development would still require demolition of all buildings, and new infrastructure such as roadways, wastewater and water piping, etc. Because all alternatives would require development at the same site, there are no appreciable differences in exposure to unsafe conditions as a result of proximity to the airport, impact to biological resources, historic resources, etc., as a result of development proposed by the Specific Plan, the No Project Alternative or Alternative 2.

TABLE V.3
A.M. PEAK HOUR NAVY SITE VEHICLE-TRIP GENERATION COMPARISON TABLE

Description	Project Condition				No Project Condition					No Voter Approval Alternative				
	Size and Unit [1]	Total	In	Out	Size and Unit	Total	In	Out	Difference versus Total of Project	Size and Unit	Total	In	Out	Difference versus Total of Project
Hotel [3]	500 rooms	335	194	141	800 rooms	536	311	225	-201	250 rooms	168	97	71	167
Apartments [4]	210 du	107	17	90					107	158du	81	13	68	26
Office [5]	150 ksf	234	206	28	600 ksf	936	824	112	-702	112.5 ksf	176	154	22	58
Office [6]	135 ksf	211	186	25					211	82.5 ksf	129	113	16	82
Retail [2,10]					150 ksf	77	47	30	-77					
Senior Assisted Living	190 units	32	14	18					32	57 units	10	6	4	22
Specialty Retail [2,8]	20 ksf	10	6	4					10	20 ksf	5	3	2	0
Commercial [8]	15 ksf	15	9	6					15	15 ksf	11	6	5	0
Convention Center [7]					85 ksf	133	117	16	-133					
US Navy Site [9]	-155 emp	-85	-76	-9	-155 emp	-85	-76	-9	0	-155 emp	-85	-76	-9	0
TOTAL		859	556	303		1,597	1,223	374	-738		495	316	179	364

[1] Dwelling Unit (du), thousand square feet (ksf), employees (emp)
[2] A 50% internal capture trip generation rate reduction factor was applied to account for internal trips made by patrons who travel to and from other on-site facilities.
3 ITE Land Use # 310
4 ITE Land Use # 220
5 ITE Land Use # 310
6 ITE Land Use # 710
7 ITE Land Use # 714
8 ITE Land Use # 820
9 ITE Land Use # 733
10 ITE Land Use #820

SOURCE: DKS Associates, 2000

TABLE V.4
MIDDAY PEAK HOUR NAVY SITE VEHICLE-TRIP GENERATION COMPARISON TABLE

Description	Project Condition				No Project Condition					No Voter Approval Alternative				
	Size and Unit	Total	In	Out	Size and Unit	Total	In	Out	Difference versus Total of Project	Size and Unit	Total	In	Out	Difference versus Total of Project
Hotel [3]	500 rooms	274	126	148	800 rooms	438	202	237	-164	250 rooms	137	63	74	137
Apartments [4]	210 du	50	27	24					50	158du	38	20	18	12
Office [6]	150 ksf	219	101	118	600 ksf	874	402	472	-655	112.5 ksf	164	75	89	55
Office [6]	135 ksf	197	90	106					197	82.5 ksf	120	55	65	77
Retail [2,10]					150 ksf	274	142	132	-274					
Senior Assisted Living	190 units	20	11	9					20	57 units	6	3	3	14
Specialty Retail [2,8]	20 ksf	25	11	14					25	20 ksf	25	11	14	0
Commercial [8]	15 ksf	38	16	22					38	15 ksf	38	16	22	0
Convention Center [7]					85 ksf	124	57	67	-124					
US Navy Site [9]	-155 emp	-81	-39	-42	-155 emp	-81	-39	-42	0	-155 emp	-81	-39	-42	0
TOTAL		742	343	399		1,629	764	865	-887		447	204	243	295

1 Dwelling Unit (du), thousand square feet (ksf), employees (emp)

2 Trip Generation rate was reduced by 50% to account for internal capture vehicle trips

3 ITE Land Use # 310

4 ITE Land Use # 220

5 ITE Land Use # 310

6 ITE Land Use # 710

7 ITE Land Use # 714

8 ITE Land Use # 814

9 ITE Land Use # 733

10 ITE Land Use # 820

11 The ITE *Trip Generation* manual does not contain weekday midday peak hour trip generation data for non-retail developments. Midday peak hour trip generation rates for the hotel, office, senior assisted living facility, and Navy site land uses were extrapolated from the PM peak hour vehicle trip generation rates provided in the ITE Manual. Based on a comparison of midday peak to pm peak hour production and attraction rates provided in the SacMet travel demand model, it was assured that the midpeak hour vehicle trip generation rates for the office, Navy site, Hotel, and Convention Center land uses would equal to 97.8% of the PM peak hour trip generation rate. For the apartment and senior assisted living, land uses, it was assumed that 38.7% of the PM peak rate applied during the mid peak hour.

SOURCE: DKS Associates, 2000

TABLE V.5
P.M. PEAK HOUR NAVY SITE VEHICLE-TRIP GENERATION COMPARISON TABLE

Description	Project Condition				No Project Condition					No Voter Approval Alternative				
	Size and Unit [1]	Total	In	Out	Size and Unit	Total	In	Out	Difference versus Total of Project	Size and Unit	Total	In	Out	Difference versus Total of Project
Hotel [3]	500 rooms	355	174	181	800 rooms	568	278	290	-213	250 rooms	178	87	91	177
Apartments [4]	210 du	130	87	43					130	158du	98	66	32	32
Office [6]	150 ksf	224	38	186	600 ksf	894	152	742	-670	112.5 ksf	167	28	139	57
Office [7]	135 ksf	201	34	167					201	82.5 ksf	123	21	102	78
Retail [2,10]					150 ksf	280	134	146	-280					
Senior Assisted Living	190 units	52	29	23					52	57 units	16	9	7	36
Specialty Retail [2,8]	20 ksf	26	11	15					26	20 ksf	26	11	15	0
Commercial [8]	15 ksf	39	17	22					39	15 ksf	39	17	22	0
Convention Center [9]					85 ksf	127	22	105	-127					
US Navy Site [9]	-155 emp	-109	-34	-75	-155 emp	-109	-34	-75	0	-155 emp	-109	-34	-75	0
TOTAL		918	356	562		1,760	552	1,208	-842		538	205	333	380

1 Dwelling Unit (du), thousand square feet (ksf), employees (emp)
2 A 50% internal capture trip generation rate reduction factor was applied to account for internal trips made by patrons who travel to and from other on-site facilities.
3 ITE Land Use # 310
4 ITE Land Use # 220
5 ITE Land Use # 310
6 ITE Land Use # 710
7 ITE Land Use # 714
8 ITE Land Use # 814
9 ITE Land Use # 733
10 ITE Land Use #820

SOURCE: DKS Associates, 2000

INSERT TABLE V.6
WEEKEND PEAK HOUR NAVY SITE VEHICLE-TRIP GENERATION COMPARISON TABLE

Description	Project Condition				No Project Condition					No Voter Approval Alternative				
	Size and Unit	Total	In	Out	Size and Unit	Total	In	Out	Difference versus Total of Project	Size and Unit	Total	In	Out	Difference versus Total of Project
Hotel [3]	500 rooms	436	218	218	800 rooms	696	348	348	-261	250 rooms	218	109	109	218
Apartments [4]	210 du	110	55	55					109	158du	82	41	41	28
Office [6]	150 ksf	61	33	28	600 ksf	246	133	113	-184	112.5 ksf	46	25	21	15
Office [8]	135 ksf	55	30	25					55	82.5 ksf	34	18	16	21
Retail [2,10]					150 ksf	446	231	215	-446					
Senior Assisted Living	190 units	52	26	26					51	57 units	15	8	7	37
Specialty Retail [2,8]	20 ksf	42	22	20					52	20 ksf	42	22	20	0
Commercial [8]	15 ksf	63	33	30					63	15 ksf	63	33	30	0
Convention Center [7]					85 ksf	35	19	16	-35					
US Navy Site [9]	-190 emp	-49	-25	-24	-190 emp	-49	-25	-24	0	-190 emp	-49	-25	-24	0
TOTAL		770	392	378		1,374	706	668	-604		451	231	2190	319

1 Dwelling Unit (du), thousand square feet (ksf), employees (emp)
2 A 50% internal capture trip generation rate reduction factor was applied to account for internal trips made by patrons who travel to and from other on-site facilities
3 ITE Land Use # 310
4 ITE Land Use # 220
5 ITE Land Use # 310
6 ITE Land Use # 710
7 ITE Land Use # 714
8 ITE Land Use # 814
9 ITE Land Use # 733
10 ITE Land Use #820

SOURCE: DKS Associates, 2000

CHAPTER VI

REPORT PREPARATION, PERSONS AND ORGANIZATIONS CONSULTED

A. REPORT PREPARATION

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City of San Bruno
567 El Camino Real
San Bruno, CA 94066

EIR Manager:	George Foscardo, Director, Community Development Department
EIR Staff:	Steve Padovan, AICP, Associate Planner, Planning and Building

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	Jack Hutchison	*(Traffic)*
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Principal: Deborah A. Dagang
Staff: Elbert Chang
Orlena Chiu

B. PERSONS AND ORGANIZATIONS CONSULTED

Arnold, Robert, Associate Chief Business Official, San Mateo Union High School District, meeting, June 27, 2000.

Barsocchini, Gary, Assistant Superintendent, San Bruno Park School District, personal communication, July 10, 2000.

Bradshaw, Jerry, Deputy Public Works Director, Department of Public Works, City of San Bruno.

Brown, Harold, Relocation Project Manager, EFA West, Naval Facilities Engineering Command, San Bruno.

Carbone, Dave, Airport Land Use Committee Staff, San Mateo County.

Carr, Bob, Project Manager, Tanforan Park Shopping Center.

Jackson, Terry, Director, San Bruno Public Library, personal communication, June 30, 2000.

Halper, Michael, Owner, San Bruno Office Park.

Klase, Alan, Project Manager, San Mateo County Office of Education.

Kreutzberg, Hans, Chief of Project Review, California State Office of Historic Preservation.

Nelson, Ignatius, Water Services Manager, City of San Bruno Public Works Department, personal communication, July 27, 2000.

Porter, David, Assistant Manager, Golden Gate National Cemetery.

Saunders, Jenan, State Historian I, State of California Office of Historic Preservation.

Shea, Ann, Manager, Peninsula Place.

Smith, Dennis, Interim Director, City of San Bruno Parks and Recreation Department.

Voreyer, Daniel J., Acting Battalion Chief, San Bruno Fire Department, personal communication to ESA, June 19, 2000.

Watson, Rick, Captain, Administrative Services Division, San Bruno Police Department, personal communication to ESA, July 21, 2000.

APPENDICES

APPENDIX A: NOTICE OF PREPARATION

APPENDIX B: RESPONSES TO THE NOTICE OF PREPARATION

APPENDIX C: INITIAL STUDY AND ENVIRONMENTAL CHECKLIST FORM

APPENDIX D: TRANSPORTATION, CIRCULATION AND PARKING METHODOLOGY

APPENDIX E: TREE EVALUATION FOR THE U.S. NAVY SITE

APPENDIX F: DRAFT U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN

APPENDIX A
NOTICE OF PREPARATION

Notice of Preparation

To: _____

_____

_____

From: City of San Bruno
Department of Planning and Building
567 El Camino Real
San Bruno, CA 94066

Subject: **Notice of Preparation of a Draft Environmental Impact Report**

Project Title: **City of San Bruno Specific Plan for U.S. Navy Site and Its Environs**

The City of San Bruno will be the Lead Agency and will prepare a program level environmental impact report for the project identified above. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared on behalf of our agency when considering your permit or other approval for the project.

If you are an individual responding, please state your views as to the scope and content of the environmental information to be included in the EIR.

The project description, location, and the potential environmental effects of the project are described below.

Due to the time limits mandated by State law, your response, if any, must be sent at the earliest possible date but **not later than 30 days** after receipt of this notice.

Please send your response to Mr. Steve Padovan at the address shown above. If you represent a public agency, please indicate the name of a contact person for your agency. If the proposed project has no bearing on you or your organization, no action on your part is necessary.

Date: September 1, 1999

Signature: George A. Foscardo

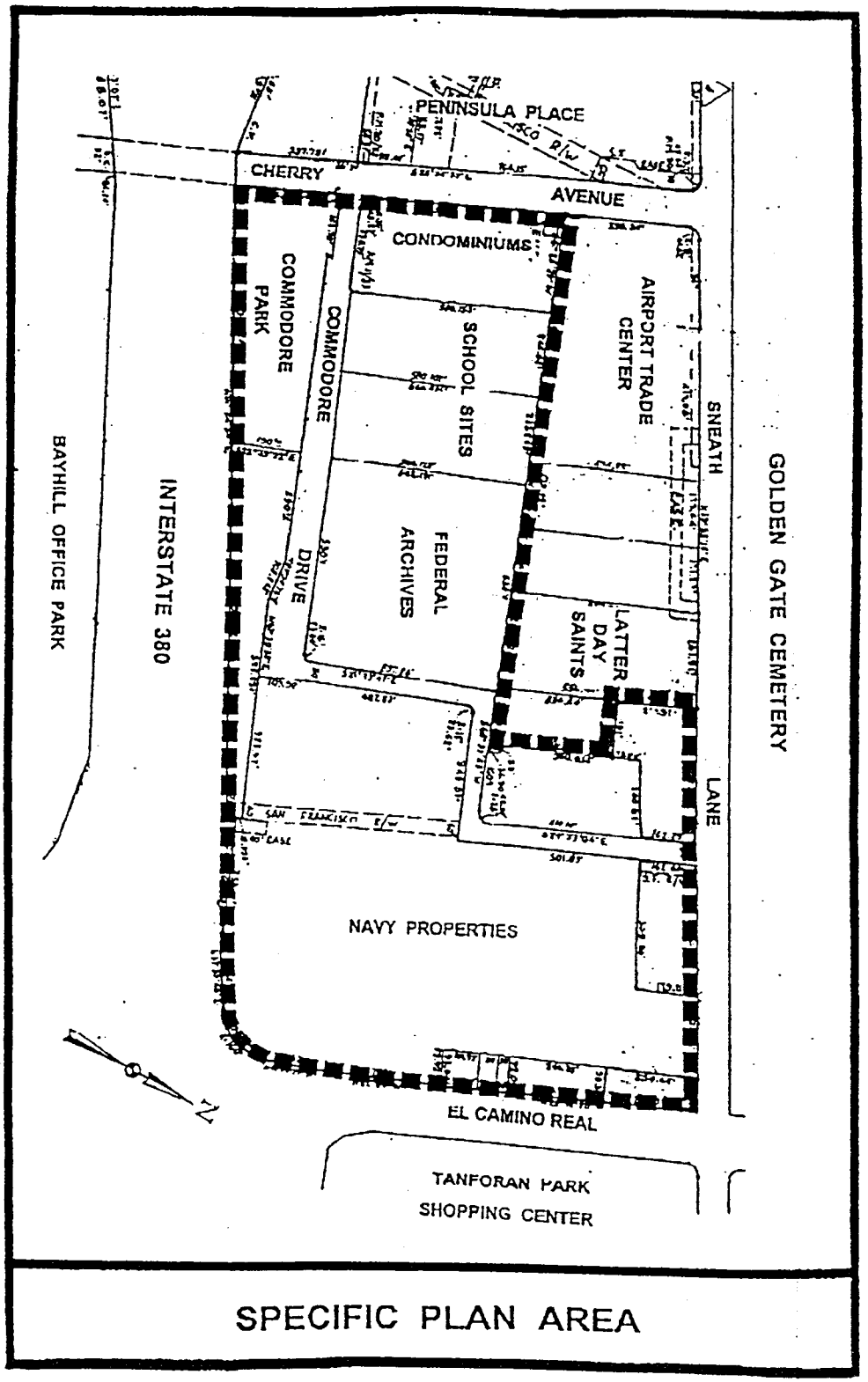
George Foscardo, AICP

Title: Community and Economic Development Director

Department of Planning and Building

City of San Bruno

Telephone: (650) 616-7074



SPECIFIC PLAN AREA

San Bruno Specific Plan

Project Description, Location, and Potential Environmental Effects

Project Title: San Bruno Specific Plan for the U.S. Navy Site and Its Environs.

Lead Agency: City of San Bruno, 567 El Camino Real, San Bruno, CA 94066.

Contact Person: Mr. Steve Padovan, AICP, Associate Planner, Planning and Building Department, City of San Bruno, Telephone (650) 616-7074.

Project Location: The proposed Navy Site Specific Plan Area, encompassing approximately 55.5 acres, is located in the northeast quadrant of the City near the South San Francisco City limits in the City of San Bruno, California. The Specific Plan Area is bounded by Cherry Avenue to the west, Sneath Lane to the north, El Camino Real to the east and on the south by Interstate-380 with the exception of the Airport Trade Center properties, the lands owned by the Church of Jesus Christ of Latter Days Saints and the medical building at 1001 Sneath Lane (see attached map). Subarea A of the San Bruno Redevelopment Project Area includes most of the proposed Specific Plan Area.

General Plan Designation: The project would be generally consistent with the goals and policies presented in the *City of San Bruno 1984 General Plan*. However, if certain elements of the Specific Plan were to result in changes to the uses or policies set by the General Plan for the area, amendments to the General Plan would be proposed.

Zoning: The project would alter the existing zoning of the properties owned by the U.S. Navy to allow for residential and hotel uses along with ancillary retail and commercial businesses. All other properties within the Plan Area would be generally consistent with the existing zone designations presented in the *City of San Bruno Zoning Ordinance* and the Zoning Map last updated 1/22/96. Amendments to the Zoning Ordinance would be proposed to accommodate any changes resulting from the Specific Plan.

Redevelopment Plan: The project would be consistent with the goals and policies of the *City of San Bruno Redevelopment Project Area Plan*, for which an EIR was completed and certified. The amount of development projected for the project area under the Specific Plan would be less than that projected for this location under the Redevelopment Plan.

Description of Project: The basic goal of the proposed San Bruno Specific Plan is to encourage investment and new development in the project area and promote a balanced, transit-oriented development that is economically and environmentally beneficial to the City of San Bruno. Development under the Specific Plan would primarily occur on properties to be vacated by the U.S. Navy and the U.S. Marine Corps. This development would occur in two phases. Phase I consists of approximately 20 acres controlled by EFA West which are scheduled to be sold by Spring 2000 and expected to be fully developed by 2010. Phase II involves the 5.5 acres of land controlled by the U.S. Marines (the acreage being used by the U.S. Marine Corps is owned by the U.S. Naval Reserves) and several privately owned properties. The time frame for development of this phase is dependent on the relocation of the Marines for which no time frame has been determined.

The Specific Plan would include development of commercial and residential uses and improvements to roadways within the project area.

Phase 1 development would include the following:

- 250,000 square feet of office with up to 75,000 sq.ft. of additional ancillary service uses including a child care center, health club and miscellaneous retail;
- 400 to 800 hotel rooms with 20,000 square feet of meeting rooms and additional retail space;
- 300 units of multi-family residential and senior housing with ancillary services;
- Related parking, landscaping and roadway improvements.

Phase 2 development would include the following uses:

- 400 hotel rooms or up to 250,000 square feet of office;
- 150 units of residential;
- 100,000 square feet of retail/commercial uses;
- Related parking, landscaping and roadway improvements.

The Specific Plan is intended to support regional and City goals for transit-oriented development and to provide affordable housing and housing for persons who are elderly, in addition to market-rate housing. Roadway improvements would be intended to improve circulation within the project area.

Included within the project area but expected to remain unchanged are several uses located west of the Phase I (U.S. Navy) area: the Federal Archives, El Portal Vocational School School, Palos Verde Special School, Peninsula Place Condominiums, and Commodore Park.

Surrounding Land Uses and Setting: The proposed Specific Plan is located in an established urban area within the City of San Bruno. To the north is the Golden Gate National Cemetery (located across Sneath Lane) the multi-tenant office/industrial buildings of the Airport Trade Center, a medical building and the lands owned by the Church of Jesus Christ of Latter Days Saints. To the south, across I-380, is the Bayhill Center, a mixture of commercial uses, including office, retail, and service uses. To the east of the Specific Plan area is the Tanforan Park Shopping Center, a regional shopping mall and to the west is multi-family residential (Cherry Avenue Villas Condominiums and the majority of the Peninsula Place Condominiums), located across Cherry Avenue.

Public Agencies Whose Approval Is Required: San Bruno City Council.

Potential Environmental Impacts: Implementation of the Navy Site Specific Plan, as described in Description of Project, above, could result in environmental impacts in the following areas:

- Aesthetics /Visual
- Biological Resources
- Seismic / Geology / Soils
- Hydrology / Water Quality
- Noise
- Public Services
- Transportation / Traffic / Parking / Circulation
- Air Quality
- Cultural Resources
- Hazards and Hazardous Materials
- Land Use / Planning
- Population / Housing
- Recreation
- Utilities / Service Systems

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse

Gray Davis
GOVERNOR

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916-445-0613 FAX 916-323-3018 www.opr.ca.gov/clearinghouse.html

Loretta Lynch
DIRECTOR

Notice of Preparation

September 7, 1999

To: Reviewing Agencies

Re: City of San Bruno Specific Plan for U.S. Navy Site and Its Environs
SCH# 99092026

Attached for your review and comment is the Notice of Preparation (NOP) for the City of San Bruno Specific Plan for U.S. Navy Site and Its Environs draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Mr. Steve Padovan
City of San Bruno, Planning and Building Department
567 El Camino Real
San Bruno, CA 94066

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Mosie Boyd

Mosie Boyd
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

NO. ...ribution List

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SCH 1/31/99

SCH# _____

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  619/467-2952 Fax 619/571-6972

APPENDIX B
RESPONSES TO NOTICE OF PREPARATION

CCAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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September 30, 1999

CITY OF SAN BRUNO
DEPT. OF PLANNING AND BUILDING
OCT 5 1999
RECEIVED

Steve Padovan
City of San Bruno
Department of Planning and Building
567 El Camino Real
San Bruno, CA 94066

Dear Mr. Padovan:

RE: C/CAG Airport Land Use Committee (ALUC) Staff Comments on a Notice of Preparation (NOP) to Prepare a Draft Environmental Impact Report (DEIR) for the City of San Bruno Specific Plan for the U.S. Navy Site and its Environs

BACKGROUND

At its meeting on May 13, 1999, the C/CAG Board, acting as the Airport Land Use Commission, unanimously determined that the Draft San Bruno Redevelopment Plan March 1999 is consistent with the applicable airport/land use compatibility provisions for San Francisco International Airport (SFIA), as contained in the SFIA Comprehensive Airport Land Use Plan (CLUP) December 1996, as amended, subject to four conditions (see Attachment No. 1). The U.S. Navy site, at the corner of El Camino Real and I-380, occupies about 20 acres in Subarea A of the San Bruno Redevelopment Plan Area. A specific plan for the U.S. Navy site did not exist at that time and therefore, was not part of the ALUC/C/CAG consistency review of the Draft San Bruno Redevelopment Plan March 1999.

SPECIFIC COMMENTS

The C/CAG Airport Land Use Committee (ALUC) reviewed the Draft San Bruno Redevelopment Plan March 1999 at its meeting on April 29, 1999. A copy of the ALUC staff report on that item is attached (see Attachment No. 2). The text on pages 5-8 of that staff report includes an overview of the key airport/land use compatibility issues that are applicable to the Redevelopment Plan. Those same issues must be addressed in the DEIR for the proposed specific plan for the U.S. Navy site. Those issues include the following: (1) height of structures, use or airspace, and airspace compatibility, (2) aircraft noise impacts, and (3) safety compatibility.

Based on the three key airport/land use compatibility criteria identified above, the content of the DEIR should focus on the following:

Letter to Steve Padovan, City of San Bruno, Re: C/CAG Airport Land Use Committee (ALUC) Staff Comments on a Notice of Preparation (NOP) to Prepare a Draft Environmental Impact Report (DEIR) for the City of San Bruno Specific Plan for the U.S. Navy Site and its Environs
September 30, 1999

Page 2

* The height of the proposed buildings, (especially the hotel buildings and office buildings) in relation to the applicable height restrictions for San Francisco International Airport (SFIA), as prescribed by FAR 77, "Objects Affecting Navigable Airspace." None of the proposed uses should penetrate any of the FAR Part 77 height limits for SFIA.

* Aircraft noise mitigation, especially for the hotel buildings, the 300 unites of multi-family residential, the senior housing area, and the 150 units of unspecified residential. All of those uses should be designed to achieve an interior noise level of 45 dB or less during an aircraft overflight.

* Safety compatibility, in terms of land use activity. The five items listed on pages 7 and 8 of Attachment No. 2 should be fully addressed in the text of DEIR.

Please refer to the attachments for a full presentation of the airport/land use compatibility issues that are applicable to the San Bruno Redevelopment Plan and to the proposed specific plan for the U.S. Navy site. In addition to a discussion of the above-reference items, related to airport/land use compatibility, the DEIR should note that the proposed specific plan must be referred to the Airport Land Use Commission (C/CAG) for a determination of consistency with the applicable provisions in the most current comprehensive Airport Land Use Plan (CLUP) for San Francisco International Airport.

Thank you for the opportunity to comment on the NOP to prepare a DEIR for the City of San Bruno Specific Plan for the U.S. Navy site and its environs. Please provide me with a copy of the DEIR when it become available.

Sincerely,

David F. Carbone

David F. Carbone,
ALUC Staff

Letter to Steve Padovan, City of San Bruno, Re: C/CAG Airport Land Use Committee (ALUC) Staff Comments on a Notice of Preparation (NOP) to Prepare a Draft Environmental Impact Report (DEIR) for the City of San Bruno Specific Plan for the U.S. Navy Site and its Environs
September 30, 1999

Page 3

Attachments:

1. Letter to the Honorable Ed Simon. Mayor, City of San Bruno. dated May 20, 1999; re: Airport Land Use Commission (C/CAG Board) action, re: Comprehensive Airport Land Use Plan (CLUP) consistency review of the Draft San Bruno Redevelopment Plan March 1999.

2. C/CAG Airport Land Use Committee (ALUC) Staff Report, dated April 22, 1999; re: Comprehensive Airport Land Use Plan (CLUP) consistency review of a referral from the City of San Bruno, re: Draft San Bruno Redevelopment Plan March 1999, without attachments

cc: ALUC Members
C/CAG Board Members.

padovan.ltr

ATTACHMENT NO. 1

CCAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

May 20, 1999

Hon. Ed Simon, Mayor
City of San Bruno
567 El Camino Real
San Bruno, CA 94066

Dear Mayor Simon:

RE: Airport Land Use Commission (C/CAG Board) Action, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of the Draft San Bruno Redevelopment Plan March 1999

At its meeting on May 13, 1999, the C/CAG Board, acting as the Airport Land Use Commission, unanimously determined that the Draft San Bruno Redevelopment Plan March 1999 is consistent with the applicable airport/land use compatibility provisions for San Francisco International Airport (SFIA), as contained in the SFIA Comprehensive Airport Land Use Plan (CLUP) December 1996, as amended, based on the following conditions:

1. That all future general plan amendments, rezonings, specific plans, and specific plan amendments in Subarea A be referred to the Airport Land Use Commission (C/CAG) for a determination of consistency with the applicable provisions in the most current comprehensive airport land use plan (CLUP) for San Francisco International Airport.

2. That the City of San Bruno require all sponsors of future developments in Subarea A to file FAA Form 7460-1, "Notice of Proposed Construction or Alteration" with the FAA regional office in Los Angeles, California. All future development in Subarea A must comply with the height restrictions defined by FAR Part 77, as amended, for San Francisco International Airport.

3. That the City of San Bruno require all sponsors of new dwelling units and/or buildings for human occupation in Subarea A to record a notice of fair disclosure, regarding the proximity of the proposed development to San Francisco International Airport and of the potential impacts of aircraft operation, per the recommendations contained in the Final Report of the 1998 San Mateo County Civil Grand Jury, as implemented by the City of San Bruno.

10 TWIN DOLPHIN DRIVE, SUITE C-200, REDWOOD CITY, CA 94065-1036 PHONE: 650.599.1406 FAX: 650.637.1589

Thank you for your city's cooperation and participation in the airport/land use compatibility review process.

Sincerely,

Rosalie M. O'Mahony

Rosalie M. O' Mahony,
C/CAG Chair

cc: George Foscardo, AICP, Community and Economic Development Director, City of San Bruno

ATTACHMENT NO. 2
(without Staff Report attachmer

CCAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

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Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

PLEASE REPLY TO: Dave Carbone, ALUC Staff, 455 County Center, Second Floor
Redwood City, CA 94063; Phone: 650/363-4417
FAX: 650/363-4849

TO: C/CAG Airport Land Use Committee (ALUC) Members

FROM: Dave Carbone, ALUC Staff

DATE: April 22, 1999

RE: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral from the City of San Bruno, RE: Draft San Bruno Redevelopment Plan March 1999

ALUC

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to C/CAG, that C/CAG, acting as the Airport Land Use Commission, determine that the Draft San Bruno Redevelopment Plan is consistent with the applicable airport/land use compatibility provisions for San Francisco International Airport (SFIA), as contained in the SFIA Comprehensive Airport Land Use Plan (CLUP) December 1996, as amended, based on the following conditions:

1. That all future general plan amendments, rezonings, specific plans, and specific plan amendments in Subarea A be referred to the Airport Land Use Commission (C/CAG) for a determination of consistency with the applicable provisions in the most current comprehensive airport land use plan (CLUP) for San Francisco International Airport.

2. That the City of San Bruno require all sponsors of future developments in Subarea A to file FAA Form 7460-1, "Notice of Proposed Construction or Alteration" with the FAA regional office in Los Angeles, California. All future development in Subarea A must comply with the height restrictions defined by FAR Part 77, as amended, for San Francisco International Airport

3. That the City of San Bruno require all sponsors of new dwelling units and/or buildings for human occupation in Subarea A to record a notice of fair disclosure, regarding the proximity of the proposed development to San Francisco International Airport and of the potential impacts of aircraft operation, per the recommendations contained in the Final Report of the 1998 San Mateo County Civil Grand Jury.

BACKGROUND

The City of San Bruno has referred its Draft Redevelopment Plan March 1998 to the San Mateo County Airport Land Use Commission (C/CAG) for a determination of consistency with the relevant provisions in the Comprehensive Airport Land Use Plan (CLUP) for San Francisco International Airport, December 1996, as amended. (see Attachment No. 1). The referral was made pursuant to PUC Section 21676(b). The 60-day review period will end on June 13, 1999.

Attachment A of the Notice of Completion of a Draft EIR, dated March 9, 1999, includes the following description of the proposed redevelopment area:

> **"Project Location**
> The proposed San Bruno Redevelopment Project Area would encompass approximately 717 acres within the City of San Bruno, California. The Project Area would consist of two subareas: (1) Subarea A, encompassing approximately 699 acres on the eastern side of the City of San Bruno would include (a) the predominately commercial areas along San Bruno Avenue, in Downtown San Bruno, on El Camino Real, Montgomery Avenue and the Tanforan Park Shopping Center; (b) the residential neighborhoods of Fifth Addition, Belle Air Park, San Bruno Park and Lomita Park; and (c) the residential/industrial mixed-use area bounded by San Mateo Avenue, Interstate 380, the Southern Pacific Railroad (CalTrain) tracks, and Tanforan Avenue; and (d) the Navy facility occupied by the U.S. Government. (2) Subarea B, encompassing approximately 18 acres along the western border of the City of San Bruno that would include the Skycrest Shopping Center on Skyline Boulevard and the commercial uses adjacent to it.
>
> **Description of Project**
> The basic goal of the proposed City of San Bruno Redevelopment Project Area Plan would be to develop a viable and active commercial and residential base in the Project Area in order to alleviate physical and economic blight conditions. The Redevelopment Plan would include commercial, industrial, residential, and area-wide improvements.
>
> The Plan would seek to revitalize San Bruno's commercial areas included in the proposed Project Area and capitalize on the changes resulting from the BART extension, the San Francisco International Airport expansion, the U.S. Navy facility conversion, and the Caltrain Station relocation. Reuse of the Navy property and adjacent parcels might include development of a hotel and conference center, office building, and for housing."

The full text of Attachment A of the Notice of Completion of the Draft Environmental Impact Report (DEIR) is shown in Attachment No. 2.

Subarea A of the proposed redevelopment area is located adjacent to the western boundary of San Francisco International Airport. The northern portion of Subarea A is affected by arrivals and departures on Runways 10/28 Left and Right. This area generally includes the U.S. Navy site, Tanforan Park Shopping Center, San Bruno Park 5th Addition San Bruno Park, Belle Air Park North, San Bruno park 1st Addition, and Belle Air Park South. The City of San Bruno General Plan land use designations in Subarea A include the following: Low Density Residential, Neighborhood/Community Commercial, Regional Commercial/Office, Public and Quasi-Public, Industrial, and Park/Open Space (see Attachment No. 3).

DISCUSSION

There are three airport/land use compatibility issues discussed in the Comprehensive Airport Land Use Plan (CLUP) for San Francisco International Airport December 1996, as amended, that relate to the Draft San Bruno Redevelopment Plan March 1999. These include: (a) height of structures, use of airspace, and airspace compatibility, (b) aircraft noise impacts, and (c) safety compatibility. These issues are not directly addressed in the Draft Redevelopment Plan but were thoroughly addressed in the Draft Environmental Impact Report (DEIR) that was prepared for the plan. A fourth issue, disclosure of the proximity of the airport and of potential airport/aircraft impacts, has been addressed by the 1998 San Mateo County Civil Grand Jury and will be discussed later in this report.

Airport/Land Use Compatibility Issues

The following sections address each airport/land use compatibility, as it relates to the proposed redevelopment plan. Portions of the text have been extracted from ALUC Staff comments on the DEIR on the proposed redevelopment plan (letter to George Foscardo from Dave Carbone, dated April 20, 1999).

a. Height of Structures, Use of Airspace, and Airspace Compatibility

The height of structures, use of airspace, and airspace compatibility is the most important airport/land use compatibility issue related to Subarea A for the proposed redevelopment plan area. Section IV. H. 7. in the Draft Redevelopment Plan describes the limitations on type, size, and height of buildings in the redevelopment plan area. The text in this section states ". . . the type, size, height, and number of buildings in the project area . . . shall not exceed the limitations set forth in the general plan and the City's zoning codes or other applicable federal, state and

local statutes". Chapter III. Section J. of the DEIR provides a thorough overview of this issue and of the various criteria that are designed to protect the airspace in the vicinity of SFIA for the safe passage of aircraft in flight. It also includes a diagram of the FAR Part 77 imaginary surfaces that affect Subarea A. (see Attachment No. 4).

Federal Aviation Regulations FAR Part 77, "Objects Affecting Navigable Airspace" is the adopted criteria in the SFIA CLUP that provides airspace protection in the vicinity of the airport. The 1996 SFIA CLUP, as amended, states the following, regarding the FAR Part 77 imaginary surfaces for SFIA: "Any proposed new construction or expansion of existing structures that would penetrate any of the FAR Part 77 imaginary surfaces for SFIA, as adopted by the ALUC (C/CAG), is deemed to be an incompatible land use, unless either the FAA has determined that the proposed structure does not constitute a hazard to air navigation or the State Aeronautics Program has issued a permit to allow construction of the proposed structure".

Mitigation Measure J.1.a in the DEIR states the following: "All building heights and associated roof structures proposed as part of the redevelopment plan will be made consistent with the height limitations defined by FAR Part 77 (Identified in this report)". This mitigation measure meets the compatibility criteria in the 1996 San Francisco International Airport CLUP, as amended. However, the text of this mitigation measure should be amended to include the following: "Each project sponsor or proposed development within Subarea A of the redevelopment plan shall provide appropriate notice to the FAA, via FAA Form 7460-1."

The DEIR does not include an explanation of the notification requirements for proposed construction or alteration of structures and/or objects that are subject to FAR Part 77 height restrictions. Federal law requires a project sponsor to notify the FAA of any proposed construction that is subject to the applicable FAR Part 77 provisions. Formal notice is provided via filing FAA Form 7460-1, "Notice of Proposed Construction or Alteration that May Affect the Navigable Airspace". This form can be obtained from the FAA Airports District Office in Burlingame, California. A separate form must be filed for each proposed development.

b. Aircraft Noise Impacts

The northern portion of Subarea A is affected by aircraft operations on Runways 10/28 at San Francisco International Airport (see Attachment No. 5). Most of the noise impact in this area is from large heavy aircraft (e.g. B-747, B-767, B-777, DC-10, etc.). This area of San Bruno is largely residential. Most of the dwelling units in this area have been insulated for aircraft noise impacts, as part of the City's aircraft noise insulation program. The DEIR includes a thorough discussion of aircraft noise impacts related to aircraft operations on Runways 10/28 at San

Francisco International Airport. A depiction of the aircraft noise contours that affect Subarea A is included in the DEIR and shown in Attachment No. 6.

Mitigation Measure L.3 in the DEIR states the following: "The City shall require noise insulation for all residential areas proposed under the redevelopment plan that would be located in areas that exceed 65 dBA CNEL. Noise insulation should be such that interior noise levels do not exceed 45 dBA Ldn, as required under Title 24". The Ldn reference here is incorrect. This mitigation measure should be amended to read as follows: "The City shall require noise insulation for all residential areas, due to aircraft noise impacts, proposed under the redevelopment plan that would be located in areas that exceed 65 dBA CNEL, as is identified in the most recent version of the SFIA CLUP. Noise insulation should be sufficient such that interior noise levels do not exceed 45 dBA, as required under Title 24".

An additional mitigation measure should be added to read as follows: "All development within Subarea A of the redevelopment plan area, other than single-family residential dwellings (e.g. hotels, motels, apartments, houses), shall be constructed to comply with the noise insulation standards contained in Title 24 of the California Code of Regulations (Part 2, Appendix Chapter 12A)".

2. Safety Compatibility

Much of the discussion of safety in Chapter III. Section J. of the DEIR addresses the provisions of FAR Part 77. It also adequately addresses the issue of safety of persons on the ground and in aircraft in flight. The DEIR also notes that certain types of land uses are recognized by the Airport Land Use Commission (C/CAG) as hazards to air navigation in the vicinity of SFIA. The text lists the five types of land uses from the 1996 SFIA CLUP that are considered hazardous. Mitigation Measure J.1.b. lists only one of the five identified land use hazards and is, therefore, inadequate. This mitigation measure should be revised to read as follows: "The following land uses shall be prohibited in Subarea A:

* Any use that would direct a steady or flashing light of white, red, green, or amber color toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in straight final approach toward a landing, other than FAA-approved navigational lights.

* Any use that would case sunlight to be reflected toward an aircraft engaged in an initial straight climb following take-off or engaged in a straight final approach toward a landing.

* Any use that would generate smoke or rising columns of air.
* Any use that would attract large concentrations of birds within approach-climbout areas.
* Any use that would generate electrical interference that may interfere with aircraft communications or aircraft instrumentation.

1998 San Mateo County Civil Grand Jury Recommendations, RE: Fair Disclosure Statements Related to Airport Proximity and Potential Impacts

The Final Report of the 1998 San Mateo County Civil Grand Jury included two recommendations, to address potential airport and aircraft noise impacts, for specific cities, including the City of San Bruno. They are identified as Recommendations 21 and 22 in the Final Report (see Attachment No. 7). All project sponsors of future development of dwelling units and/or other buildings for human habitation in Subarea A of the proposed redevelopment plan should comply with Recommendations 21 and 22 in the above-reference report.

U.S. Navy Site in Subarea A of the Proposed Redevelopment Plan

The U.S. Navy site at the northwest corner of El Camino Real and I-380 occupies about 20 acres in Subarea A. The City of San Bruno is currently preparing a specific plan for site that will constitute a future amendment to the San Bruno General Plan. Since there is no plan for that site at the present time, it was not reviewed as part of this analysis. When completed, the proposed specific plan will be submitted to ALUC/C/CAG for formal review.

On May 11, 1999, voters in San Bruno will decide whether to allow additional height up to a maximum of 10 stories or 165 feet for buildings and structures on the Navy site and the surrounding properties. By local ordinance, the current maximum height of buildings and structures is three stories, or 50 feet, whichever is less. According to George Foscardo, Community and Economic Development Director, City of San Bruno, "Approval of this height initiative by the voters will not obfuscate the City's plans and responsibilities to comply with the Federal Aviation Regulation (FAR) Part 77 guidelines".

SUMMARY

The City of San Bruno recognizes San Francisco International Airport as a major factor related to height of structures/airspace protection, noise impacts, and safety issues regarding the proposed redevelopment plan area (specifically Subarea A). The Draft EIR on the proposed plan thoroughly

addresses all of the key airport/land use compatibility issues. City staff has also indicated all future development in Subarea A and the future development of the U.S. Navy site will comply with the appropriate provisions in the Comprehensive Airport Land Use Plan (CLUP) for San Francisco International Airport, as amended. Therefore, ALUC staff has submitted the recommendation shown on page 1 of this report.

ATTACHMENTS

1. Draft City of San Bruno Redevelopment Plan and related documents.
2. Notice of Completion of a Draft Environmental Impact Report (DEIR) for the Draft San Bruno Redevelopment Plan.
3. City of San Bruno General Plan Land Use Designations in the Redevelopment Plan Area.
4. Diagram of FAR Part 77 Imaginary Surfaces that affect the San Bruno Redevelopment Plan Area.
5. Diagram of San Francisco International Airport flight paths in relation to the City of San Bruno.
6. Diagram of aircraft noise contours that affect the San Bruno Redevelopment Plan Area.
7. San Mateo County Grand Jury 1998 Final Report, RE: Noise Disclosure at County Airports.

Airport Commission
City and County of San Francisco
Willie L. Brown, Jr.
Mayor

Henry E. Berman
President
Larry Mazzola
Vice Pres dent
Michael S. Strunsky
Linda S. Crayton
Caryl Ito

JOHN L. MARTIN
Airport Director

San Francisco International Airport

GATEWAY TO THE PACIFIC

CITY OF SAN BRUNO
DEPT. OF PLANNING AND BUILDING

OCT 1 1999

RECEIVED

September 30, 1999

Mr. Steve Padovan
City of San Bruno
Department of Planning and Building
567 El Camino Real
San Bruno, CA 94066-4299

Subject: *Comments on the Proposed Specific Plan for U.S. Navy Site in San Bruno*

Dear Mr. Padovan:

Thank you for the opportunity to review and comment on the Notice of Preparation for the Specific Plan EIR for the U.S. Navy Site in San Bruno (September 1, 1999). As we indicated in our April 8, 1999 comment letter on the proposed Specific Plan (March 23, 1999), SFO supports San Bruno's effort to share in the economic benefits that comes from nearby airport operations and the dynamic Bay Area as a whole. However, SFO would continue to suggest cautious evaluation of the reconfigured U.S. Navy Site with respect to airport noise and land use compatibility standards.

As we understand the local land use development process, the residents of San Bruno voted down a building height initiative. That initiative would have increased the allowable maximum height for the site from three stories (or 50 feet up) to 10 stories (or 165 feet) for all buildings, and aboveground parking garages are prohibited. The 50-foot height limits are probably well within the actual building maximum height limitations subject to FAA Part 77 height obstructions and airspace safety criteria. If the FAA would require such an analysis, SFO would suggest that the EIR include a Part 77 height obstruction analysis.

SFO continues to be concerned that the proposed Specific Plan would also allow 450 residential units over the two phases of the proposed development. The majority of the U.S. Navy Site is located within the 65 CNEL noise contour. Given the City of San Bruno's active participation on the Airport/Community Roundtable concerning noise issues, developing 450 additional residential units at this location, regardless of noise insulation features, would be contrary to the

Airport and the City's efforts to reduce noise impacts on the both existing and new residents of San Bruno. At the very least, full real estate disclosure should be given to all prospective homebuyers that the new homes are located less than one and a half miles from San Francisco International Airport, the fifth busiest airport in the country.

Should you have any questions with respect to our comments, please feel free to call me at (650) 794-5347. Thank you.

Sincerely,

Nixon Lam
Acting Manager
Planning and Environmental Affairs

xc: John Costas
Joe Rodriguez, FAA ADO
Dave Carbone, ALUC

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
P O BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
(510) 286-5013
TDD (510) 286-4454

CITY OF SAN BRUNO
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OCT 7 1999
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October 5, 1999

SM-183-19.21
SCH No. 99092026
SM082183

Mr. Steve Padovan
City of San Bruno, Planning and Building Department
567 El Camino Real
San Bruno, Ca 94066

Dear Mr. Padovan:

Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the City of San Bruno Specific Plan for the U.S. Navy Site and its Environs

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the City of San Bruno Specific Plan for the U.S. Navy Site. We have examined the above referenced NOP and have the following comments to offer:

1. Please include a complete traffic study for the proposed plan analyzing the impact of the project on adjacent Interstates 280 (I-280) and 380 (I-380), U.S. Highway 101 and State Route 82 (SR 82). The DEIR for the proposed project should address traffic impacts to state transportation facilities in terms of:

   a. Trip generation, distribution and assignment. The methodologies used in compiling the information should be explained and illustrated on traffic diagrams to show both turning movements and mainline traffic volumes.

   b. Average daily traffic (ADT), AM, and PM peak hour volumes for existing and future traffic on all significantly affected streets and highways including crossroads and controlled intersections. Please include traffic volumes for the "No Build" alternative.

   c. Future conditions with project traffic, and with cumulative traffic generated by all approved and proposed developments in the area. Coverage should include all traffic that would affect the facilities evaluated, and should not be

limited to projects under the jurisdiction of the lead agency. Please specify the type of development and square footage for each project listed.

d. Mitigation measures that consider highway and non-highway improvements and services. Special attention should be given to the development of alternative solutions to circulation problems, which do not rely on increased highway construction. For example, traffic demand management and transit development or enhancements.

e. All mitigation measures proposed should be fully discussed in the environmental document. This discussion should include but not be limited to the following areas: financing and scheduling, implementation and monitoring responsibilities.

2. Please ensure that any driveway access to the proposed development from SR-82 is restricted to a right turn into and right turn out of the subject site.

3. Further, any potential driveway access opening onto SR 82 should be located away from the existing westbound I-380 on ramp to avoid any traffic movement conflicts.

Finally, please be aware that any traffic control measures or work performed within the State right-of-way (ROW) in the vicinity of the project site will require a Caltrans encroachment permit. To apply for an encroachment permit all applicants are required to submit a completed application with appropriate environmental documentation and five (5) sets of plans (in metric units) which also show State ROW to the following address:

G.J. Battaglini, District Office Chief
~~Office of Permits~~
Caltrans, District 04
P.O. Box 23660
Oakland, Ca 94623-0660

Thank you for the opportunity to work with you on this project. Please ensure that a copy of the DEIR is submitted to Caltrans for review. If you have any questions regarding this letter or if you need any further information, please call Nandini N. Shridhar, AICP, of my staff at (510) 622-1642.

Sincerely,

HARRY Y. YAHATA
District Director

By Jean C. R. Finney

JEAN C. R. FINNEY
District Branch Chief
IGR/CEQA

c: Ms. Mosie Boyd (State Clearinghouse)

Pacific Gas and Electric Company
111 Almaden Boulevard
P.O. Box 15005
San Jose, CA 95115-0005

September 23, 1999

Steve Padovan
City of San Bruno
Department Of Planning and Building
567 El Camino Real
San Bruno, CA 94066

CITY OF SAN BRUNO
DEPT. OF PLANNING AND BUILDING
SEP 24 1999
RECEIVED

Re: Notice of Preparation
City of San Bruno Specific Plan
U.S. Navy Site and Its Environs

Dear Mr. Padovan:

Thank you for the opportunity to review the Notice of Preparation (NOP) for the proposed City of San Bruno Specific Plan for the U.S. Navy Site Project. PG&E has the following comments to offer.

PG&E owns and operates gas and electric facilities which are located within and adjacent to the proposed project. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their project plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

Developers will be responsible for the costs associated with the relocation of existing PG&E facilities to accommodate their proposed development. Because facilities relocation's require long lead times and are not always feasible, developers should be encouraged to consult with PG&E as early in their planning stages as possible.

Relocations of PG&E's electric transmission and substation facilities (50,000 volts and above) could also require formal approval from the California Public Utilities Commission. If required, this approval process could take up to two years to complete. Proponents with development plans which could affect such electric transmission facilities should be referred to PG&E for additional information and assistance in the development of their project schedules.

We would also like to note that continued development consistent with your General Plans will have a cumulative impact on PG&E's gas and electric systems and may require on-site and off-site additions and improvements to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas or electric transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads.

Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substation and transmission line equipment, expanding existing substations to their ultimate buildout capacity, and building new substations and interconnecting transmission lines. Comparable upgrades or additions needed to accommodate additional load on the gas system could include facilities such as regulator stations, odorizer stations, valve lots, distribution and transmission lines.

We would like to recommend that environmental documents for proposed development projects include adequate evaluation of cumulative impacts to utility systems, the utility facilities needed to serve those developments and any potential environmental issues associated with extending utility service to the proposed project. This will assure the project's compliance with CEQA and reduce potential delays to the project schedule.

We also encourage the City of San Bruno to include information about the issue of electric and magnetic fields (EMF) in the Notice of Preparation. It is PG&E's policy to share information and educate people about the issue of EMF.

> "Electric and Magnetic Fields (EMF) exist wherever there is electricity–in appliances, homes, schools and offices, and in power lines. There is no scientific consensus on the actual health effects of EMF exposure, but it is an issue of public concern. If you have questions about EMF, please call your local PG&E office. A package of information which includes materials from the California Department of Health Services and other groups will be sent to you upon your request".

PG&E remains committed to working with City of San Bruno to provide timely, reliable and cost effective gas and electric service to project area. Please contact Alex Bautista at (650) 985-1263 if you have any questions regarding our comments. We would also appreciate being copied on future correspondence regarding this subject as this project develops.

The California Constitution vests in the California Public Utilities Commission (CPUC) exclusive power and sole authority with respect to the regulation of privately owned or investor owned public utilities such as PG&E. This exclusive power extends to all aspects of the location, design, construction, maintenance and operation of public utility facilities. Nevertheless, the CPUC has provisions for regulated utilities to work closely with local governments and give due consideration to their concerns. PG&E must balance our commitment to provide due consideration to local concerns with our obligation to provide the public with a safe, reliable, cost-effective energy supply in compliance with the rules and tariffs of the CPUC.

Should you require any additional information or have any questions please call me at (408) 282-7106.

Sincerely,

Thomas J. Zlatunich

Thomas J. Zlatunich
Land Agent

cc: A.Bautista

Theresa Cook
259 San Luis Avenue #1
San Bruno, California 94066-5535

CITY OF SAN BRUNO
DEPT. OF PLANNING AND BUILDING

SEP 14 1999
RECEIVED

September 9,1999

City of San Bruno
Department of Planning and Building
567 El Camino Real
San Bruno, Ca. 94066

Subject: Notice Of Preparation of Draft Environmental Impart Report

Project Title: City of San Bruno Specific Plan for U.S. Navy Site and Its Environs - personal response.

May I request in the Specific Plan Phase I that as a goal to be considered at the Navy Area an enclosed swimming pool be a part of the future plans.

Our San Bruno Park Pool is over 37 years old and has served our community well, however, because it is an open air pool and our mild and windy weather the pool is in operation only three months out of the year.

The advantages for an enlosed pool are multiple such as the fact all ages could enjoy the pool all year around as does the South San Francisco Orange pool, also, Daly City and now Burlingame has found the space for their city community venture, as I hope San Bruno will. In the future San Bruno could look forward to a swim team of significance with goals and recognition as our youth baseball teams have done for San Bruno.

Please, consider the need and possibility of an enclosed pool in the big plan.

Sincerely

Theresa Cook

Theresa Cook

INTEROFFICE MEMORANDUM

CITY OF SAN BRUNO
POLICE DEPARTMENT

CITY OF SAN BRUNO
DEPT. OF PLANNING AND BUILDING
SEP 8 1999
RECEIVED

September 7, 1999

TO: Steve Padovan, Associate Planner

FROM: Rick Watson, Police Captain

RE: City of San Bruno Specific Plan for U.S. Navy Site and Its Environs

A preliminary review of the Specific Plan reveals two primary areas of concern to the Police Department. While these areas will certainly be addressed in the environmental impact report, the Community and Economic Development Director suggested that they be reduced to writing and made a part of the record.

I. **Calls for Police Service**

As you know, the site is presently occupied by the U.S. Navy who also provide security for the entire complex. As a secure facility, the number of responses necessary by members of the San Bruno Police Department are minimal. While the Navy does not occupy the entire project site, the majority of the site is presently used by the Navy. Therefore, any substantial change in use will have a direct impact on the number of calls for service by the police department.

As proposed, Phase I will include office space, retail space, hotel accommodations, multi-family and senior residential components. Phase II expands on each of these elements. This type of permitted use of this property may have a significant impact on the number and complexity of calls and will likely result in increased reports of criminal activity. Consequently, there may be a need to increase staff to cope with the anticipated increase in demand.

Typically, retail usage places a disproportionately high demand on police services. The presence of 800 to 1200 hotel rooms will undoubtably result in increased police responses and increased numbers of crime reports.

In summary, the addition of several hundred thousand square feet of office space, 800 to 1200 hotel rooms, retail/commercial uses and 450 additional housing units will have a direct impact on police responses.

II **Traffic / Parking / Circulation**

Along with the increased calls for service and crime reports that can be anticipated from the proposed project, there will also be increased traffic in and around the project site. It is important that the review process identify and attempt to mitigate the problems inherent in this type of proposed use.

Increased traffic will inevitably result in increased traffic collisions and traffic violations. This, again, will translate into increased calls for service and increased numbers of traffic collision investigations. Traffic enforcement efforts, along with engineering efforts will need to be coordinated to insure an effective traffic management program.

Sufficient on-site parking must be available to accommodate the proposed uses, and circulation patterns within the site must provide access for both law enforcement and fire apparatus.

This is by no means an exhaustive list and is intended only to identify the primary issues associated with this project, from a law enforcement perspective.

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

September 13, 1999

Steve Padovan
Department of Planning and Building
City of San Bruno
567 El Camino Real
San Bruno, CA 94066

DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE U.S. NAVY SITE AND ITS ENVIRONS

Dear Mr. Padovan:

Thank you for the Notice of Preparation for the above mentioned project. C/CAG, as the Congestion Management Agency for San Mateo County, is primarily interested in the impacts that the proposed project may have on the roadways in the Congestion Management Program transportation network. In the San Bruno Area this includes all of the State Highways - 101, 280, 380, and 82. Where impacts are identified on these roadways, please identify the actions being incorporated to mitigate the traffic. For those mitigations that utilize Transportation Demand Management techniques, please ensure that they are quantified and that a monitoring plan will be put in place to ensure that they are fully implemented. The plan should also include penalties for non complying with the plan.

Attached is a list of potential Transportation System Management measures that can be considered. If you have any questions, please call me at 599-1465.

Sincerely,

Walter Martone

10 TWIN DOLPHIN DRIVE, SUITE C-200, REDWOOD CITY, CA 94065-1036 PHONE: 415.599.1406 FAX: 415.637.1589

DEPARTMENT OF ECONOMIC
AND COMMUNITY DEVELOPMENT
PLANNING DIVISION
(650) 877-8535
FAX (650) 829-6639

CITY OF SAN BRUNO
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SEP 9 1999
RECEIVED

September 8, 1999

City of San Bruno
Department of Planning and Building
567 El Camino Real
San Bruno, CA 94066

Attention: Steve Padovan, Associate Planner

Subject: Comments on Notice of Preparation (NOP) of a Draft Environmental Impact Report/ City of San Bruno Specific Plan for U.S. Navy Site and Its Environs.

Mr. Padovan:

Thank you for the opportunity to comment on the NOP for the subject project. It is requested that the following items be analyzed and addressed as part of the environmental review:

Transportation/Traffic/Parking/Circulation

Impacts to traffic and circulation along El Camino Real in South San Francisco, especially at Noor Avenue, must be analyzed and addressed. The traffic study should provide discussion on existing regional and local access, traffic volumes, and roadway operating characteristics. The traffic study should also include an analysis of project trip generation, trip distribution, expected roadway conditions, as well as traffic and circulation impacts and proposed mitigation.

Utilities/Service Systems

If the SSF/SB Water Quality Control Plant is the intended treatment facility, San Bruno City staff should investigate whether the additional wastewater generated by the subject project can be accommodated by that facility.

Sincerely,

Mike Upston, AICP
Senior Planner

Xc: Tom Sparks, Chief Planner
Cyrus Kianpour, City Engineer
Jim Kirkman, Chief Bldg. Official

APPENDIX C

U.S. NAVY SITE AND ITS ENVIRONS INITIAL STUDY AND ENVIRONMENTAL CHECKLIST FORM

INITIAL STUDY AND ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:**	U.S. Navy Site and Its Environs Specific Plan
2. **Lead agency name and address:**	City of San Bruno City Hall 567 El Camino Real San Bruno, CA 94066
3. **Contact person and phone number:**	Mr. George Foscardo, AICP Director, Community Development Department City of San Bruno Telephone: (650) 616-7074
4. **Project location:**	The proposed U.S. Navy Site Specific Plan would encompass an area located in the urban community of the City of San Bruno, California, along the western side of the San Francisco Bay in San Mateo County. Located in northern San Bruno, the site is generally bounded to the north by Sneath Lane and privately-owned property, to the east by El Camino Real, to the south by Interstate 380, and to the west by Cherry Avenue and privately-owned property. The Plan encompasses the following San Mateo County Assessor's Parcel Numbers: 020-010-580, 020-010-590, 020-010-660, 020-010-670, 020-010-720, 020-013-030, 020-013-040, 020-013-050, 020-013-060, 020-013-070, 020-013-080, 020-013-090, 020-013-100, 020-013-110,020-013-120, 101-400-010 through –480, 101-410-010 through –480, and 101-420-010 through –400.
5. **Project sponsor's name and address:**	City of San Bruno City Hall 567 El Camino Real San Bruno, CA 94066
6. **General plan designation:**	Residential – High Density, Regional/Community Office, Park/Open Space
7. **Zoning:**	R-4 (High Density Residential District); A-R (Administrative and Research District); C-N (Neighborhood Commercial District); and O (Open Space and Conservation District)

8. **Description of project:** (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

   See attached *Project Description.*

9. **Surrounding land uses and setting.** (Briefly describe the project's surroundings.)

   See attached *Project Description.*

10. **Other public agencies whose approval is required** (e.g., permits, financing approval, or participation agreement

    California Department of Transportation (Caltrans); San Francisco Public Utilities Commission; San Mateo County Airport Land Use Commission (City/County Association of Governments of San Mateo County); U.S. Office of General Services.

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
- ☒ Biological Resources
- ☒ Hazards & Hazardous Materials
- ☐ Mineral Resources
- ☒ Public Services
- ☒ Utilities / Service Systems
- ☐ Agriculture Resources
- ☒ Cultural Resources
- ☐ Hydrology / Water Quality
- ☒ Noise
- ☐ Recreation
- ☒ Mandatory Findings of Significance
- ☒ Air Quality
- ☐ Geology / Soils
- ☒ Land Use / Planning
- ☒ Population / Housing
- ☒ Transportation / Traffic

DETERMINATION: (To be completed by lead agency)

On the basis of this initial evaluation:

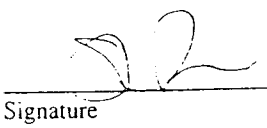
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ 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 pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

10/27/00

Date

Steve Padovan

Printed Name

City of San Bruno

For

PROJECT DESCRIPTION

PROJECT SUMMARY

The proposed project consists of the adoption and implementation of the U.S. Navy Site Specific Plan (the "Specific Plan" or "the proposed project"), which would encompass approximately 56 acres, located within the City of San Bruno, in San Mateo County, California. Approximately 39 acres in the eastern portion of the Specific Plan area fall within the boundaries of the San Bruno Redevelopment Project Area Plan. Development proposed for the Specific Plan area would take place in a 21.5-acre area that is also located within the Redevelopment Project area. As a result, this environmental analysis is tiered, and is based on the San Bruno Redevelopment Project Area Plan Final Environmental Impact Report (State Clearinghouse No. 98112029), dated May, 1999, and adopted by the San Bruno Redevelopment Agency in June, 1999. The analysis of potential cumulative impacts as a result of the proposed development includes all areas outside the development area, including areas within the Specific Plan area and outside the Specific Plan area.

The Specific Plan area encompasses a variety of existing uses that include the U.S. Navy Facility, a National Archives facility, a small commercial strip along El Camino Real between Sneath Lane and the U.S. Navy Facility; two public schools, a portion of a condominium complex; a City park; an office park; an open segment of San Bruno Creek; and a variety of existing trees. The Specific Plan would retain the existing public schools; park, condominium complex and the National Archives facility, all of which are located in the western portion of the Specific Plan area; and the office park located in the northern portion. No development is anticipated for the western portion of the Specific Plan area or the office park. Development would encompass nearly all of the U.S. Navy site, and the commercial strip along El Camino Real. The U.S. Navy and Marine Corps Reserve Center would be occupied solely by the U.S. Marine Corps, and would remain in use for an indefinite period of time. Table 1, below, summarizes the proposed transit-oriented development at the U.S. Navy site; proposed development includes market rate housing, senior housing, office, hotel, and retail space, as well as a parking structure. Future development, outside of the U.S. Navy site and the adjacent commercial strip is not prohibited by the Specific Plan. However, no development is currently anticipated in other areas. If additional development is proposed at a later date, additional environmental review, as part of CEQA, would be required.

Implementation of the Specific Plan would require demolition of existing buildings at the U.S. Navy Facility. A survey by the U.S. Army Corps of Engineers and the Western Division Naval Facility Engineering Command indicates that none of the existing buildings would qualify for the National Register of Historic Landmarks.

BACKGROUND

This Initial Study analyzes potential impacts to the environment resulting from the proposed Specific Plan, and is part of a tiered and focused analysis (*CEQA Guidelines*, Sections 15152 and 15167) that is based on the Final Environmental Impact Report (FEIR) for the San Bruno Redevelopment Project Area

Plan, dated May, 1999 (State Clearinghouse No. 98112029). Although a portion of the Specific Plan area extends beyond the area analyzed by the San Bruno Redevelopment Project Area Plan FEIR, the Specific Plan proposes development only in an area located within the boundaries of the Redevelopment Project Area. The remaining area is built-out, and includes the National Archives facility, two public schools operated by the San Mateo County Office of Education, Commodore Park, and a 136-unit portion of a condominium complex that flanks Cherry Avenue. A copy of the San Bruno Redevelopment Project Area Plan Final EIR (State Clearinghouse No. 98112029), dated May, 1999, is available at the City of San Bruno's Planning and Building Department, City Hall, 567 El Camino Real, San Bruno, California.

The City of San Bruno has tentatively identified land uses for the Specific Plan on the U.S. Marine Corps Reserve Center site for mixed use. However, this development site is currently under the ownership and control of the U.S. Marine Corps Reserves, which intends to use the site for an extended and indefinite period of time. This Initial Study therefore makes no assumptions about this second phase of development. If and when the Marine Corps Reserve Center site is redeveloped, it will be subject to environmental review by the appropriate lead agency.

By basing the environmental review of the Specific Plan on the San Bruno Redevelopment Area Project Plan, the City of San Bruno is "tiering" its environmental review. Tiering is defined by CEQA *Guidelines* as the use of "the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the Broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project" (Section 15152(a)). Significant environmental effects are considered "adequately addressed" if the lead agency determines that:

(A) they have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental report;

(B) they have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later projects; or

(C) they cannot be mitigated to avoid or substantially lessen the significant impacts despite the project proponent's willingness to accept all feasible mitigation measures, and the only purpose of including analysis of such effects in another environmental impact report would be to put the agency in a position to adopt a statement of overriding considerations with respect to the effects.

In this Initial Study, where the development proposed as part of the Specific Plan would result in essentially the same impacts as those identified in the San Bruno Redevelopment Project Area Plan EIR, the discussion in the Redevelopment Plan EIR is summarized and applicable mitigation measures from the Redevelopment Plan EIR are identified. Where the identified mitigation measures would lessen or avoid potentially significant environmental impacts, the impact is identified as less than significant. In

areas where the Specific Plan diverges from those impacts identified in the San Bruno Redevelopment Project Area Plan EIR, the Specific Plan EIR will present an assessment of potential impacts.

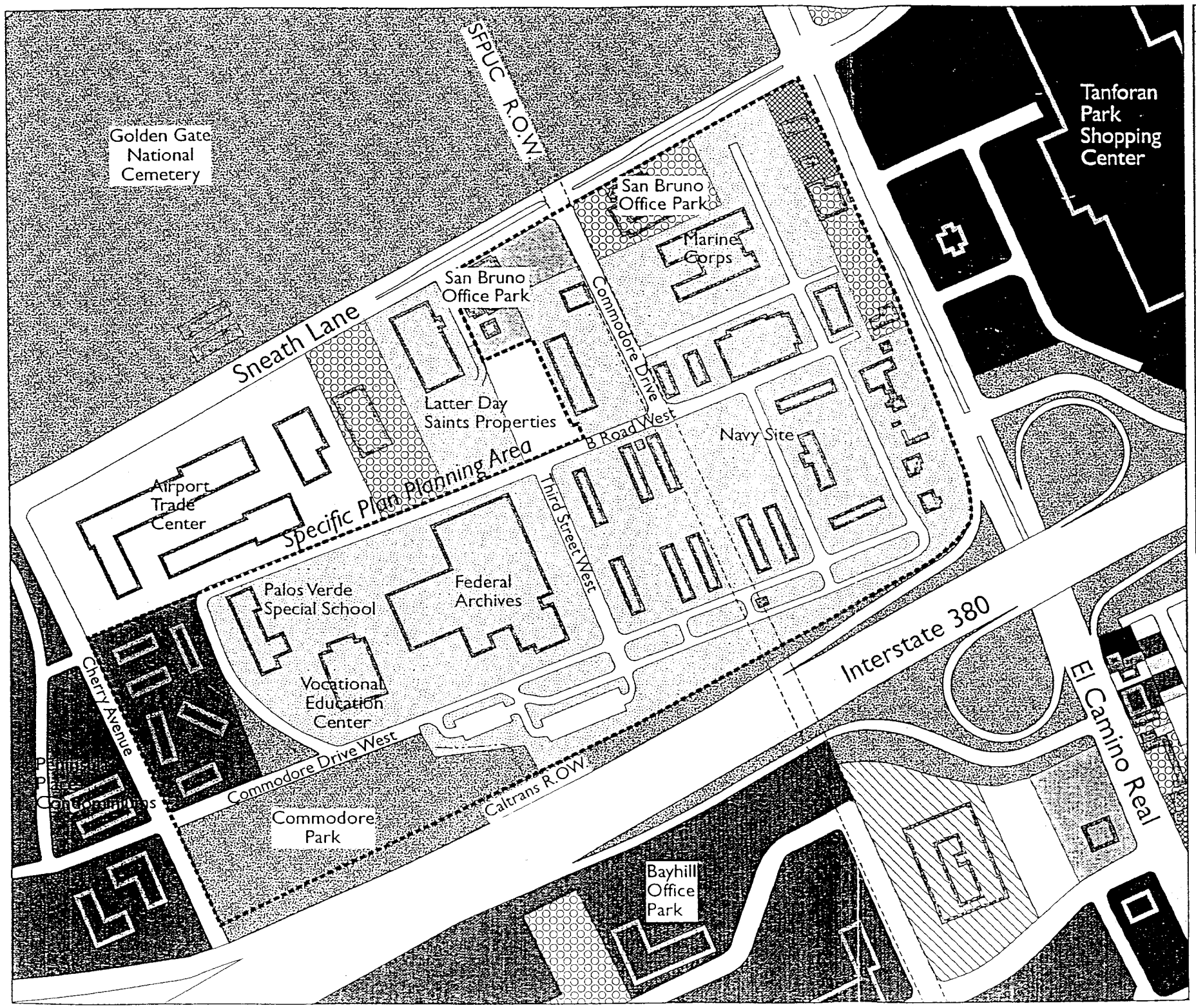
PROJECT LOCATION AND SURROUNDING USES

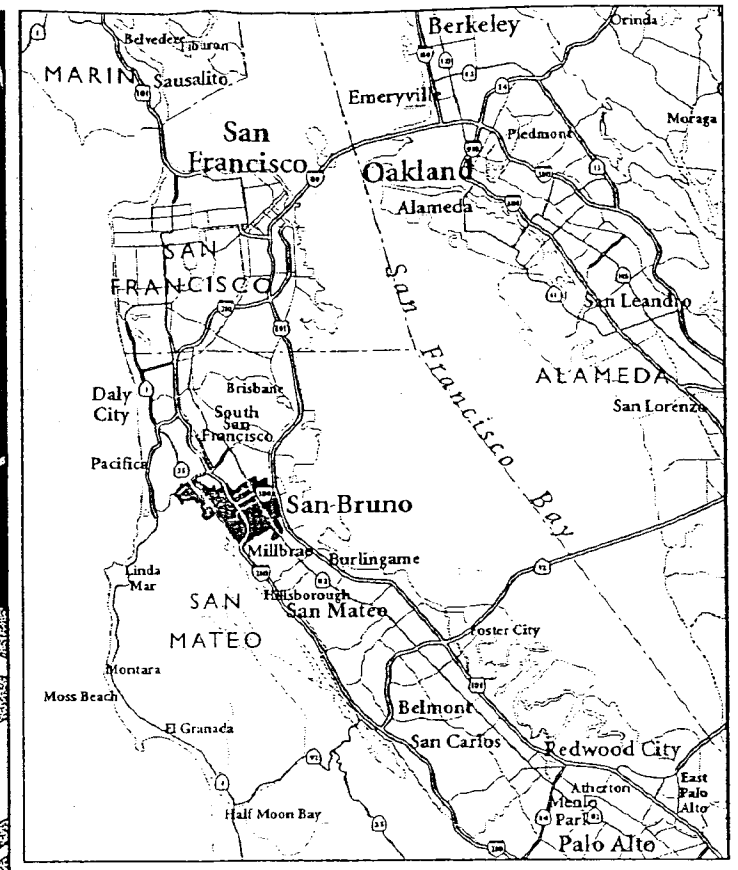
The Specific Plan area is located in the City of San Bruno, in San Mateo County, California, in a generally flat area, 0.25 miles south of the City of South San Francisco, and approximately 0.8 miles west of San Francisco International Airport. Located on the western side of the San Francisco Bay, the site is surrounded by state and regional transit routes that provide access to Silicon Valley, the City and County of San Francisco, the Pacific Ocean, and various locales in the Bay Area, as well as connections to locales throughout the State.

The Specific Plan area is located in northern San Bruno (see Figure 1). The intersection of I-380 and U.S. 101 is approximately 0.75 miles to the east; the intersection of I-380 and I-280 is approximately 0.4 miles to the west. A new BART station is under construction as part of the extension of BART services to the San Francisco International Airport, less than 0.25 miles to the east. The Bayhill Office Center, which includes a corporate campus for the Gap Corporation, is less than 0.25 miles to the south. The Specific Plan area is surrounded by a national cemetery, a large regional shopping mall, institutional uses that consist of two public schools, office uses, and residential uses. As a result, the Specific Plan area is at the confluence of regional, state and national land uses, along a well-linked transportation network that includes a BART station under construction in San Bruno that will be linked to the airport.

To the north of the Specific Plan area are Sneath Lane and the 165-acre Golden Gate National Cemetery, one of six national military cemeteries in California. Managed by the National Cemetery System (NCS), a part of the Veterans Administration, the cemetery is the burial grounds for over 135,000 veterans of the armed forces, as well as spouses and eligible dependents. The Cemetery estimates it has approximately 2,000 visitors each month (Porter, 2000). With some exceptions, the Cemetery is considered full (Porter, 2000).

Along the northwest perimeter of the Specific Plan area are a building and a vacant lot owned by the Church of the Jesus Christ of Latter-Day Saints (LDS). The structure is an approximately 12,900 sq. ft. "Stake Center," used on a daily basis, but attended most heavily on Sundays, when 150 to 250 persons worship and attend religious instruction meetings. The facility includes an assembly area, classrooms, offices and approximately 208 parking spaces. On weekdays, daily early morning religious instruction is held from 6 a.m. to 7 a.m. for an estimated 20 to 40 persons, and on most evenings, between 7 p.m. and 9 p.m., 60 to 120 persons participate in activities. The Church intends to construct an 11,000 sq. ft. cultural center on its adjacent vacant lot (west of the U.S. Navy and Marine Corps Reserve Center) that would also consist of an assembly area, classrooms, office areas, and an additional 32 new parking spaces (Lemmon, 2000). The Church anticipates daily use of the cultural center, ranging from 60 to 120 persons, primarily in the evenings, from 7 p.m. to 9 p.m. At intermittent times, throughout the year, larger events will result in from 300 to 2,000 persons being on the site (Lemmon, 2000). The largest events (with a maximum of 2,000 participants) are held twice a year (Lemmon, 2000). Also along the northwest





Source: San Francisco Public Utilities Commission, *Digital Orthophotos.*
Bay Area Regional Database, *Digital Orthophotos.*
San Francisco Bay Area Rapid Transit District, *San Francisco Airport Extension, 1998.*
City of San Bruno, *Land Use Survey for the Proposed Redevelopment Area, 1998.*

1 acre

0 125 250 500
FEET

Figure 1
U.S. Navy Site and Its Environs
Specific Plan Initial Study

DYETT & BHATIA
Urban and Regional Planners

perimeter of the Specific Plan area are miscellaneous businesses and the Airport Trade Center, at the corner of Sneath Lane and Cherry Avenue. The Airport Trade Center consists of 5 office/warehouse buildings including several air freight companies.

The southern boundary of the Specific Plan area consists of Interstate 380 (I-380) and adjacent lands owned by the California Department of Transportation (Caltrans) at the northwest corner of the intersection of El Camino Real and a ramp onto I-380. The freeway, ramp and green buffer rise from east to west, and are separated from the Specific Plan area by a chain link fence. The eastern end of the onramp is nearly level with the Specific Plan area. Further south and across I-380, as noted above, is the 80-acre Bayhill Office Center that offers Class A office space.

The eastern perimeter of the Specific Plan area is bordered by El Camino Real and the Tanforan Park Shopping Center. El Camino Real extends from Mission Boulevard in Daly City, through the Peninsula to San Jose, linking the diverse communities of San Bruno, Millbrae, Burlingame, Hillsborough, San Mateo, Belmont, San Carlos, Atherton, Menlo Park, Palo Alto and San Jose. The 49-acre Tanforan Park Shopping Center is a regional shopping center that includes an enclosed mall occupied by approximately 130 businesses, a four-screen cinema, a BART Station now under construction, and an estimated 4700 parking spaces. Plans for redevelopment of portions of the Shopping Center are in the early discussion stages, and consist of new retail shops, a fourth anchor, a multi-screen cinema and a hotel.

The western perimeter of the Specific Plan area is bounded by Cherry Avenue. A condominium complex with 872 units straddles Cherry Avenue: 136 units are within the Specific Plan area and the remaining 736 units are directly across Cherry Avenue, outside of the Specific Plan area. The northwestern perimeter is bordered the Airport Trade Center, a five building complex, and a medical building and the property owned by the religious organization, noted above.

EXISTING SITE CONDITIONS

The Specific Plan area consists of approximately 56 acres, generally bounded by Sneath Lane to the north, El Camino Real to the east, I-380 to the south and Cherry Avenue to the west. This section characterizes existing conditions in two distinct subareas of the Specific Plan area: the area that is built-out and where no new development is planned, and the areas where development is proposed. The largest area, which covers nearly 35 acres, is the area in which no new development is proposed. The smaller area, a little over 20 acres, encompasses the U.S. Navy facility, located at 900 Commodore Drive, and a small commercial strip along El Camino Real adjacent to the U.S. Navy facility.

EXISTING CONDITIONS: BUILT-OUT AREA, NO PROPOSED DEVELOPMENT

Approximately 34.5 –acres in the western and northern portions of the Specific Plan area are built-out and no development is proposed for these areas as part of the Specific Plan. Most of the built-out portions of the Specific Plan area are outside both the San Bruno Redevelopment Project Area Plan and the scope of the San Bruno Redevelopment Project Area Plan EIR. Circulation is limited to Commodore Drive, a

east-west public right-of-way that divides the area into two sections, several paved easements and parking areas related to lands attached to the National Archives building, and parking areas on the school grounds. An open segment of San Bruno Creek, restricted from public access by a chain-link fence, runs alongside Peninsula Place, adjacent to Palos Verde School, under Commodore Drive, and enters a culvert south of Commodore Drive on Caltrans property, adjacent to I-380.

This portion of the Specific Plan area contains seven uses: the five-building San Bruno Office Center, a 136-unit portion of Peninsula Place, Palos Verde School, the Education Vocation Center, and the National Archives facility all located north of Commodore Drive and easements that extend from the eastern end of Commodore Drive; the U.S. Navy and Marine Corps Reserve Center and Commodore Park, located south of Commodore Drive. The San Bruno Office Center is a professional business office center that consists of five buildings along Sneath Lane. Three office buildings, totaling 28,500 sq. ft., are located on Sneath, between Commodore Drive and El Camino Real; the other two buildings, totaling 26,500 sq. ft. are located on Sneath, on the west side of Commodore Drive. The office park is occupied by 43 businesses that include professional offices and business services. The office park provides 181 parking spaces; the number of employees is estimated at approximately 200.[1]

Peninsula Place, on Cherry Avenue between Sneath Lane and Commodore Drive, is a condominium development with 872 units in over 70 buildings. Straddling Cherry Avenue, the complex includes approximately 201 studios, 476 one-bedroom units, and 195 two-bedroom units. Each unit is deeded one parking space, for a total of approximately 872 resident parking spaces, located on the first floor of each building. The complex also provides a limited number of guest parking spaces. The 136-unit portion of the complex located within the Specific Plan area, east of Cherry Avenue, consists of six buildings. This portion of the complex also provides an estimated 50 guest parking spaces in surface lots along the northern and eastern perimeter. The development includes landscaping and a swimming pool area. Entrances are located along northbound Cherry Avenue, and along Commodore Drive. A fenced, open segment of San Bruno Creek runs along the eastern perimeter of the complex.

Two public schools, owned and operated by the San Mateo County Office of Education, are located adjacent to and east of Peninsula Place, across San Bruno Creek. Palos Verde School, at 1290 Commodore Drive, is a 3.1-acre elementary school that provides special education for students with severe emotional and physical needs. An estimated 35 elementary students attend classes five days each week, from 9:30 a.m. to 2:30 p.m. in five classrooms. Students are bussed to and from class. A total of 60 employees work at the Palos Verde School, including approximately 40 staffpersons from the San Mateo County Office of Education's special elementary educational programs, and approximately 20 staff persons in the San Mateo County School-Based Mental Health Unit. Students are taken by bus to this unit from other locales.

East of Palos Verde School is the Vocation Education Center, located at 1280 Commodore Drive. The 3.1-acre Vocation Center is a school for junior high school, high school and junior college students with

[1] The estimate is based on 275 sq. ft. per employee.

severe emotional and/or physical needs. Approximately 40 employees are housed at the Center, and approximately 35 students attend classes five days each week, from 8:00 a.m. to 1:30 p.m. Students are bussed to and from the site in 12- to 16-passenger vans. This building includes a unit of California Children's Services, which provides physical and occupational therapy and is staffed by an additional 10 to 12 persons.

The total number of persons on-site on weekdays, in both schools, totals approximately 180 persons, not including students brought to the Mental Health Unit or the Children's Services Unit.

The National Archives and Records Administration (NARA) owns and operates a 6.7-acre National Archives facility at 1000 Commodore Drive. Located in the NARA's Pacific Region, the two-story Leo J. Ryan Memorial Federal Building maintains retired records from Federal agencies and courts in northern California, Hawaii, Nevada (except Clark County), the Pacific Trust Territories, and American Samoa. The Facility is open on weekdays only, from 7:30 a.m. to 4:00 p.m., and Wednesdays from 7:30 a.m. to 8:00 p.m. The Facility employs approximately 55 persons, and has an estimated 10 to 50 visitors each day. Approximately 50 surface parking spaces are located on-site, along the southern perimeter of the Facility.

The U.S. Navy and Marine Corps Reserve Center is located south of San Bruno Office Park and east of Commodore Drive. On the weekends, during drill periods, an estimated 190 U.S. Navy personnel and 210 U.S. Marine personnel use the U.S. Navy and Marine Corps Reserve Center (Brown, 2000).

Commodore Park is located south of Commodore Drive, along the southern perimeter of the project site, at the corner of Cherry Avenue and Commodore Drive. Commodore Park is a four-acre City-owned park, managed by the San Bruno Parks and Recreation Department, with a baseball field, play equipment, picnic tables and barbecues, exercise equipment, and restrooms. With the exception of weekly maintenance staff, the park is not staffed and no regular activities are scheduled for the use of the park. No records are currently kept on the number of users (Smith, 2000).

EXISTING CONDITIONS: U.S. NAVY FACILITY DEVELOPMENT AREA

The Specific Plan proposes development of the 20-acre site currently owned and occupied by the U.S. Navy. The U.S. Navy site is located within the San Bruno Redevelopment Plan Project Area and consists of approximately 30 primary structures, and several small ancillary structures. An estimated 157 persons work at the U.S. Navy site during the weekdays in 17 buildings, and a family of four occupies the site. Weekday employees consist of 115 EFA West associates,[2] 10 Navy Reserve staff personnel, 26 Marine Reserve staff, and six Defense Automated Printing Agency (DAPS) personnel. Table 1 lists the buildings at the U.S. Navy Site and notes whether the building is in use by Navy personnel. Although the Navy has plans to consolidate personnel further, these plans have not yet been finalized (Brown, 2000). Navy Reserve personnel and DAPS personnel will be relocated off site by December, 2000.

[2] EFA West is the U.S. Navy's Engineering Field Activity, West, which is part of the Naval Facilities Engineering Command.

TABLE 1
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN
Existing Buildings: July, 2000
U.S. Navy Site

Building No.	Building Type	Original Use	In Use	Not In Use
A207	Warehouse/Storage	Public Works Shop	X	
A212				X
A224			X	
B100	Warehouse/Storage	Security Office	X	
B101	Warehouse/Storage	Bakery		X
B101a				X
B102	Administration	Personnel Office	X	
		Refrigerated	X	
B103	Warehouse/Storage	Storehouse		
B201	Warehouse/Storage	Public Works Storage		X
B203	Warehouse/Storage	Public Works Storage	X	
B204	Support	Guard Station	X	
B206	U-Type Barracks	Barracks	X	
B208	U-Type Barracks	Barracks	X	
		Chief Petty Officers		
B210	Administration	Barracks		X
B222	U-Type Barracks	Barracks		X
C101	Support	Guard Station		X
C103	Support	Guard Station		X
		Pay/Distributing		
C105	Administration	Office		X
C107	Administration	GSA Headquarters	X	
C201	U-Type Barracks	Barracks	X	
C203	U-Type Barracks	Barracks	X	
C205	U-Type Barracks	Barracks	X	
C207	U-Type Barracks	Barracks		X
		Operations		
C209	Administration	Headquarters		X
C210	Support	Meter House		X
C221	U-Type Barracks	Barracks	X	
C223	U-Type Barracks	Barracks	X	
H102	Officers' Housing	Officers' Housing		X
H104	Officers' Housing	Officers' Housing	X	
		Officers'		
H105	Officers' Housing	Housing/Garage		X
		Officers'		
H106	Officers' Housing	Housing/Garage		X
U.S. Navy and Marine Corps Reserve Center	Administration	Reserve Center	X	

SOURCE: EFA West, ESA

Access to the U.S. Navy site is from a north-south segment of Commodore Drive at the northern edge of the site, via a guard station that requires visitors to sign-in and post identification tags on any motor vehicle traveling on the site. Structures from the original entrance along El Camino Real remain in place, however, the driveway is fenced, and access is now prohibited.

Existing buildings range from one- to two-stories in height. An inventory and evaluation of existing buildings and structures (JRP Historical Consulting Services,2000), classifies the buildings as World War II-Era Buildings and Cold War Era Buildings. The World War II-Era Buildings consist of five building types – administration buildings, U-type barracks, support facilities, warehouse and storage facilities, and officers' housing, and includes over 30 buildings and structures. The Cold War Era Buildings include the security/police station, and the Navy and Marine Corps Reserve Center.

In general, the administrative buildings, officers' housing and barracks are located in the southern portion of the U.S. Navy site, with officers' housing (two units) at the southeastern edge and a set of administrative buildings located at the southwestern edge. Warehouse and storage facilities are located in the center of the site, on an east-west axis, while the Guard Station is at the center of the site, and the Navy and Marine Corps Reserve Center is located in the northeastern portion of the site. Buildings are clustered together by function; landscaping and walkways provide separation and visual orientation to the clusters.

The U.S. Navy site includes a network of internal streets that provide access on north-south axes, and on east-west axes. While no street provides access from the northern perimeter to the southern perimeter of the U.S. Navy site, two streets provide access from the eastern perimeter to the western perimeter. Commodore Drive and "B" Road West provide the east-west access. Commodore Drive West runs along the southern perimeter of the U.S. Navy site, and includes a median strip with mature trees. "B" Street West, also follows an east-west axis. Four streets are oriented on a north-south axis: 1st Street West, 2nd Street West, 3rd Street West and Commodore Drive. Commodore Drive is located between Sneath Lane and "B" Road West, while 1st, 2nd and 3rd are located between "B" Road West and Commodore Drive West.

Parking is generally provided adjacent to all of the warehouse and storage facilities, as well as the administrative buildings. The site currently provides an estimated 1,000 parking spaces. Older vehicles are also stored on the U.S. Navy site, along the southeastern perimeter near the old entrance, and near several warehouses in the northern area. Access to the U.S. Navy site has been restricted to military personnel and to persons with identification and clearance to enter the site. Guards posted at the entrance to the site provide clearance and issue identification tags to guests.

Over 400 trees, ranging in size from three inches in circumference to over 170 inches, are located at various locations throughout the site, and include four tree groves. None of the trees are indigenous to the San Bruno area. The most common species include blue gum (*Eucalyptus globulus*), myoporum (*Myoporun laetum*), pine (*Pinus* sp.), cherry/plum (*Prunus* sp.) and red iron bark gum (*Eucalyptus sideroxylon*). A tree evaluation conducted in October, 1999, found 93 percent of the trees to be in good

health, with only one tree in poor heath and one that had died. The survey recommends, that with the exception of trees that are part of a grove, all trees in fair or poor health, or trees that have died, be removed – a total of less than 25 trees. Most trees are located around the perimeter of the U.S. Navy site, or along existing walkways and existing buildings. The City of San Bruno does not have a tree ordinance that governs trees on private properties, although it does have an ordinance governing street trees.

The U.S. Navy site is designated by the 1984 General Plan for Regional/Community Office use, "intended to serve a market area greater than the community and generally includes a variety of retail, services, administrative and professional offices" (General Plan, 1984). The General Plan land use designation does not expressly permit residential development; an amendment to the General Plan would be required for implementation of the Specific Plan. The site is zoned A-R, *Administrative and Research District* and C-N, *Neighborhood Commercial District*. The A-R zoning district encompasses most of the U.S. Navy site, while the C-N zoning district applies to the commercial strip along El Camino Real. Neither zoning districts permits residential development. The Specific Plan would therefore require an amendment to the General Plan and to the Zoning Ordinance.

EXISTING CONDITIONS: COMMERCIAL STRIP DEVELOPMENT AREA

Along El Camino Real, northeast of and adjacent to the U.S. Navy site, are three commercial buildings and adjoining parking lots. A service station is located at the corner of El Camino Real and Sneath Lane at 1199 El Camino Real. Adjacent to the service stations is a veterinarian practice and pet hospital, located at 1151 El Camino Real. At the southern end of the commercial strip is a dental care office, located at 1101 El Camino Real. Between the dental office and the veterinarian are two adjacent parking lots.

THE U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN

A specific plan is used for the systematic implementation of the general plan in a particular area. According to Government Code sections 65455 and 65867.5, zoning regulations, subdivisions, public works projects and development agreements must be consistent with the adopted specific plan. In this case, the Specific Plan would include implementation of specific development guidelines and requirements.

The U.S. Navy Site and Its Environs Specific Plan encompasses a 56-acre area in northern San Bruno. The U.S. Navy has announced its intention to sell a 20-acre portion of land it now owns and partially occupies on the eastern side of the Specific Plan area at an auction in October, 2000. This land could then be used for development. As a result, the proposed Specific Plan would include land uses that assume development for the 21.5-acre area that encompasses the U.S. Navy site and the adjacent commercial strip along El Camino Real. The remaining 34.5 acres of the Specific Plan would not be developed and would remain publicly- and privately-owned, as described above in the section entitled *Existing Conditions: Built-Out Area, No Proposed Development*. The analysis of potential environmental impacts that could result from the U.S. Navy Site Specific Plan assumes the development outlined in Table 2. These assumptions assume the "worse-case" scenario in order to describe the widest parameters of

TABLE 2
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN
Development Assumptions – Voter Approval Required
For Maximum Height and Parking Structure
(Rounded)

	No. of Units	Total Square Feet	No. of Parking Spaces	Maximum Height/No. of Stories
Market Rate Residential	160		180	65 feet/ 4 stories (over parking)
Affordable Residential	50		55	65 feet/ 4 stories (over parking)
Assisted Senior Residential	190		95	75 feet/ 6 stories
Office (2 buildings)		285,000 sq. ft.	810	90 feet/ 5 stories
Retail		20,000 sq. ft.	Not required [1]	Per Zoning
Commercial		15,000 sq. ft.	50-75 [2]	Per Zoning
Hotel	400-500 rooms		340-425	90 feet/ 6 stories (half level underground parking)
Total	Residential: 400 Hotel: 400-500 rooms	Office, Retail and Commercial: 320,000 sq. ft.	1530-1640	

1 Parking spaces not required for ancillary service.
2 No of parking spaces depends on office/commercial mix. Number of parking spaces could be one space per 200 sq. ft. for medical office space or banks to one space per 300 sq. ft. for general office.

SOURCE: City of San Bruno, ESA

environmental impacts. For example, although not more than 60 percent of all residential units would be two-bedroom units and not more than 10 percent would include more than two bedrooms, this analysis assumes the maximum number of 2+-bedroom units, and the maximum number of two-bedroom units.

The assumptions used in this analysis are also dependent on approval, by the voters of the City of San Bruno, of the proposed building heights and the parking structure. In 1977, voters in San Bruno passed Initiative Ordinance No. 1284, which requires that a simple majority of San Bruno's voters

approve high-rise or high-density development over three-stories and 50 feet in height or any parking structure that would encroach on scenic corridors, or open spaces. Scenic corridors designated by the 1984 San Bruno General Plan include Crystal Springs Road between Oak Avenue and Junipero Serra Freeway (I-280), and Sneath Lane from El Camino Real to the City's western boundary.

Development of the U.S. Navy site would require demolition of all existing structures.[3] None of these buildings are considered an historical resource, nor are they eligible for the National Register of Historic Places. (The existing buildings will be fully analyzed in the U.S. Navy Site and Its Environs Specific Plan Draft Environmental Impact Report.) The U.S. Navy anticipates that the Navy Reserve staff (approximately 10 persons during the weekdays and approximately 190 persons on weekends) and the Defense Automated Printing Agency staff (approximately six persons during weekdays) will vacate their facilities by December 2000. The U.S. Marine Corps Reserves (an estimated 211 persons on the weekends) will take over the U.S. Navy and Marine Corps Reserve Center, and the woodframe building it occupies south of the Reserve Center would be demolished. The U.S. Navy will relocate the remainder of its approximately 151 personnel by December, 2001.

Development proposed under the Specific Plan would be Transit-Oriented Development, a concept that places more dense, mixed use activities near transportation nodes to reduce or eliminate adverse impacts associated with motor vehicles, such as noise, traffic congestion, and poor air quality. The Draft Specific Plan states:

> Emphasizing the goals of economic and environmental sustainability, the Specific Plan incorporates the principles of Transit-Oriented Development (TOD) to provide a cohesive development linking office and commercial destinations and high density residential uses with mass transit access, while providing a walkable environment integrated into adjacent commercial, institutional and residential areas.
>
> The Specific Plan takes advantage of the site's prime location for international and regional access by all modes of transportation, including airplane, car, and mass transit, as well as its close proximity to regional commercial and office uses, restaurants and entertainment, housing and open space. New development will be located so that hotel use capitalizes on visibility from Interstate 380 and El Camino Real and is screened from the Golden Gate Cemetery to the north, while residential uses are located away from the freeway and El Camino Real for tranquility, and outside of the 70 CNEL Aircraft Noise Contour.
>
> . . . .
>
> Pedestrian linkages will be provided through sidewalks enhanced by landscaping and amenities that will encourage pedestrians to walk to transit, shopping, entertainment, churches, and local parks.

As a result, the Specific Plan contains guidelines and requirements that promote transit use and development of a pedestrian-friendly environment. The proposed Specific Plan design guidelines encourage the use of fountains, sculptures, statues and/or topiaries, street furniture along central

[3] As noted earlier in this document, the U.S. Navy site does not include the Marine Corps Reserve Center, which would remain in operation for an indefinite period of time.

walkways, bike racks near offices, continuous walkways from housing developments to recreational facilities, and office and hotel buildings with windows and doors at grade level adjacent to pedestrian walkways. The Specific Plan also includes development standards related to landscaping.

The Specific Plan includes a new 100-foot wide entrance and roadway realignment from El Camino Real to Commodore Drive that includes a new internal public roadway network, and an east-west fire lane and public pedestrian walkway. Roadway improvements would include landscaped median strips, and a landscaped buffer separating the proposed development from the Marine Corps Reserve Center. Roadway "A," on an east-west axis, would connect El Camino Real with Commodore Drive. Buildings along Roadway "A" would include the hotel and the residential structures. Roadway "B," on a north-south axis, would replace the current headquarters buildings C-105, C-107 and B-102, and would connect Roadway "A" to the fire lane and pedestrian walkway. Buildings along Roadway "B" would include the hotel, garage, residential, and office buildings. The fire lane/pedestrian walkway would separate the office structures from the residential buildings, and would separate each office structure and each residential structure, producing a quadrangle that would also connect each roadway, and would provide access to the roadway along the National Archives facility. The project would include a slight realignment at the southern end of Commodore Drive, and a traffic signal at the intersection of Sneath Lane and Commodore Drive.

Development of the U.S. Navy site would require both an amendment to the General Plan, as well as amendments to the Zoning Ordinance to permit proposed residential uses.

Development proposed as part of the Specific Plan may include the demolition of the existing commercial buildings along the west side of El Camino Real, between Sneath Lane and I-380, adjacent to the U.S. Navy site. The City envisions one or more new commercial buildings, totaling 15,000 sq. ft., would be built on these adjacent properties. Development would meet Zoning Ordinance requirements. Permitted uses include restaurants; personal services; miscellaneous retail; finance, insurance and real estate offices; and similar uses. Conditional uses include service stations, medical/dental and professional offices, and other similar uses. Maximum allowable height would be 50 feet, with a 15-foot minimum setback along El Camino Real, and a minimum lot size of 5,000 sq. ft. (6,000 sq. ft. for corner lots).

Table 3 provides an estimate of the number of residents and employees that would occupy the Specific Plan area after the proposed development is completed. Development proposed as part of the Specific Plan would be anticipated to generate an estimated 549 residents and between 1,508 and 1,833 employees.

TABLE 3
PROJECTED EMPLOYEE AND RESIDENT POPULATION
U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN

Name/Type of Development	Existing or New Development	Use	Area/Number of Units	Projected No of Daily Employees/ Students/Visitors/ Residents
Peninsula Place	Existing	High Density Residential (Condominium Complex)	136 units	222 residents
Palos Verde School	Existing	Institutional (Public School)	3.1 acres	35+ students 60 employees
Vocation Education Center	Existing	Institutional (Public School)	3.1 acres	35+ students 52 employees
National Archives	Existing	Institutional (Federal Government)	6.7 acres	10 to 50 visitors/day 55 employees
Commodore Park	Existing	Open Space (City of San Bruno)	4.0 acres	.5 employees
San Bruno Office Park	Existing	Office	2.98 acres	200 employees (est.)
Marine Corps Reserve Center	Existing	Institutional (Federal Government)	1.7 acres	26 staffpersons 211 reservists
Residential Development	Proposed	High Density Residential (Market Rate)	160	261 residents 5 employees
Residential Development	Proposed	High Density Residential (Affordable)	50	82 residents 2 employees
Residential Development	Proposed	High Density Residential (Assisted Senior)	190	190 residents 48 employees
Office Buildings	Proposed	Regional Office	285,000 sq. ft.	1,036 employees
Retail	Proposed	Retail	20,000 sq. ft.	57 employees
Commercial	Proposed	Neighborhood Commercial	15,000 sq. ft.	60 employees
Hotel	Proposed	Regional Commercial	400-500 rooms	300 to 625 employees
Totals				• 755 residents • 1,902-2,226 employees • undetermined number of visitors

Note: The projected resident population uses the average household size for this U.S. Census tract of 1.63 persons per household (U.S. Census, 1990), which is more typical for households living in apartments, although the Association of Bay Area Governments (ABAG) estimated that a household size of 2.79 persons per household in *Projections 2000* (December 1999) citywide. The estimated number of employees for new development is based on an estimate of 275 sq. ft. per office employee, 350 sq. ft. per retail employee, 250 sq. ft. per commercial employee, and 0.75 to 1.25 employees per hotel room.

SOURCE: ESA, City of San Bruno

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ENVIRONMENTAL IMPACTS:

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐

Discussion:

a), c) The impact of the development proposed as part of the Specific Plan will be discussed and analyzed in full in the U.S. Navy Site and Its Environs Specific Plan Draft Environmental Impact Report.

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

Discussion:

The Specific Plan is not located within a state scenic highway corridor. Sneath Lane, between El Camino Real and the westerly city limits, is designated as a scenic corridor by the San Bruno 1984 General Plan. With two exceptions, no development within 100 feet of Sneath Lane is proposed as part of the Specific Plan: A traffic signal is proposed for the intersection of Sneath Lane and Commodore Drive; and new development may occur at the southwest corner of the intersection of Sneath Lane and El Camino Real. Proposed development along this commercial strip was analyzed as part of the San Bruno Redevelopment Project Area Plan EIR. Proposed development would therefore be subject to the applicable mitigation measures identified in the San Bruno Redevelopment Project Area EIR:

- **Mitigation Measure M.5a:** The City of San Bruno should develop guidelines for the appropriate building heights, setbacks, and upper-story step-backs for development along Sneath Lane, to ensure that new development does not interrupt the low-intensity, tree-lined visual quality of Sneath Lane west of El Camino Real. Such strategies could also preserve views down Sneath Lane from its higher-elevation western segments.

References:

California Department of Transportation, http://www.dot.ca.gov/hq/LandArch/scenic/schwy1.html, accessed July 6, 2000.

City of San Bruno, *San Bruno Redevelopment Project Area Plan Draft Environmental Impact Report*, March 1999.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐

Discussion:

See response to I.(a), above.

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

Discussion:
Development proposed as part of the Specific Plan would be located on the U.S. Navy site and the commercial strip adjacent to the U.S. Navy site on El Camino Real, both of which are also located within the San Bruno Redevelopment Project Area. Proposed development would therefore be subject to the applicable mitigation measures identified in the San Bruno Redevelopment Project Area EIR:

- **Mitigation Measure M.6a:** The City of San Bruno shall ensure that projects approved under the Redevelopment Plan use nonglare windows, in addition to night lights that are compatible with the *San Mateo County Comprehensive Airport Land Use Plan.*

References:
City of San Bruno, *San Bruno Redevelopment Project Area Plan Draft Environmental Impact Report*, March 1999.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. **Would the project:**				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

Discussion:
a), b) and c): The City of San Bruno Zoning Ordinance permits crop and tree farming activities within an O *Open Space and Conservation District.* However, the City of San Bruno 1984 General Plan states: "San Bruno has no resources which are

presently managed for production. These would include agricultural uses, forest lands, mineral deposits, or fisheries."

References:

City of San Bruno, *City of San Bruno 1984 General Plan and Environmental Impact Report*, June 25, 1984.
City of San Bruno, *City of San Bruno Zoning Ordinance*, May 1, 1995.
City of San Bruno, *San Bruno Redevelopment Project Area Plan FEIR*, May 1999.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**				
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?	☒	☐	☐	☐
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	☒	☐	☐	☐
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐

Discussion:

a) – d) The Specific Plan area includes two public schools, and a residential complex. In addition, the Specific Plan area is adjacent to a regional shopping facility. As a result, the potential impacts of development proposed as part of the Specific Plan on air quality will be discussed and presented in the U.S. Navy Site and Its Environs Specific Plan Draft Environmental Impact Report.

e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Discussion:

e) The Redevelopment Plan EIR found the potential to expose existing and proposed residences to nuisance odors to be less than significant. The San Bruno Transfer Station, located at 1721 Montgomery Avenue, and the South San Francisco-San Bruno Wastewater Treatment Facility, located off of Belle Air Road in South San Francisco were identified as

sources that could generate nuisance odors that would affect residents of the City of San Bruno and proposed under the Redevelopment Plan. No odor complaints have been filed with the BAAQMD for either facility in recent years.

The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and wind direction; and the sensitivity of receptors. Odor impacts should be considered for any proposed new odor sources located near existing receptors, as well as any new sensitive receptors located near existing odor sources. The Redevelopment Plan EIR evaluated both types of odor impacts and found the potential for odor impacts to occur to be less than significant.

Consistent with the Redevelopment Plan, there are not new stationary odor sources proposed as part of the Specific Plan. The BAAQMD-recommended buffer zone (distance between receptor and source) for known odor-emitting sources for wastewater treatment plants and transfer stations is one mile. Of the two odor sources identified above, only the San Bruno Transfer Station is located within one mile of the Specific Plan site. Several existing residential areas in San Bruno are located closer to the transfer station than residences proposed under the Specific Plan. Odorous emissions from the transfer station could therefore expose existing and proposed residences to nuisance odors. However, as concluded in the Redevelopment Plan EIR, since there have been no complaints filed with the BAAQMD for the transfer station in recent years, and proposed new residences would be located at a greater distance from the transfer station than existing residences, this would be a less than significant impact.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐

Discussion:
Potential habitats for sensitive species have been identified in or near two project area locations. The first area, which supports a willow riparian community, is located along the southern portion of the National Archives parking lot. A willow riparian community extends from Cherry Avenue to El Camino Real and may have once been associated with San Bruno Creek, which was diverted when the I-380 interchange was built. The second area consists of the old buildings and mature trees within the Naval facility that may provide roosting habitat for several sensitive bat species, such as Townsend's big-eared bat (*Corynorhinus townsendii*), pallid bat (*Antrozous pallidus*), small-footed myotis (*Myotis ciliolabrum*), long-eared myotis (*Myotis evotis*), fringed myotis (*Myotis thysanodes*), and long-legged myotis (*Myotis volans*). All of these sensitive bat species are listed by the California Department of Fish and Game (CDFG) and the U.S. Fish and Wildlife Service (USFWS) as species of special concern.

In addition, an open segment of San Bruno Creek is located between the Peninsula Place condominium complex and the Vocation Center. This segment passes along the eastern portion of Commodore Park and is culverted as the Creek runs onto Caltrans lands near I-380. No development is, however, proposed for the area near the open segment of San Bruno Creek.

Development proposed as part of the Specific Plan would located at the U.S. Navy site and along the commercial strip adjacent to the U.S. Navy site on El Camino Real, both of which are also located within the San Bruno Redevelopment Project Area. Proposed development would therefore be subject to the applicable mitigation measures identified in the San Bruno Redevelopment Project Area EIR. Mitigation Measures that would be applicable to the U.S. Navy Site Specific Plan include:

- **Mitigation Measure F.2:** The City of San Bruno shall conduct a wetland delineation survey prior to any construction within or adjacent to potential jurisdictional wetlands, which includes seasonal ponding areas, permanent ponded areas, drainage ditches, and relic streams and creeks to assure that no wetlands exist at the development site at the time of development. (This measure would assure that no accidental development of a potential wetland area occurred.)

- **Mitigation Measure F.3:** Along with the erosion-control plan described in Section III.G, *Hydrology, Water Quality and Flooding*, the City of San Bruno shall establish and implement an invasive vegetation-control plan and a native vegetation replanting plan prior to construction in the Project Area.

- **Mitigation Measure F.5:** The City of San Bruno shall ensure that a survey for bats by a qualified bat biologist is conducted prior to removal of any mature trees in the Redevelopment Project Area or any demolition, renovation or re-roofing of a building in the Navy and Naval Reserve areas. (This mitigation measure also requires the use of exclusion devices, and a preferred construction time, as well as the prohibition of any chemicals to eradicate bats.)

Implementation of these identified mitigation measures would assure a less than significant impact to potential candidate, sensitive, or special status species and the habitats of candidate, sensitive, or special status species.

References:
City of San Bruno, *San Bruno Redevelopment Project Area Plan Draft EIR*, March 1999.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Final EIR*, May 1999.

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? ☐ ☐ ☒ ☐

Discussion:
See response to IV.(a), above.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ☐ ☐ ☒ ☐

Discussion:
Development proposed as part of the Specific Plan would located at the U.S. Navy site and along the commercial strip adjacent to the U.S. Navy site on El Camino Real, both of which are also located within the San Bruno Redevelopment Project Area. Development would therefore be subject to the applicable mitigation measures identified in the San Bruno Redevelopment Project Area EIR. The San Bruno Redevelopment Project Area EIR notes that the area south of Commodore Drive contains potential jurisdictional wetlands. As a result, the proposed project would be required to comply with the following applicable mitigation measure:

- **Mitigation Measure F.2:** The City of San Bruno shall conduct a wetland delineation survey prior to any construction within or adjacent to potential jurisdictional wetlands, which includes seasonal ponding areas, permanent ponded areas, drainage ditches, and relic streams and creeks to assure that no wetlands exist at the development site at the time of development.

This mitigation measure would lessen the impact of the Specific Plan on any potential jurisdictional wetland to a less than significant level.

References:
City of San Bruno, *San Bruno Redevelopment Project Area Plan Draft EIR*, March 1999.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Final EIR*, May 1999.

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

Discussion:
The San Bruno Redevelopment Project Area EIR notes that the U.S. Navy site may provide roosting habitat for several sensitive bat species. The loss of oak woodland habitat and natural rock crevices may have forced bats into using different types of roosting habit, such as buildings. Development proposed as part of the Specific Plan would be located primarily at the U.S. Navy site, which is also located within the San Bruno Redevelopment Project Area. The U.S. Navy site would therefore be subject to the applicable mitigation measures identified in the San Bruno Redevelopment Project Area EIR. As a result, the proposed project would be required to comply with the following applicable mitigation measure:

- **Mitigation Measure F.5:** The City of San Bruno shall ensure that a survey for bats by a qualified bat biologist is conducted prior to removal of any mature trees in the Redevelopment Project Area or any demolition, renovation or re-roofing of a building in the Navy and Naval Reserve areas. (Winter roosts are generally occupied between October 15 and January 30, and maternity colonies are generally occupied between February 15 and

July 30. Exclusion devices should be in place after one seasonal colony leaves but before another moves in. No chemicals will be used to eradicate bats from a building.)

This mitigation measure would lessen the impact of the Specific Plan on potential bat habitats to a less than significant level.

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

Discussion:
A tree evaluation has been conducted for the U.S. Navy site. The impact of the Specific Plan on trees at the U.S. Navy site will be discussed and presented in the U.S. Navy Site and Its Environs Specific Plan Draft Environmental Impact Report.

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

Discussion:
The proposed project is not part of an adopted Habitat Conservation, Natural Conservation Community Plan or other local, regional or state habitat conservation plan.

References:
The City of San Bruno, *San Bruno Redevelopment Project Plan Area Draft EIR*, March 1999.
The City of San Bruno, *San Bruno Redevelopment Project Plan Area Final EIR*, May 1999.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource? ☒ ☐ ☐ ☐

Discussion:
Because the current use of the site is over fifty years old, the impact of the Specific Plan on potential cultural resources at the U.S. Navy site will be discussed and presented in the U.S. Navy Site and Its Environs Specific Plan Draft Environmental Impact Report.

b) Cause a substantial adverse change in the significance of a unique archaeological resources (i.e., an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it contains information needed to answer important scientific research questions, has a special and particular quality such as being the oldest or best available example of its

type, or is directly associated with a scientifically recognized important prehistoric or historic event or person)? ☐ ☐ ☒ ☐

Discussion:
According to the San Bruno General Plan, most of the City of San Bruno has not been archaeologically surveyed (San Bruno General Plan, 1984). In addition, the project vicinity encompasses alluvial terraces and the historic margins of the Bay, both of which tend to contain Native American archaeological sites in this portion of San Mateo County. The San Bruno Redevelopment Project Area EIR notes that the proposed Redevelopment Plan could result in the disruption or destruction of a unique archaeological or paleontological resource or of the significance of a historical resource, or disturbance of human remains, during construction-related excavation.

Development proposed as part of the Specific Plan would be located at the U.S. Navy site and along the commercial strip adjacent to the U.S. Navy site along El Camino Real, which are also located within Subarea A of the San Bruno Redevelopment Project Area. Proposed development would therefore be subject to the applicable mitigation measures identified in the San Bruno Redevelopment Project Area EIR. As a result, any construction at the U.S. Navy site would require compliance with the following mitigation measures:

- **Mitigation Measure N.1a:** The City of San Bruno should itself conduct, or require all projects involving excavation in Subarea A under the Redevelopment Plan to conduct further archival and field study of the Subarea by a qualified cultural resource consultant or archaeologist to reduce or eliminate the possibility of accidentally destroying such resources.

- **Mitigation Measure N.1b:** If cultural resources or human remains are encountered during construction of a project under the Redevelopment Plan, the resources and their context shall not be further disturbed until a qualified cultural resource consultant has evaluated the situation. The City of San Bruno shall assure that identified cultural resources are recorded on proper historical properties forms.

Implementation of both of these mitigation measures would lessen the impact of the Specific Plan to a less than significant impact.

References:
City of San Bruno, *1984 General Plan and Environmental Impact Report*, June 25, 1984.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Draft EIR*, March 1999.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Final EIR*, May 1999.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ☐ ☐ ☒ ☐

Discussion:
See response to V.(b), above.

d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Discussion:
See response to V.(b), above.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to 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?	☐	☐	☐	☒

Discussion:
Development proposed as part of the Specific Plan would be located at the U.S. Navy site and along the commercial strip adjacent to the U.S. Navy site on El Camino Real, both of which are also located within Subarea A of the San Bruno Redevelopment Project Area. The Quaternary-aged (about 1 million years old) Colma Formation underlies Subarea A. The Colma Foundation is weakly consolidated and consists of gravel, sand, silt, and clay. Historic streams that flowed towards the Bay from the western uplands of San Bruno deposited younger alluvial sediments consisting of sand and gravel over the Colma Formation.

Soils at the U.S. Navy site consist of the Elkhorn-Colma association, developed from old marine deposits. These soils drain well due to sand-clay mixtures.

The City of San Bruno is located adjacent to the San Andreas Fault Zone and approximately 18 miles southwest of the Hayward fault. The San Andreas and Hayward faults are the two principally active, strike-slip-type faults in the Bay Area and have experienced movement within the last 150 years. Other faults capable of producing groundshaking in San Bruno are the San Gregorio-Hosgri Fault Zone, the Rodger's Creek-Healdsburg fault, the Calaveras Fault, and the Concord-Green Valley fault. The Serra Fault Zone, the San Bruno fault and the Pilarcitos fault are regarded as potentially active, and could possibly be triggered by activity on the San Andreas fault.

In the vicinity of San Bruno, a characteristic earthquake on the San Andreas fault with estimated moment magnitude of 7.3 could produce MM[4] intensities ranging from very strong (MM-VII) to very violent shaking (MM-X). This range of groundshaking intensities is associated with some structural damage (such as cracks in walls and chimneys) to total building collapse. The 1906 San Francisco earthquake, with a moment magnitude of 7.8, produced groundshaking intensities ranging from violent (MM-IX) to very violent (MM-X) within the City of San Bruno. The 1989 Loma Prieta earthquake, with a moment magnitude of 6.9, produced groundshaking intensities of moderate (MM-VI) to strong (MM-VII). Shaking intensities of strong (MM-VII) to very strong (MM-VIII) would be expected from a characteristic earthquake on the Hayward fault or on the San Gregorio-Hosgri Fault Zone.

Surface fault rupture is typically expected on or within close proximity to the causative fault. However, faults within close proximity to San Bruno, such as the Serra Fault Zone, the Pilarcitos fault, and the San Bruno fault are considered potentially active, and although surface rupture cannot be ruled out on these faults, it is more likely to occur along a trace of an active fault. Failure along these potentially active faults could possibly be triggered by activity on the San Andreas fault. The topography of Subarea A is not generally subject to landsliding, and the Specific Plan area is outside of areas potentially subject to liquefaction.

Because the Specific Plan area is subject to seismic groundshaking that could potentially injure people and cause collapse or structural damage to existing and proposed structures, development proposed for the Specific Plan area at the U.S. Navy site and on the commercial strip adjacent to the U.S. Navy site would be required by the San Bruno Redevelopment Project Plan to implement the following mitigation measures:

- **Mitigation Measure H.1a:** The City of San Bruno shall insure that buildings, roadways, and other facilities constructed or altered under the Redevelopment Plan comply with applicable City policies and appropriate engineering investigation practices necessary for the reduction of the damaging effects of groundshaking and ground failure. (This mitigation measure requires incorporation of the study data and recommendations of a licensed geotechnical engineer into designs for foundation, structure and pavement.)

- **Mitigation Measure H.1b:** The City of San Bruno shall insure that design and construction of structures and other facilities shall be in accordance with all applicable local, state and federal policies, codes and regulations. (This mitigation measure requires conformance with the seismic recommendations of Zone 4 of the 1994 or 1997 Uniform Building Code and the 1998 California Building Code (Title 24) additions. In addition, design and construction must be consistent with applicable policies, amendments, additions, and repeals of the San Bruno Seismic Safety and Safety Element.)

Implementation of both of these mitigation measures would lessen the impact of the Specific Plan to a less than significant impact.

[4] MM is the abbreviation for the Modified Mercalli intensity scale, with ranges from I, which indicates that the earthquake was not felt, to XII, which indicates that the damage is nearly total.

References:
City of San Bruno, *City of San Bruno 1984 General Plan*, June 25, 1984.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Draft EIR*, March 1999.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Final EIR*, May 1999.

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

Discussion:
Development proposed as part of the Specific Plan would be located at the U.S. Navy site and along the commercial strip adjacent to the U.S. Navy site on El Camino Real, both of which are also located within Subarea A of the San Bruno Redevelopment Project Area. In general, erosion is not a serious problem in San Bruno east of I-280, within Subarea A, because the majority of the property is developed, and slopes are gradual. The U.S. Navy site has had no known erosion problems. The potential for erosion from construction activities shall be minimized with the implementation of a Stormwater Pollution Prevention Plan, and the use of best management practices (BMPs) related to construction. See also, Mitigation Measure G.2a, described in section VIII.c., *Hydrology and Water Quality*, below.

References:
City of San Bruno, *San Bruno Redevelopment Project Area Plan Draft EIR*, March 1999.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Final EIR*, May 1999.

c) Be located on strata 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? ☐ ☐ ☒ ☐

Discussion:
See response to IV(a), above, for susceptibility of the U.S. Navy site to landsliding. As noted above, development proposed as part of the Specific Plan would be located at the U.S. Navy site and along the commercial strip adjacent to the U.S. Navy site on El Camino Real, both of which are also located within Subarea A of the San Bruno Redevelopment Project Area. Subarea A is underlain by the Colma Formation and expansive soils could be encountered. The effects of expansive soils could damage foundations of aboveground structures, paved roads and streets, and concrete slabs. Expansion and contraction of soils, depending on the season and the amount of surface water infiltration, could exert enough pressure on structures to result in cracking, settlement, and uplift.

In addition, areas underlain by the Colma Formation would also be most susceptible to settlement. As discussed above, the U.S. Navy site is underlain by the Colma Foundation. Differential settlement could damage building foundations, affect underground utilities, and cause settlement in streets and roads. Settlement could be reduced or eliminated in areas that support buildings, because the soils have been allowed to settle over time. However, settlement would be a concern in areas that have not previously supported structures and where new structures would place loads heavier than the soils could tolerate. The U.S. Navy site would therefore be subject to the following mitigation measure identified in the San Bruno Redevelopment Project Area EIR:

- **Mitigation Measure H-3:** The City of San Bruno shall insure that facilities constructed or altered under the Redevelopment Plan [which incorporates the area proposed for development under the Specific Plan] comply with applicable City policies and appropriate engineering investigation practices necessary to reduce the potential detrimental effects of expansive soils, landsliding, differential settlement and erosion.

This mitigation measure would require the use of generally accepted and appropriate engineering techniques for determining the susceptibility of the U.S. Navy site to expansive soils and settlement. This mitigation measure also requires that recommendations of a licensed geotechnical engineer regarding foundation design, earthwork and site preparation be incorporated into the design of proposed new structures. This design criteria must comply with applicable codes and requirements of the 1994 or 1997 Uniform Building Code with 1998 California additions (Title 22), applicable City grading and construction ordinances, and policies of the City of San Bruno General Plan Seismic and Safety Element.

Implementation of this mitigation measure would lessen the impact of the Specific Plan to a less than significant impact.

References:
City of San Bruno, *City of San Bruno 1984 General Plan*, June 25, 1984.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Draft EIR*, March 1999.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Final EIR*, May 1999.

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

Discussion:
See response to IV (c), above.

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?	☐	☐	☒	☐

Discussion:
Development proposed as part of the Specific Plan would require the use of the City of San Bruno's sanitary sewer system. The impact of this proposed development on the City of San Bruno's sanitary sewer system will be discussed in full in the U.S. Navy Site and Its Environs Specific Plan Environmental Impact Report.

Reference:
Project description.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

Discussion:
Neither existing nor proposed land uses in the Specific Plan area would result in the routine transport, use or disposal of hazardous materials. Existing uses include two public schools, a portion of a condominium complex, a public park, and the National Archives facility. Proposed uses include residential development, a hotel, a parking garage, office towers and limited retail development.

References:
Project description.

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?	☒	☐	☐	☐

Discussion:
The impact of development proposed as part of the Specific Plan on the creation of a potentially significant hazard through the reasonably foreseeable upset and accidental release of hazardous materials will be discussed in full in the U.S. Navy Site and Its Environs Specific Plan Environmental Impact Report.

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

Discussion:
Two public schools, operated by the San Mateo County Office of Education, are located within the Specific Plan area within one-quarter mile of development proposed as part of the Specific Plan. Potential emissions from hazardous materials, substances or waste will be discussed in full in the U.S. Navy Site and Its Environs Specific Plan Environmental Impact Report.

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?	☒	☐	☐	☐

Discussion:
The majority of soil contamination sites in the City of San Bruno are a result of leaking underground tanks, which pose a threat to groundwater. The U.S. Navy site is not listed in the County Environmental Health Division's Fuel leak List, San Francisco Bay Region RWQCB's

Fuel Leak Sites Database, nor on the RWQCB's Spill, Leak & Investigation & Cleanup Sites List. However, a complete analysis of the U.S. Navy site and its relationship to potential hazardous materials sites will be included in the U.S. Navy Site and Its Environs Specific Plan Environmental Impact Report.

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 for people residing or working in the project area? ☒ ☐ ☐ ☐

Discussion:
The impact of development proposed as part of the Specific Plan on safety as a result of its proximity to San Francisco International Airport will be discussed and presented in the U.S. Navy Site and Its Environs Specific Plan Draft Environmental Impact Report.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? ☐ ☐ ☐ ☒

Discussion:
The Specific Plan area is not located within the vicinity of a private airstrip.

Reference:
City of San Bruno, *City of San Bruno 1984 General Plan*, June 25, 1984.
Thomas Bros. Maps, *The Thomas Guide Digital Edition: 1999 Bay Area*, October, 1998.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ☐ ☐ ☒ ☐

Discussion:
The Specific Plan area is currently accessible only from Commodore Drive (via Sneath Lane) or from Cherry Avenue. Development proposed as part of the Specific Plan would result in improved emergency access to the Specific Plan area by creating an entrance along El Camino Real that intersects Commodore Drive, as well as the fire lanes that would be created over the 40-foot wide San Francisco Water District easements. These new fire lanes would provide direct access from El Camino Real to proposed residential and office development in the southwestern portion of the U.S. Navy site.

The City of San Bruno's Emergency Management Plan, administered by the Office of Emergency Services, is directed by San Bruno's City Manager. The City's Emergency Operations Center is located in San Bruno's City Hall, 567 El Camino Real, San Bruno, or alternatively, at the nearest fire station, located at 555 El Camino Real, San Bruno. Development proposed as part of the Specific Plan would not impair or interfere with the adopted Emergency Management Plan.

References:
City of San Bruno, *Draft U.S. Navy Site and Its Environs Specific Plan*, December 15, 1999.
City of San Bruno, *Emergency Management Plan*, as revised to January, 1996.
Project description.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? ☐ ☐ ☒ ☐

Discussion:
The San Bruno Redevelopment Project Area Plan EIR identified fire hazard areas in the City of San Bruno: Crestmoor Canyon bounded by Crestmoor Drive, Claremont Drive, and Sneath Lane; the Rollingwood and Crestmoor neighborhoods; Junipero Serra County Park; and the Peninsula Watershed area. The nearest fire hazard area is Crestmoor Canyon, which is separated from the Specific Plan area by I-280 and a condominium complex of approximately 1000 units, and miscellaneous offices and businesses. The Specific Plan area is not adjacent to or intermixed with wildlands. Development proposed as part of the Specific Plan would be required to meet San Bruno's codes related to fire suppression and safety. All plans and specifications would be reviewed by the San Bruno Fire Department. The Specific Plan is therefore unlikely to result in a significant risk of loss, injury or death involving wildland fires.

References:
City of San Bruno, *San Bruno Redevelopment Project Area Plan Draft EIR*, March 1999.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Final EIR*, May 1999.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any water quality standards or waste discharge requirements? ☒ ☐ ☐ ☐

Discussion:
The impact of the Specific Plan on water quality standards or waste discharge requirements will be discussed in the U.S. Navy Site Specific Plan Environmental Impact Report, in the discussion related to Public Utilities.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there should be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? ☐ ☐ ☐ ☐

Discussion:
The impact of the Specific Plan on groundwater supplies will be discussed in the U.S. Navy Site and Its Environs Specific Plan Environmental Impact Report, in the discussion related to Public Utilities.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion of siltation on- or off-site? ☐ ☒ ☐ ☐

Discussion:
Development proposed as part of the Specific Plan would replace an estimated 30 structures at the U.S. Navy site with seven to ten structures and landscaping, and replace commercial buildings along a portion of El Camino Real with new commercial buildings. Proposed development would not alter a stream or river, but could result in an increase in paved surfaces in some portions of the Specific Plan area. Stormwater drainage will be discussed and analyzed in the U.S. Navy Site Specific Plan Environmental Impact Report. The cumulative result of development proposed for the U.S. Navy site would result in increased nonpoint-source pollution entering stormwater runoff and entering the regional storm drain system or water resources. Because the U.S. Navy site is located within the San Bruno Redevelopment Project Area, the following mitigation measures would be required:

- **Mitigation Measure G.2a:** The City of San Bruno shall strongly recommend, for incorporation into all redevelopment designs, that stormwater collected from new parking lots and other impervious areas be moved through vegetated drainage swales or other vegetated drainage areas prior to any discharge into storm drain systems. A more technical option is the inclusion of oil/water separators built for stormwater inflows.

- **Mitigation Measure G.2b:** To help minimize the amount of runoff containing urban pollutants, streets and parking areas in the redevelopment subareas shall be frequently cleaned by the City of San Bruno using street-sweeping equipment, and the collected material properly disposed. (The City of San Bruno currently has a street-sweeping program in place as part of the City's participation in the countywide Storm Water Pollution Prevention Program (STOPPP).)

- **Mitigation Measure G.2c:** The City of San Bruno shall encourage development and use of pesticide and fertilizer management plans for landscaped areas.

- **Mitigation Measure G.3:** The City shall require all developers/contractors to develop and implement a SWPPP, as required by the State Water Resources Control Board, for areas to be disturbed by construction activities of five acres or more. The City would additionally require contractors on construction projects of less than five acres that have the potential to degrade water quality to prepare an SWPPP even though they are not required by law to do so.

References:
City of San Bruno, *San Bruno Redevelopment Project Area Plan Draft EIR*, March 1999.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Final EIR*, May 1999.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? ☐ ☐ ☒ ☐

Discussion:
See Response to VIII.(c), above and VIII.(I), below.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems? ☒ ☐ ☐ ☐

Discussion:
The storm water system and the impact of development proposed as part of the Specific Plan will be analyzed in the Public Utilities section of the U.S. Navy Site and Its Environs Specific Plan Environmental Impact Report.

f) Otherwise substantially degrade water quality? ☒ ☐ ☐ ☐

Discussion:
Development proposed as part of the Specific Plan would have no impact on the City of San Bruno's well water (Bradshaw, 2000). However the City of San Bruno is currently subject to a "Cease and Desist Order" issued in 1997 by the California Regional Water Control Board. (Order No. 97-104). The U.S. Navy Site and Its Environs Specific Plan Environmental Impact Report will therefore fully describe and analyze the impact of the development proposed as part of the Specific Plan on water service and waste water service in its Public Utilities section.

References:
Bradshaw, Jerry, Deputy Public Works Director, Department of Public Works, City of San Bruno, personal communications, June 27, 2000, July 5, 2000.
California Regional Water Quality Control Board, Order No. 97-104, August 20, 1997.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? ☐ ☐ ☒ ☐

Discussion:
The development proposed as part of the Specific Plan would not place any residential uses within an area known to be in a 100-year flood hazard area.

References:
City of San Bruno, *City of San Bruno 1984 General Plan and Environmental Impact Report*, June 25, 1984.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Draft EIR*, March 1999.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Final EIR*, May 1999.
ESRI and FEMA, *Online Hazard Map*, http://www.esri.com/hazards/makemap.html, accessed July 17, 2000.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐

Discussion:
See response to VIII.(h), above.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐

Discussion:
The risk of flooding in urban areas is dependent on preceding soil conditions, the amount and intensity of rainfall, and capabilities of the storm drain system. It is the function of the storm drain system to move surface runoff into gutters, storm drain inlets, channels, creeks, collection basins, and eventually to the receiving bay, which for the City of San Bruno is the San Francisco Bay. Maintenance and cleaning of storm drain channels is very important to the proper functioning of the system. Urban areas can experience debris blockage of drainage channels, which can result in flooding. In areas near drainage channels, spot flooding is possible if the channels have not been maintained.

In the City of San Bruno, occasional flooding occurs in San Bruno's low-lying areas located along the San Mateo Avenue central business district, Kains Avenue east of Green Street, San Mateo near City Park (south of Crystal Springs Road), and north and east of Capuchino High School.

The Specific Plan area is not located within an area prone to flooding. However, flooding and overflows have occurred just outside the northeastern perimeter of the Specific Plan at and near the intersection of Sneath Lane and El Camino Real, particularly during periods of heavy rain and high tides. The City of San Bruno has therefore proposed improvements to the sanitary sewer pipes to lessen inflow and infiltration problems that collectively have resulted in overflows at the City of San Bruno's sewage treatment plant in South San Francisco.

In addition, because development in the Specific Plan area is also within the San Bruno Redevelopment Project area, development would be required to incorporate the following mitigation measures, included in the San Bruno Redevelopment Project Area Plan EIR:

- **Mitigation Measure G.1a:** The City of San Bruno shall use Best Management Practices for design and installation of the stormwater drainage systems and discharge points shall be used to reduce the risk of localized and downstream flooding.

- **Mitigation Measure G.1b:** The City of San Bruno shall require the use of permanent stormwater controls at redevelopment sites to reduce stormwater discharge to the greatest extent feasible. (These measures include the use of ponds built into landscapes, unlined runoff channels and dispersion points into landscaped areas, etc.)

- **Mitigation Measure G.1c:** The City of San Bruno shall strongly recommend or require that dispersed stormwater from Redevelopment project shall be directed into the landscape, cultivated landscape, or natural vegetation where feasible.

- **Mitigation Measure G.1d:** If it is not possible to retain stormwater runoff on site at applicable design storm levels, the City of San Bruno shall require that a plan of the site storm drain system and capacity for Redevelopment projects would be provided to, reviewed and approved by the San Bruno Public Works Department.

Additional information concerning the City of San Bruno's storm water system will be provided in the U.S. Navy Site and Its Environs Specific Plan Environmental Impact Report. However, the risk of flooding in the Specific Plan area is considered less than significant.

References:
City of San Bruno, *Draft 2000-2005 Capital Improvement Program*, [no date].
City of San Bruno, *San Bruno Redevelopment Project Area Plan Draft EIR*, March 1999.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Final EIR*, May 1999.

j) Inundation of seiche, tsunami, or mudflow? ☐ ☐ ☒ ☐

Discussion:
A seiche is a long wave in a lake or bay, generally caused by high winds or changes in the atmospheric pressure. Water, originally driven away from the shore, surges back to the shore after pressure is relieved. A tsunami is a series of travelling ocean waves, generated primarily by underwater earthquakes. Tsunamis travel in deep water and can rise over 100 feet high. Mudflows originate from heavy rains, earthquakes or any event that may cause slopes to become saturated.

The City of San Bruno has no known risk of seiches, and a tsunami has not occurred in the history of the City. A potential for mudflows exists in steeper areas. However, the Specific Plan area is not located in an area subject to inundation, or at the foot of a slope. Therefore, the risk of seiches, tsunamis and mudflows is considered to be less than significant.

References:
Association of Bay Area Governments (ABAG), *ABAG Earthquake Maps and Information*, http://www.abag.ca.gov/bayarea/eqmaps/eqmaps.html, accessed July 10, 2000.
Association of Bay Area Governments, *Dam Failure Inundation Hazard Map for South San Francisco/Brisbane/San Bruno*, http://www.abag.ca.gov/cgi-bin/pickdamx.pl, accessed July 10, 2000.
City of San Bruno, *City of San Bruno 1984 General Plan*, June 25, 1984.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Draft EIR*, March 1999.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Final EIR*, May 1999.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
IX. LAND USE AND PLANNING -- Would the project:				
a) Physically divide an established community?	☒	☐	☐	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

Discussion:
a), b): The proposed Specific Plan would include existing uses and new development in an area that has been used by the U.S. Navy for nearly 60 years. The U.S. Navy Site and Its Environs Specific Plan Environmental Impact Report will therefore fully describe and analyze the impact of the development proposed as part of the Specific Plan on land use, and land use plans and policies.

c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	☐	☒

Discussion:
The Specific Plan area is not part of a habitat conservation plan or natural communities conservation plan.

References:
City of San Bruno, *City of San Bruno Redevelopment Project Area Plan Draft EIR*, March, 1999.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
X. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the state?	☐	☐	☐	☒

Discussion:
Areas classified as MRZ-2 are areas where adequate information indicates that significant mineral deposits are present. Areas classified as MRZ-1 are areas where adequate information indicates that no significant mineral deposits are present or where it is judged that there is little or no likelihood of significant mineral deposits. No lands in the City of San Bruno are classified

as MRZ-2. The San Bruno area located west of U.S. 101 and east of I-280 and that also encompasses the Specific Plan area, is classified as MRZ-1.

References:
City of San Bruno, *San Bruno Redevelopment Project Area Plan Draft EIR*, March 1999.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Final EIR*, May 1999.

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? ☐ ☐ ☐ ☒

Discussion:
The City of San Bruno 1984 General Plan states: "San Bruno has no resources which are presently managed for production. These would include agricultural uses, forest lands, mineral deposits, or fisheries" (p. 63). In addition, the San Mateo County General Plan does not identify any oil, gas, mineral water, gemstones, limestone and shell, sand and gravel, in the City of San Bruno. The proposed Specific Plan would therefore result in no impact on the availability of locally important mineral resources.

References:
City of San Bruno, *1984 General Plan and Environmental Impact Report*, June 26, 1984.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Draft EIR*, March 1999.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Final EIR*, May 1999.
County of San Mateo, *General Plan*, November 18, 1986.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XI. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐

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 expose people residing or working in the project area to excessive noise levels? ☒ ☐ ☐ ☐

Discussion:

a) – e) Development proposed as part of the General Plan would be located within two miles of a public airport, and could expose persons residing in the Specific Plan area to excessive noise levels from operations at San Francisco International Airport. The potential impact of airport-related noise on persons working or residing in development proposed as part of the Specific Plan will be fully discussed and analyzed in the U.S. Navy Site and Its Environs Specific Plan Environmental Impact Report.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? ☐ ☐ ☐ ☒

Discussion:

The Specific Plan is not located within the vicinity of a private airstrip.

References:

City of San Bruno, *City of San Bruno 1984 General Plan*, June 25, 1984.

Thomas Bros. Maps, *The Thomas Guide Digital Edition: 1999 Bay Area*, October, 1998.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*

XII. POPULATION AND HOUSING -- Would the project:

a) Induce substantial 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)? ☒ ☐ ☐ ☐

Discussion:

The development proposed as part of the Specific Plan would lead to an increase in the permanent residential population at the U.S. Navy site, as well as a substantial increase in the daytime population at the site. The proposed development would also include roadway improvements and other infrastructure improvements. As a result, the impact of the development proposed as part of the Specific Plan on population growth inducement will be described and analyzed in full in the U.S. Navy Site and Its Environs Specific Plan Environmental Impact Report.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? ☐ ☐ ☐ ☒

Discussion:
The development proposed as part of the Specific Plan would result in the demolition of facilities currently and formerly used for housing at the U.S. Navy site. Two units of officers' housing would be demolished, one of which is currently occupied by a family of four. In addition, the U.S. Navy site includes three sets of buildings originally used as barracks, some of which are currently used for office space, and the remainder of which are unoccupied. No Navy or Marines personnel currently resides in the these former barracks facilities. The current occupants of the officers' housing unit would be relocated by the U.S. Navy. Therefore, the Specific Plan would not require construction of replacement housing elsewhere.

References:
Brown, Harold E., Relocation Project Manager, EFA West, U.S. Navy, personal communication, July 6, 2000.
Project description.

c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere? ☐ ☐ ☐ ☒

Discussion:
See response to XII (b), above. The development proposed as part of the Specific Plan would result in displacement of one family that includes U.S. Navy personnel. The family would be relocated as part of the U.S. Navy's relocation service. The U.S. Navy has been in the process of consolidating its San Bruno operations with operations at other sites for several years.

References:
Brown, Harold E., Relocation Project Manager, EFA West, U.S. Navy, personal communication, July 6, 2000.
Project description.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XIII. PUBLIC SERVICES -- Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☒	☐	☐	☐

Police protection?	☒	☐	☐	☐
Schools?	☒	☐	☐	☐
Parks?	☒	☐	☐	☐
Other public facilities?	☒	☐	☐	☐

Discussion:
The development proposed as part of the Specific Plan would increase the number of users of public services provided by the City of San Bruno and the County of San Mateo and could have a significant impact on provision of those services. As a result, the impact of the proposed development at the U.S. Navy site will be fully described and analyzed in the U.S. Navy Site and Its Environs Specific Plan Environmental Impact Report.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XIV. RECREATION --				
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?	☐	☐	☒	☐

Discussion:
The development proposed as part of the Specific Plan would result in an increase in the daytime and permanent residential populations in the Specific Plan area. Commodore Park serves the Specific Plan area and is a four-acre passive park that includes picnic tables, a baseball field, restrooms, an exercise course, barbecue pits and play equipment. Commodore Park has no regularly scheduled activities and, with the exception of weekly maintenance staff, is unstaffed. The nearest park outside of the Specific Plan area is Forest Lane Park, located at Forest Lane and Green Avenue, southeast of the Specific Plan area, across El Camino Real and south of an I-380 off-ramp. Like Commodore Park, Forest Lane Park is a four-acre linear park with picnic tables, barbecue pits and play equipment. Forest Lane Park also has basketball courts. However, because Forest Lane Park is located across El Camino Real and across an I-380 off-ramp, it is unlikely that persons living and/or working in the Specific Plan area would travel to use Forest Lane Park on a regular basis.

In addition to Commodore Park, the Specific Plan area encompasses several existing uses that also contain recreational facilities: an existing 136-unit portion of an 872-unit condominium complex and two existing San Mateo County schools. Under the City of San Bruno's Zoning Ordinance, all commercial buildings constructed in the Specific Plan area would be required to landscape a minimum of 15 percent of the gross land area of the building site. Landscape requirements for hotel, residential and office buildings range from five percent to 15 percent of a proposed development site. The City of San Bruno building code requires developers of subdivisions to "provide adequate and appropriate recreational facilities for the subdivision by the dedication of land in the subdivision or by the payment of fees in lieu thereof, in accordance with the conditions and requirements of this section" (Building Code section 12.44.140,

p. 12-64). Lastly, the City of San Bruno has stated that development proposed under the Specific Plan would not have an adverse impact on existing parks (Smith, 2000).

Development proposed as part of the Specific Plan would therefore not have an adverse impact on nearby neighborhood or regional parks.

Additional discussion and analysis of the impact of the development proposed under the Specific Plan is provided in the U.S. Navy Site Specific Plan Environmental Impact Report. This analysis relates to whether or not the development would result in substantial adverse 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 public parks services.

References:
City of San Bruno, *City of San Bruno Zoning Ordinance*, May 1, 1995.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Draft EIR*, March 1999.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Final EIR*, May 1999.
Smith, Dennis, Interim Director, City of San Bruno Parks and Recreation Department, personal communication, June 26, 2000.

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? ☐ ☐ ☒ ☐

Discussion:
The development proposed under the Specific Plan would include recreational facilities. See discussion under XIV (a), above. These physical facilities would be included within the specific proposed development. For example, construction of a residential housing project would include a recreational facility as part of the project. However, there are no specific proposals under consideration at this time, making analysis of any proposed recreational facilities and the potential for further adverse environmental impacts inconclusive.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XV. TRANSPORTATION / TRAFFIC -- Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections?	☒	☐	☐	☐

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Result in inadequate parking capacity?	☒	☐	☐	☐
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☒	☐	☐	☐

Discussion:

a)-b), d), f)-g) The impact of development proposed as part of the Specific Plan on traffic and circulation will be described and analyzed in the U.S. Navy Site and Its Environs Specific Plan Environmental Impact Report.

c) Development proposed as part of the Specific Plan would not result in any changes to air traffic patterns at nearby San Francisco International Airport. The impact of development proposed as part of the Specific Plan on safety issues will be fully discussed and analyzed in the U.S. Navy Site and Its Environs Specific Plan Environmental Impact Report.

References:
Project description.

d) Development proposed as part of the Specific Plan would improve emergency access by providing a new entrance to the U.S. Navy site along El Camino Real that would intersect Commodore Drive, as well as a new north-south roadway, and would extend the width of the U.S. Navy site. Fire lanes, proposed as part of the project and constructed along San Francisco Water District easements, would separate proposed residential and office uses, and allow immediate access to the rear of the National Archives facility. The Specific Plan would therefore improve fire access to the Specific Plan area.

References:
Project description.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☒	☐	☐	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
d) Are sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☒	☐	☐	☐
e) Has the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐

Discussion:

a) – e) The development proposed as part of the Specific Plan would increase the number of customers that require water from the City of San Bruno, as well as the number of customers for sanitary sewer and storm drain service. In addition to residential use, the development would add hotel and commercial uses that would require these utility services. As a result, the impact of the development proposed as part of the Specific Plan on the provision of water, sewer and storm drain services by the City of San Bruno will be fully described and analyzed in the U.S. Navy Site and Its Environs Specific Plan.

f) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☒	☐	☐	☐

Discussion:

Solid waste collected by the San Bruno Garbage Company is deposited at the 173-acre Ox Mountain Class III landfill (nonhazardous waste), owned by Browning-Ferris Industries, a Texas-based company, and is overseen by San Mateo County. The landfill has capacity to 2017, and an expansion would increase capacity by as much as eight years. However, the development proposed as part of the Specific Plan could significantly increase the amount of solid waste in the City of San Bruno and thereby decrease the capacity of the Ox Mountain

landfill. As a result, the U.S. Navy Site and Its Environs Specific Plan Environmental Impact Report will assess the impact of the proposed development on the Ox Mountain landfill.

References:
City of San Bruno, *San Bruno Redevelopment Project Area Plan Draft EIR*, March 1999.
City of San Bruno, *San Bruno Redevelopment Project Area Plan Final EIR*, May 1999.

g) Comply with federal, state, and local statutes and regulations related to solid waste?	☒	☐	☐	☐

Discussion:
Development proposed as part of the Specific Plan would increase the amount of solid waste in the City of San Bruno, perhaps more than anticipated by recycling plans mandated by state law. As a result, the U.S. Navy Site and Its Environs Specific Plan Environmental Impact Report will assess the whether the development as part of the Specific Plan complies with federal, state and local statutes and regulations related to solid waste.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b) Does the project have impacts that are individually limited, but cumulative considerable? ("Cumulative 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?	☒	☐	☐	☐

APPENDIX D

TRANSPORTATION, CIRCULATION AND PARKING METHODOLOGY

APPENDIX D
TRANSPORTATION, CIRCULATION, AND PARKING METHODOLOGY

STUDY SCENARIOS

Three study scenarios are examined in this analysis:

- Existing Condition
- No Project Condition
- Project Condition

EXISTING CONDITION

The existing condition scenario represents traffic conditions that exist today. The operations of the study intersections for the existing condition were evaluated using existing turning movement counts, existing intersection geometries, and existing traffic signal operation parameters.

Study intersections evaluated as part of this analysis were selected in cooperation with the City of San Bruno staff. Project study intersections are listed in Table D.1.

NO PROJECT CONDITION

The No Project condition is defined as the 2020 Condition conforming to the policies and land uses outlined in the 1999 *Redevelopment Plan EIR*, with the exception that no residential developments are to be implemented at the proposed project site. Under the No Project condition, the proposed project site would be developed with 600,000 square feet of office space, an 800-room hotel, an 85,000 square-foot conference center, and 150,000 square feet of retail development. The existing Navy site buildings would be demolished to make room for the new development. A number of approved/planned projects would be developed within the City of San Bruno as outlined in the Redevelopment Plan EIR.

The operations of the study intersections for the No Project condition were evaluated using estimated future turning movement counts, anticipated future intersection geometries, and anticipated traffic signal operation parameters.

TABLE D.1
STUDY INTERSECTION LOCATIONS

1. El Camino Real/ Noor Avenue [1,2]
2. El Camino Real/ Sneath Lane
3. El Camino Real/Tanforan Shopping Center Driveway[2]
4. El Camino Real/ I-380 WB off-ramp
5. El Camino Real/ I-380 EB off-ramp
6. El Camino Real/ San Bruno Avenue [3]
7. Sneath Lane/ I-280 SB on-/ off-ramps
8. Sneath Lane/ I-280 NB on-/ off-ramps
9. Sneath Lane/ Cherry Avenue
10. Sneath Lane/ Commodore Drive [2]
11. Cherry Avenue/Commodore Avenue [2]

1 Intersection located in the City of South San Francisco.
2 Stop-controlled intersection.
3 CMP Intersection.

SOURCE: DKS Associates, 2000.

PROJECT CONDITION

The project condition consists of the No Project condition plus potential changes in traffic volumes and roadway improvements initiated by the Specific Plan. Under the Project condition, the proposed project site would be developed with 285,000 square feet of office development, 210 apartment units, 20,000 square feet of retail area to be located within the office complexes, 15,000 square feet of commercial area, a 190-unit senior assisted-living facility, and a 500-room hotel. The Sneath Lane/Commodore Drive intersection would be signalized as part of the proposed project.

The operations of the study intersections for the project condition were evaluated using the No Project plus project traffic trips, anticipated future intersection geometries, and anticipated traffic signal operation parameters.

LEVEL OF SERVICE

Intersection operations are evaluated in terms of "level of service" (LOS), which is a measure of driving conditions and vehicle delay. Levels of service range from A (best) to F (poorest). LOS A, B and C indicate satisfactory conditions where traffic can move relatively freely. LOS D describes conditions where delay is more noticeable. LOS E indicates conditions where traffic volumes are at or close to capacity, resulting in significant delays and average travel speeds that are one-third the uncongested speeds or lower. LOS F characterizes conditions where traffic demand exceeds available capacity, with very slow speeds (stop-and-go) and long delays (over a minute) and queuing at signalized intersections.

INTERSECTION LEVEL OF SERVICE METHODOLOGY

The TRB *Circular 212* Planning is the selected level of service calculation method for the designated signalized intersections in the San Mateo County's CMP Roadway System. A signalized intersection's level of service, according to the method described in TRB *Circular 212*, is based on dividing the sum of the critical volumes by the intersection's capacity. This calculation yields the volume-to-capacity ratio (V/C). The critical movements are the combinations of through movements plus right-turn movements if there is not exclusive right-turn lane, and opposing left-turn movements that represent the highest per-lane volumes. Descriptions of levels of service for signalized intersections, together with their corresponding V/Cs, are presented in Table D.2.

Traffic levels of service for the unsignalized intersections were evaluated using the methodology outlined in the 1994 *Highway Capacity Manual* (Transportation Research Board, Special Report No. 209, 1994). For unsignalized intersection analysis, each traffic movement that yields to another movement is evaluated separately and assigned a level of service. The level of service is based on the relative ability of yielding traffic to find adequate gaps in conflicting traffic flows. The *Highway Capacity Manual* methodology results in a separate LOS for individual movements and also provides an intersection average level of service. Descriptions of levels of service for unsignalized intersections are presented in Table D.3.

EXISTING CONDITION

The operations of the study intersections for the existing condition were evaluated using existing turning movement counts, existing intersection geometries, and existing traffic signal operation parameters.

INTERSECTION LEVEL OF SERVICE

Existing weekday a.m. peak (7:00 to 9:00 a.m.), midday peak (11:00 a.m. to 1:00 p.m.), and p.m. peak (4:00 to 6:00 p.m.) period and existing weekend peak (11:00 a.m. to 1:00 p.m.) period intersection operations were evaluated using the *Circular 212* and *HCM 1994* methodologies with existing traffic volumes and lane geometries. The level of service results are summarized in Table D.4.

All study intersections currently operate at LOS D or better during the a.m., midday, p.m., and weekend peak-hours except for three intersections(see Table D.4):[1]

1. El Camino Real/Noor Avenue (LOS E during p.m. peak hour and LOS F during the weekend peak hour)

2. El Camino Real/Sneath Lane (LOS E during the weekend peak hour)

[1] The a.m. peak hour, midday peak hour, and p.m. peak hour are the one-hour periods that occur during the two-hour peak periods (from 7:00 to 9:00 a.m., 11:00 a.m. to 1:00 p.m., and 4:00 to 6:00 p.m.), respectively on a given midweek day. The weekend peak hour is the one-hour period that occurs during the two-hour peak period of 11:00 a.m. to 1:00 p.m. on a given weekend day.

TABLE D.2
LEVEL OF SERVICE DEFINITIONS – SIGNALIZED INTERSECTIONS

Level of Service	Volume to Capacity Ratio	Description
A	≤0.60	Uncongested operations; all queues clear in a single signal cycle.
B	0.61-0.70	Very light congestion; an occasional approach phase is fully utilized.
C	0.71-0.80	Light congestion; occasional backups on critical approaches.
D	0.81-0.90	Significant congestion on critical approaches, but intersection functional. Cars required to wait through more than one cycle during short peaks. No long-standing queues formed.
E	0.91-1.00	Severe congestion with some long-standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es).
F	>1.00	Total breakdown, stop-and-go operation.

SOURCE: San Mateo County Congestion Management Program, 1999.

TABLE D.3
LEVEL OF SERVICE DEFINITIONS – UNSIGNALIZED INTERSECTIONS

Level of Service	Expected Delay	Average Total Delay (Seconds)
A	Little or no delay	≤5
B	Short traffic delay	>5 and ≤10
C	Average traffic delays	>10 and ≤20
D	Long traffic delays	>20 and ≤30
E	Very long traffic delays	>30 and ≤45
F	Extreme delays potentially affecting other traffic movements in the intersection	>45

SOURCE: Transportation Research Board (TRB), *Highway Capacity Manual*, Special Report No. 209, 1994.

TABLE D.4
EXISTING INTERSECTION LEVEL OF SERVICE (LOS) RESULTS

Intersection	Weekday AM Peak Hour [1]		Weekday Midday Peak Hour [1]		Weekday PM Peak Hour [1]		Weekend Peak Hour [1]	
	V/C [2]	LOS	V/C [2]	LOS	V/C [2]	LOS	V/C [2]	LOS
1. El Camino Real/ Noor Avenue [3,4]	-	B	-	D	-	E	-	F
2. El Camino Real/ Sneath Lane	0.65	B	0.60	A	0.70	B	0.90	E
3. El Camino Real/Tanforan Shopping Center Drwy[4]	-	A	-	B	-	C	-	D
4. El Camino Real/ I-380 WB off-ramp	0.52	A	0.54	A	0.61	B	0.50	A
5. El Camino Real/ I-380 EB off-ramp	0.40	A	0.48	A	0.40	A	0.48	A
6. El Camino Real/ San Bruno Avenue [5]	0.42	A	0.50	A	0.60	A	0.66	B
7. Sneath Lane/ I-280 SB on-/ off-ramps	0.73	C	0.43	A	0.72	C	0.68	B
8. Sneath Lane/ I-280 NB on-/ off-ramps	0.39	A	0.19	A	0.58	A	0.35	A
9. Sneath Lane/ Cherry Avenue	0.42	A	0.38	A	0.47	A	0.50	A
10. Sneath Lane/ Commodore Drive [4]	-	D	-	E	-	F	-	F
11. Cherry Avenue/Commodore Avenue[4]	-	A	-	A	-	C	-	C

1 The weekday a.m. peak hour, midday, and p.m. peak hour are the one-hour periods that occur during the two-hour peak periods, from 7:00 to 9:00 a.m., from 11:00 a.m. to 1:00 p.m., and from 4:00 to 6:00 p.m., respectively. The weekend peak hour is the one hour period that occurs during the two-hour-peak between 11:00 a.m. and 1:00 p.m. on a given weekend day.

2 Volume to Capacity (V/C) Ratio.

3 Intersection located in the City of South San Francisco.

4 Stop-controlled intersection.

5 CMP Intersection.

SOURCE: DKS Associates, 2000.

10. Sneath Lane/Commodore Drive (LOS F during the p.m. and weekend peak hours and LOS E during the midday peak hour)

A detailed analysis of each intersection is provided in Attachment D.1, which is available at City of San Bruno offices (567 El Camino Real).

FUTURE INTERSECTION GEOMETRIES

There are a number of planned/programmed intersection geometric improvements that would affect traffic conditions at two of the study intersections:

2. El Camino Real/Sneath Lane. The east leg of Sneath Lane is to be modified to accommodate two left turn lanes, two through lanes, and one right turn lane. With these improvements, the El Camino Real/Sneath Lane intersection would consist of two left turn lanes, three through lanes, and one right turn lane in the northbound direction; one left turn lane, one shared left through lane, one through lane, and one right turn lane in the eastbound direction; one left turn, one right turn, and three through lanes in the southbound direction; and two left turn lanes, two through lanes, and one right turn lane in the westbound direction.

3. El Camino Real/Tanforan Shopping Center Driveway. With the planned Tanforan Mall improvements and development of the proposed project site under either the No Project or Project Conditions, the existing El Camino Real/Tanforan Shopping Center Driveway study intersection is to be converted into a signalized four-legged intersection. This intersection is to consist of two left turn lanes, three through lanes, and one right turn lane in the northbound direction along El Camino Real; one shared left through lane and one right turn lane in the westbound direction at the Tanforan Shopping Mall exit; two left turn lanes, two through lanes, and one shared through right turn lane in the southbound direction along El Camino Real; and one shared through left and one right turn lane in the eastbound direction at the proposed Navy Site entrance.

These planned/programmed intersection geometric improvements are anticipated to be completed by the year 2020 and have been included in both the No Project and Project Condition.

NO PROJECT CONDITION

The No Project condition is defined as the 2020 Condition conforming to the policies and land uses outlined in the 1999 *Redevelopment Plan EIR* with the exception that no residential developments are to be implemented at the proposed project site. Under the No Project condition, the proposed project site would be developed with 600,000 square feet of office space, an 800-room hotel, an 85,000 square-foot conference center, and 150,000 square feet of retail development. The existing Navy site buildings would be demolished to make room for the new development. Approved/planned projects would be developed within the City of San Bruno as outlined in the Redevelopment Plan EIR.

The operations of the study intersections for the No Project condition were evaluated using estimated future turning movement counts, anticipated future intersection geometries, and anticipated traffic signal operation parameters.

INTERSECTION TURNING MOVEMENT VOLUMES

AM and PM peak-hour traffic volumes for the No Project Condition were developed using the CCAG/San Mateo travel forecast model, as outlined in Appendix D-3 of the 1999 *San Bruno Redevelopment Project Area Final Environmental Impact Report*. The year 2020 CCAG/San Mateo travel forecast model accounted for growth due to background regional traffic growth, development of the proposed project site with the land uses designated under the No Project Condition, and all of the approved/planned project developments planned as part of the San Bruno Redevelopment Plan except for the 400-room hotel planned at the Lumberyard triangle site and the 100 apartment units planned along El Camino Real. Traffic that would be generated with development of the approved/planned Redevelopment Plan projects not accounted for in the CCAG/San Mateo travel forecast model were added to the base 2020 CCAG/San Mateo travel forecast model as outlined in the trip generation and distribution and traffic assignment sections below.

Because the travel demand model provides information in the form of link data, for which the total volume for each intersection approach is provided, but not the distribution of volumes for each turning movement (i.e., the proportion of vehicles turning left, turning right, and going straight through), and because the model focuses more on larger regional routes than on minor site driveways, traffic volumes at the three project driveways (El Camino Real/Tanforan Shopping Center, Sneath Lane/Commodore Drive, and Cherry Avenue/Commodore Avenue intersections) were manually distributed so that the total number of vehicles coming in and out of the project site driveways would equal the number of vehicle trips predicted to be generated with the development of the proposed project site. The trip generation, and trip distribution and traffic assignment, sections described the procedure used to determine the project driveway traffic volumes in more detail.

Because the CCAG/San Mateo travel forecast model does not provide traffic volume data for weekday and weekend peak hour condition, these traffic volumes were determined by extrapolating existing weekend peak hour and midday peak hour traffic counts based on the average a.m. and p.m. peak-hour growth rate (identified by comparing the existing a.m. and p.m. peak-hour count volumes with the predicted year 2020 a.m. and p.m. peak-hour traffic volumes developed using the CCAG/San Mateo travel forecast model).

TRIP GENERATION

The number of vehicle trips generated by the approved/planned Redevelopment Plan projects not included in the CCAG/San Mateo travel forecast model and the development of the proposed project site as designated under the No Project Condition were determined based on vehicle-trip generation rates published in the Institute of Transportation Engineers (ITE), 6th Edition, *Trip*

Generation Manual. Vehicle trip generation under the No Project Condition is summarized in Table D.5.

As indicated in Table D.5, development of the proposed project site consistent with the No Project Condition definition would result in a vehicle trip generation of 1,597 a.m. peak hour trips, 1,760 midday peak hour trips, 1,629 p.m. peak hour trips, and 1,374 weekend peak hour trips.

TRIP DISTRIBUTION AND ASSIGNMENT

Vehicle trips generated by the developments listed in Table D.5 were distributed through the local roadway network based on the trip distribution percentages for office, residential, and retail land use types as listed in Table D.6. In this analysis, the "residential" trip distribution rates were applied to apartments proposed under the Redevelopment Plan, the "office" trip distribution rates were applied to the hotel and convention center land uses, and the "retail" distribution rates were applied to the retail development.

Note, as mentioned earlier, the base volumes determined using the CCAG/San Mateo forecast model already included the vehicle-trips generated by developing the proposed project site (Navy site) with the land uses designated under the No Project condition. Therefore the number of vehicle trips generated with development of the proposed Navy site were used to adjust the project driveway volumes only and not added on top of the predicted intersection volumes based on the CCAG/San Mateo forecast model.

TRANSIT RIDERSHIP

Mode share percentages for public transit were extracted from the travel demand model. Based on the mode share and the anticipated project site trip generation, the Navy site would generate about 191 transit trips in the a.m. peak hour, 176 transit trips in the p.m. peak hour, 165 transit trips in the midday peak hour, and 151 transit trips in the weekend peak hour under the No Project condition. Because these trips would be distributed among a number of different transit modes (i.e., different BART, bus, and Caltrain lines), the additional transit trips would not be anticipated to create any significant impacts.

INTERSECTION LEVEL OF SERVICE

Intersection operations were evaluated for the No Project condition using the *Circular 212* and *HCM 1994* methodologies with future traffic volumes and anticipated future lane geometries. The level of service results are summarized in Table D.7. Based on the levels of service calculations, six of the 11 study intersections would operate at worse than LOS D under the No Project condition:

1. El Camino Real/Noor Avenue (LOS F during the p.m., midday, and weekend peak hours)
2. El Camino Real/Sneath Lane (LOS F during the weekend peak hour)

TABLE D.5
NO PROJECT CONDITION TRIP GENERATION

Description	Size and Unit	Weekday AM Peak Hour				Weekday PM Peak Hour				Weekday Midday Peak Hour				Weekend Peak Hour			
		Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
Lumberyard Hotel [2]	400 rooms	0.67	268	155	113	0.71	284	139	145	0.55	219	101	118	0.87	348	174	174
El Camino Real/San Bruno Ave Apartments [3]	100 du [1]	0.51	50	8	42	0.62	62	42	20	0.24	24	13	11	0.52	52	26	26
Proposed Project Site (Navy Site)																	
Hotel [4]	800 rooms	0.67	536	311	225	0.71	568	278	290	0.55	438	202	236	0.87	696	348	348
Office [5]	600 ksf	1.56	936	824	112	1.49	894	152	742	1.46	874	402	472	0.41	246	133	113
Convention Center [6]	85 ksf	1.56	133	117	16	1.49	127	22	105	1.46	124	57	67	0.41	35	19	16
Retail [7,9]	150 ksf	0.51	77	47	30	1.87	280	134	146	1.83	274	142	132	2.97	446	231	215
US Navy Site [8]	-155 emp	0.55	-85	-76	-9	0.70	-109	-34	-75	0.52	-81	-39	-42	0.26	-49	-25	-24
Subtotal for Proposed Project Site (Navy Site)			1,597	1,223	374		1,760	552	1,208		1,629	764	865		1,374	706	668
TOTAL			**1,915**	1,386	537		**2,106**	733	1,374		**1,872**	878	994		**1,774**	906	868

1 Dwelling Unit (du); 1,000 square feet (ksf); employees (emp)
2 ITE Land Use # 310
3 ITE Land Use # 220
4 ITE Land Use # 310
5 ITE Land Use # 710
6 ITE Land Use # 714
7 ITE Land Use # 814
8 ITE Land Use # 733
9 A 50% internal capture trip generation rate reduction factor was applied to account for internal trips made by patrons who travel to and from other on-site facilities
" When used by the reservists on weekends, the Navy Site has the equivalent of 190 employees. Vehicle trips generated by the existing Navy Site were subtracted from the total vehicle trip generation as the existing Navy site facilities are to be demolished to make room for the new development.
" As the ITE *Trip Generation* manual does not contain weekday midday peak hour trip generation data for non-retail developments. Midday peak hour trip generation rates for the hotel, office, senior assisted living facility, and Navy site land uses were extrapolated from the PM peak hour vehicle trip generation rates provided in the ITE Manual. Based on a comparison of midday peak to p.m. peak hour production and attraction rates provided in the SacMet travel demand model, it was assured that the midpeak hour vehicle trip generation rates for the office, Navy site, Hotel, and Convention Center land uses would equal to 97.8% of the p.m. peak hour trip generation rate. For the apartment and senior assisted living, land uses, it was assumed that 38.7% of the p.m. peak rate applied during the mid peak hour.

SOURCE: DKS Associates, 2000

TABLE D.6
REDEVELOPMENT PLAN PROJECT TRIP DISTRIBUTION

Trip Route	Residential Percentage	Office[1] Percentage	Retail[2] Percentage
US 101 (North)	32	30	13
US 101 (South)	20	22	13
I-280 (North)	27	25	9
I-280 (South)	5	7	9
Skyline Blvd. (North)	1	1	8
El Camino Real (North)	7	6	18
El Camino Real (South)	3	4	25
SFO Airport	5	5	5
TOTAL	**100**	**100**	**100**

1 This rate was applied to hotel, office, convention center, and U.S. Navy site developments listed in Table D.5.
2 This rate was applied to retail developments listed in Table D.5.

SOURCE: DKS Associates, 2000

3. El Camino Real/Tanforan Shopping Center (LOS E during the a.m. peak hour and LOS F during the p.m. and weekend peak hours)

7. Sneath Lane/I-280 SB ramps (LOS E during the a.m. and weekend peak hours)

10. Sneath Lane/Commodore Drive (LOS F during all of the peak hours studied in this analysis)

11. Cherry Avenue/Commodore Avenue (LOS E during the a.m. peak hour and LOS F during the p.m. and weekend peak hours). The westbound right turn vehicles would experience LOS E or F, while vehicles traveling eastbound, northbound, and southbound would experience acceptable levels of service.

A detailed analysis of each intersection is provided in Attachment D.1, which is available at City of San Bruno offices.

Traffic signal warrant analysis was conducted for the three unsignalized intersections: El Camino Real/Noor Avenue, Sneath Lane/Commodore Drive, and Cherry Avenue/Commodore Avenue. The warrant analysis was conducted according to guidelines, established by Caltrans in the *Traffic Manual*, for warrant number 11, the Peak Hour Volume Warrant. This warrant provides a guide to the potential need for intersection signalization based on the intersection geometries and traffic volumes of the peak hour of traffic. The traffic signal warrant study serves as a guide, and is not the only consideration when evaluating the need for traffic signals.

TABLE D.7
NO PROJECT CONDITION LEVEL OF SERVICE (LOS) RESULTS

Intersection	Weekday AM Peak Hour [1]		Weekday Midday Peak Hour [1]		Weekday PM Peak Hour [1]		Weekend Peak Hour [1]	
	V/C [2]	LOS	V/C [2]	LOS	V/C [2]	LOS	V/C [2]	LOS
1. El Camino Real/ Noor Avenue [3,4]	-	C	-	F	-	F	-	F
2. El Camino Real/ Sneath Lane	0.66	B	0.74	C	0.81	D	1.10	F
3. El Camino Real/Tanforan Shopping Center Drwy	0.91	E	0.85	D	1.10	F	1.10	F
4. El Camino Real/ I-380 WB off-ramp	0.50	A	0.65	B	0.79	C	0.61	B
5. El Camino Real/ I-380 EB off-ramp	0.38	A	0.33	A	0.45	A	0.44	A
6. El Camino Real/ San Bruno Avenue [5]	0.47	A	0.61	B	0.71	C	0.74	C
7. Sneath Lane/ I-280 SB on-/ off-ramps	0.93	E	0.57	A	0.88	D	0.91	E
8. Sneath Lane/ I-280 NB on-/ off-ramps	0.51	A	0.45	A	0.71	C	0.57	A
9. Sneath Lane/ Cherry Avenue	0.70	B	0.58	A	0.64	B	0.75	C
10. Sneath Lane/ Commodore Drive [4]	-	F	-	F	-	F	-	F
11. Cherry Avenue/Commodore Avenue [4]	-	E	-	D	-	F	-	F

1 The weekday a.m. peak hour, midday, and p.m. peak hour are the one-hour periods that occur during the two-hour peak periods, from 7:00 to 9:00 a.m., from 11:00 a.m. to 1:00 p.m., and from 4:00 to 6:00 p.m., respectively. The weekend peak hour is the one hour period that occurs during the two-hour-peak between 11:00 a.m. and 1:00 p.m. on a given weekend day.
2 Volume to Capacity (V/C) Ratio.
3 Intersection located in the City of South San Francisco.
4 Stop-controlled intersection.
5 CMP Intersection.

SOURCE: DKS Associates, 2000.

Other evidence, including congestion, accident history, unique geometric situation, and driver confusion, would supplement the decision-making process.

Based on anticipated traffic volumes, existing geometries, and intersection controls, the El Camino Real/Noor Avenue and Sneath Lane/Commodore Drive intersections would require signalization. Although intersection levels of service (worse than LOS D during all peak periods as indicated in Table D.7) for the Cherry Avenue/Commodore Avenue intersection suggested that signalization might be required, signal warrant analysis indicated that the traffic volumes would not warrant signalization of the intersection. It should be noted that levels of service for unsignalized intersections are based on the average delay experience at the worst approach only, and not as an average delay experienced by drivers at all approaches. Based on the levels of service calculations provided in Attachment D, the vehicles traveling eastbound, northbound, and southbound through the intersection would not experience significant delay, as indicated by the LOS C or better for those approaches. Only the westbound right turn vehicles would experience greater delay as indicated by the poor levels of service for the worst approach as show in Table D.7.

PROJECT CONDITION

The Project condition consists of the No Project condition plus potential changes in traffic volumes and roadway improvements initiated by the Specific Plan. The operations of the study intersections for the project condition were evaluated using the No Project plus project traffic trips and future anticipated roadway geometries. With development of the proposed project, the Sneath Lane/Commodore Drive intersection would be signalized.

PROJECT TRIP GENERATION

Trip generation for the proposed project development was predicted using the same methods as discussed in the No Project condition. Proposed project trip generation was based on trip generation rates published in the Institute of Transportation Engineers, *Trip Generation*, 6th Edition Update, 1997. Because the ITE *Trip Generation* manual does not contain weekday midday-peak-hour vehicle-trip generation data for office and residential developments, trip generation for these type of land uses were extrapolated from the p.m. peak hour trip-generation rates based on midday to p.m. peak-hour trip generation ratios determined using the SACMET Regional Travel Demand Model.

The a.m. peak hour, midday peak hour, p.m. peak hour, weekend peak hour vehicle-trip generation for the proposed project are listed in Tables D.8 to D.11, respectively. As indicated in those tables, the proposed project would generate a total of 850 a.m. peak-hour vehicle trips, 742 midday peak-hour vehicle trips, 918 p.m. peak-hour vehicle trips, and 768 weekend peak-hour vehicle trips.

For comparative purposes, Tables D.8 to D.11 also list vehicle trip generation for the proposed project site, assuming development of the project site as specified under the No Project. By observing the differences between the proposed project trip generation and the No Project

TABLE D.8
A.M. PEAK HOUR NAVY SITE VEHICLE-TRIP GENERATION COMPARISON TABLE

Description	Project Condition					No Project Condition					Difference versus Total of Project
	Size and Unit	Rate	Total	In	Out	Size and Unit	Rate	Total	In	Out	
Hotel [3]	500 rooms	0.67	335	194	141	800 rooms	0.67	536	311	225	+201
Apartments [4]	210 du [1]	0.51	107	17	90						-107
Office [6]	150 ksf [2]	1.56	234	206	28	600 ksf	1.56	936	824	112	+702
Office [6]	135 ksf	1.56	211	186	25						-211
Retail [2,10]						150 ksf	0.51	77	47	30	+77
Senior Assisted Living	190 units	0.17	32	14	18						-32
Specialty Retail [2,8]	20 ksf	0.51	10	6	4						-10
Commercial [8]	15 ksf	1.02	15	9	6						-15
Convention Center [7]						85 ksf	1.56	133	117	16	+133
US Navy Site [9]	-155 emp	0.55	-85	-76	-9	-155 emp	0.55	-85	-76	-9	0
TOTAL			**859**	**556**	**303**			**1,597**	**1,223**	**374**	**+738**

1 Dwelling Unit (du), 1,000 square feet (ksf), employees (emp)
2 A 50% internal capture trip generation rate reduction factor was applied to account for internal trips made by patrons who travel to and from other on-site facilities.
3 ITE Land Use # 310
4 ITE Land Use # 220
5 ITE Land Use # 310
6 ITE Land Use # 710
7 ITE Land Use # 714
8 ITE Land Use # 814
9 ITE Land Use # 733
10 ITE Land Use # 820

SOURCE: DKS Associates, 2000

TABLE D.9
MIDDAY PEAK HOUR NAVY SITE VEHICLE-TRIP GENERATION COMPARISON TABLE

Description	Project Condition					No Project Condition					Difference versus Total of Project
	Size and Unit	Rate	Total	In	Out	Size and Unit	Rate	Total	In	Out	
Hotel [3]	500 rooms	0.55	274	126	148	800 rooms	0.55	438	202	236	+164
Apartments [4]	210 du [1]	0.24	50	27	24						-50
Office [6]	150 ksf [2]	1.46	219	101	118	600 ksf	1.46	874	402	472	+655
Office [6]	135 ksf	1.46	197	90	106						-197
Retail [2,10]						150 ksf	1.83	274	142	132	+274
Senior Assisted Living	190 units	0.11	20	11	9						-20
Specialty Retail [8]	20 ksf	1.27	25	11	14						-25
Commercial [8]	15 ksf	2.53	38	16	22						-38
Convention Center [7]						85 ksf	1.46	124	57	67	+124
US Navy Site [9]	-155 emp	0.52	-81	-39	-42	-155 emp	0.52	-81	-39	-42	0
TOTAL			**742**	**343**	**399**			**1,629**	**764**	**865**	**+887**

1 Dwelling Unit (du), thousand square feet (ksf), employees (emp)
2 Trip Generation rate was reduced by 50% to account for internal capture vehicle trips
3 ITE Land Use # 310
4 ITE Land Use # 220
5 ITE Land Use # 310
6 ITE Land Use # 710
7 ITE Land Use # 714
8 ITE Land Use # 814
9 ITE Land Use # 733
10 ITE Land Use # 820
11 The ITE *Trip Generation* manual does not contain weekday midday peak hour trip generation data for non-retail developments. Midday peak hour trip generation rates for the hotel, office, senior assisted living facility, and Navy site land uses were extrapolated from the p.m. peak-hour vehicle trip generation rates provided in the ITE Manual. Based on a comparison of midday peak to p.m. peak-hour production and attraction rates provided in the SacMet travel demand model, it was assured that the midpeak hour vehicle trip generation rates for the office, Navy site, Hotel, and Convention Center land uses would equal to 97.8% of the p.m. peak hour trip generation rate. For the apartment and senior assisted living, land uses, it was assumed that 38.7% of the p.m. peak rate applied during the mid peak hour.

SOURCE: DKS Associates, 2000

TABLE D.10
P.M. PEAK HOUR NAVY SITE VEHICLE-TRIP GENERATION COMPARISON TABLE

Description	Project Condition					No Project Condition					Difference versus Total of Project
	Size and Unit	Rate	Total	In	Out	Size and Unit	Rate	Total	In	Out	
Hotel [3]	500 rooms	0.71	355	174	181	800 rooms	0.71	568	278	290	+213
Apartments [4]	210 du [1]	0.62	130	87	43						-130
Office [6]	150 ksf [2]	1.49	224	38	186	600 ksf	1.49	894	152	742	+670
Office [6]	135 ksf		201	34	167						-201
Retail [2,10]						150 ksf	1.87	280	134	146	+280
Senior Assisted Living	190 units	0.27	52	29	23						-52
Specialty Retail [2,8]	20 ksf	1.30	26	11	15						-26
Commercial [8]	15 ksf	2.59	39	17	22						-39
Convention Center [7]						85 ksf	1.49	127	22	105	+127
US Navy Site [9]	-155 emp	0.70	-109	-34	-75	-155 emp	0.70	-109	-34	-75	0
TOTAL			**918**	**356**	**562**			**1,760**	**552**	**1,208**	**+842**

1 Dwelling Unit (du), 1,000 square feet (ksf), employees (emp)
2 A 50% internal capture trip generation rate reduction factor was applied to account for internal trips made by patrons who travel to and from other on-site facilities.
3 ITE Land Use # 310
4 ITE Land Use # 220
5 ITE Land Use # 310
6 ITE Land Use # 710
7 ITE Land Use # 714
8 ITE Land Use # 814
9 ITE Land Use # 733
10 ITE Land Use # 820

SOURCE: DKS Associates, 2000

TABLE D.11
WEEKEND PEAK HOUR NAVY SITE VEHICLE-TRIP GENERATION COMPARISON TABLE

Description	Project Condition					No Project Condition					
	Size and Unit	Rate	Total	In	Out	Size and Unit	Rate	Total	In	Out	Difference versus Total of Project
Hotel [3]	500 rooms	0.87	436	218	218	800 rooms	0.87	696	348	348	+260
Apartments [4]	210 du [1]	0.52	110	55	55						-110
Office [6]	150 ksf [2]	0.41	61	33	28	600 ksf	0.41	246	133	113	+184
Office [6]	135 ksf	0.41	55	30	25						-55
Retail [2,10]						150 ksf	2.97	446	231	215	+446
Senior Assisted Living	190 units	0.27	52	26	26						-52
Specialty Retail [2,8]	20 ksf	2.10	42	22	20						-42
Commercial [8]	15 ksf	4.20	63	33	30						-63
Convention Center [7]						85 ksf	0.41	35	19	16	+35
US Navy Site [9]	-190 emp	0.26	-49	-25	-24	-190 emp	0.26	-49	-25	-24	0
TOTAL			770	392	378			1,374	706	668	+604

1 Dwelling Unit (du), 1,000 square feet (ksf), employees (emp)
2 A 50% internal capture trip generation rate reduction factor was applied to account for internal trips made by patrons who travel to and from other on-site facilities
3 ITE Land Use # 310
4 ITE Land Use # 220
5 ITE Land Use # 310
6 ITE Land Use # 710
7 ITE Land Use # 714
8 ITE Land Use # 814
9 ITE Land Use # 733
10 ITE Land Use # 820

SOURCE: DKS Associates, 2000

conditions, it is noted that development under Project conditions would generate approximately 738 a.m. peak-hour, 887 midday peak-hour, 842 p.m. peak-hour, and 604 weekend peak-hour fewer vehicle trips than with development of the project site consistent with the No Project Condition.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution and assignment are processes that estimate the directions for origins and destinations of trips to and from the project sites. The number of trips estimated from the trip generation is assigned to the roadway network based on anticipated travel patterns. The distribution and assignment of the project trips for this analysis were based on travel demand model results and are consistent with the distribution rates assumed under the No Project condition. The anticipated project site trip distribution percentages are contained in Table D.12.

TABLE D.12
PROJECT TRIP DISTRIBUTION

Trip Route	Residential [1] Percentage	Office [2] Percentage	Retail [3] Percentage
US 101 (North)	32	30	13
US 101 (South)	20	22	13
I-280 (North)	27	25	9
I-280 (South)	5	7	9
Skyline Blvd. (North)	1	1	8
El Camino Real (North)	7	6	18
El Camino Real (South)	3	4	25
SFO Airport	5	5	5
TOTAL	**100**	**100**	**100**

1 These distribution rates apply to the proposed project apartment and senior assisted living developments.
2 These distribution rates apply to the proposed project office, hotel, and US Navy Site developments.
3 These distribution rates apply to the proposed project specialty retail and commercial developments.

SOURCE: DKS Associates, 2000.

PROJECT CONDITION INTERSECTION LEVEL OF SERVICE

Intersection operations were evaluated for the project condition using the *Circular 212* and *HCM 1994* methodologies with future traffic volumes and anticipated future lane geometries. The level of service results are summarized in Table D.13. Four of the study intersections would operate at below LOS D under the proposed Project Condition:

TABLE D.13
PROJECT COMPLETION LEVEL OF SERVICE (LOS) RESULTS

Intersection	Weekday AM Peak Hour [1]		Weekday Midday Peak Hour [1]		Weekday PM Peak Hour [1]		Weekend Peak Hour [1]	
	V/C [2]	LOS	V/C [2]	LOS	V/C [2]	LOS	V/C [2]	LOS
1. El Camino Real/ Noor Avenue [3,4]	-	C	-	F	-	F	-	F
2. El Camino Real/ Sneath Lane	0.65	B	0.74	C	0.80	C	1.09	F
3. El Camino Real/Tanforan Shopping Center Drwy [4]	0.76	C	0.70	B	0.84	D	1.00	E
4. El Camino Real/ I-380 WB off-ramp	0.41	A	0.56	A	0.69	B	0.54	A
5. El Camino Real/ I-380 EB off-ramp	0.37	A	0.32	A	0.45	A	0.43	A
6. El Camino Real/ San Bruno Avenue [5]	0.45	A	0.60	A	0.62	B	0.73	C
7. Sneath Lane/ I-280 SB on-/ off-ramps	0.86	D	0.50	A	0.86	D	0.86	D
8. Sneath Lane/ I-280 NB on-/ off-ramps	0.45	A	0.36	A	0.62	B	0.53	A
9. Sneath Lane/ Cherry Avenue	0.64	B	0.53	A	0.60	A	0.72	C
10. Sneath Lane/ Commodore Drive	0.43	A	0.34	A	0.38	A	0.53	A
11. Cherry Avenue/Commodore Avenue[4]	-	F	-	B	-	D	-	F

1 The weekday a.m. peak hour, midday, and p.m. peak hour are the one-hour periods that occur during the two-hour peak periods, from 7:00 to 9:00 a.m., from 11:00 a.m. to 1:00 p.m., and from 4:00 to 6:00 p.m., respectively. The weekend peak hour is the one hour period that occurs during the two-hour-peak between 11:00 a.m. and 1:00 p.m. on a given weekend day.
2 Volume to Capacity (V/C) Ratio.
3 Intersection located in the City of South San Francisco.
4 Stop-controlled intersection.
5 CMP Intersection.
6 This intersection is to be signalized as part of the proposed project.

SOURCE: DKS Associates, 2000.

1. El Camino Real/Noor Avenue (LOS F during the p.m., midday, and weekend peak hours)
2. El Camino Real/Sneath Lane (LOS F during the weekend peak hour)
3. El Camino Real/Tanforan Shopping Center (LOS E during the weekend peak hour)

11. Cherry Avenue/Commodore Avenue (LOS F during the a.m. peak and weekend peak hours). The westbound right turn vehicles would experience LOS F, while vehicles traveling eastbound, northbound, and southbound would experience LOS C or better.

A detailed analysis of each intersection is provided in Attachment D.1, which is available at City of San Bruno offices. As compared to the No Project condition, the Project condition would in general improve service conditions at the study intersections as indicated by either the improved LOS and/or decrease in volume to capacity ratio. Four intersections would function at worse than acceptable service conditions under the project condition, whereas six intersections would operate at worse than acceptable levels of service under the No Project Condition. The four intersections operating at below acceptable conditions under the Project Condition would also function at below acceptable conditions under the No Project Condition.

In general, the Project Condition would create less impacts to the study intersections than the No Project condition; therefore, based on the significance criteria established for this EIR, the proposed project would not be considered as creating significant impacts to the study intersections.

A signal warrant analysis was performed at the El Camino Real/Noor Avenue and Cherry Avenue/Commodore Avenue intersections. The warrant analysis was conducted according to guidelines, established by Caltrans in the *Traffic Manual*, for warrant number 11, the Peak Hour Volume Warrant. Similar to the No Project condition, the Cherry Avenue/Commodore Avenue intersection would not warrant signalization. The El Camino Real/Noor Avenue intersection would require signalization based on the predicted traffic volumes. As mentioned under the No Project Condition section of this report, it should be noted that levels of service for unsignalized intersections are based on the average delay experience at the worst approach only (not as an average delay experienced by drivers at all approaches). Based on the levels of service calculations provided in Attachment D, the vehicles traveling eastbound, northbound, and southbound through the intersection of Cherry Avenue/Commodore Avenue would not experience significant delay, as indicated by the LOS C or better for those approaches. Only the westbound right turn vehicles would experience greater delay as indicated by the poor levels of service for the worst approach as shown in Table D.7.

TRANSIT RIDERSHIP

Mode share percentages for public transit were extracted from the travel demand model. Based on the mode share and the anticipated project site trip generation, the Navy site would generate about 102 transit trips in the a.m. peak hour, 92 transit trips in the p.m. peak hour, 82 transit trips in the midday peak hour, and 85 transit trips in the weekend peak hour under the Project condition. Because these trips would be distributed among a number of different transit modes

(i.e., different BART, bus, and Caltrain lines) the additional transit trips would not be anticipated to create any significant impacts.

FREEWAY LEVEL OF SERVICE ANALYSIS

Freeway segment level of service was evaluated for freeway segments in the a.m. and p.m. peak hours in the vicinity of the study area. Freeway level of service standards for basic freeway segments are indicated in Table D.14.

TABLE D.14
LEVEL OF SERVICE (LOS) STANDARDS FOR CMP ROADWAY SEGMENTS

Route	Roadway Segment	LOS Standard
US 101	San Francisco County Line to I-380	E
US 101	I-380 to Millbrae Avenue	E
US 101	Millbrae Avenue to Broadway	E
US 101	Broadway to Peninsula Avenue	E
US 101	Peninsula Avenue to SR92	F
US 101	SR92 to Whipple Avenue	E
US 101	Whipple Avenue to Santa Clara County Line	F
I-280	San Francisco County Line to SR 1 (North)	E
I-280	SR1 (North) to SR1 (South)	E
I-280	SR1 (South) to San Bruno Avenue	D
I-280	San Bruno Avenue to SR92	D
I-280	SR92 to SR84	D
I-280	SR84 to Santa Clara County Line	D
I-380	I-280 to US 101	F
I-380	US 101 to Airport Access Road	C

SOURCE: San Mateo County Congestion Management Program, 1997.

Future traffic projections for the No Project condition were obtained from travel demand model results. Anticipated traffic volumes on freeway segments for the project were based upon the manual addition of project traffic to the No Project condition freeway volumes. The capacity of freeway segments was calculated based on the number of travel lanes and the travel lane capacities contained within the travel demand model. Tables D.15 and D.16 illustrate the 2020 No Project and Project freeway analysis results for the a.m. and p.m. peak hours, respectively.

TABLE D.15
CMP ROADWAY LEVEL OF SERVICE RESULTS – AM PEAK HOUR

Roadway		No Project Condition				Project Condition			
		Northbound		Southbound		Northbound		Southbound	
From	To	V/C[1]	LOS[2]	V/C[1]	LOS[2]	V/C[1]	LOS[2]	V/C[1]	LOS[2]
US101 (Bayshore Freeway)									
SR92	3rd Avenue	0.68	C	0.79	D	0.67	C	0.79	D
3rd Avenue	Peninsula Ave.	1.07	F	0.97	E	1.05	F	0.97	E
Peninsula Avenue	Broadway	1.09	F	0.85	D	1.08	F	0.85	D
Broadway	Millbrae Ave.	1.07	F	0.91	E	1.06	F	0.91	E
Millbrae Avenue	SFIA	0.96	E	0.80	D	0.95	E	0.80	D
SFIA	I-380	0.84	D	0.87	D	0.83	D	0.86	D
I-380	Grand Avenue	1.03	F	0.81	D	1.03	F	0.79	D
Oyster Point Blvd	3Com Park	0.80	D	0.80	D	0.80	D	0.78	D
I-280 (Junipero Serra Freeway)									
Bunker Hill Dr	Hayne Road	0.87	D	0.63	C	0.87	D	0.62	C
Hayne Road	Trousdale Dr.	0.89	E	0.62	C	0.89	E	0.61	C
Trousdale Drive	Hillcrest Blvd	0.89	E	0.61	C	0.89	E	0.60	C
Hillcrest Blvd	Larkspur Blvd	0.79	D	0.57	C	0.78	D	0.57	C
Larkspur Blvd	Crystal Springs Road	0.86	D	0.61	C	0.86	D	0.61	C
Crystal Springs Road	San Bruno Avenue	0.83	D	0.60	C	0.83	D	0.60	C
Sneath Lane	Westborough Blvd	0.69	C	1.10	F	0.69	C	1.08	F
Westborough Blvd	Hickey Blvd	0.63	C	0.82	D	0.63	C	0.80	D
Hickey Blvd	Serramonte Blvd	0.58	C	0.79	D	0.58	C	0.77	D
Serramonte Blvd	SR1	0.58	C	0.80	D	0.58	C	0.79	D
I-380		WB		EB		WB		EB	
I-280	El Camino Real	0.29	A	1.10	F	0.29	A	1.10	F
El Camino Real	US101	0.40	B	1.29	F	0.36	B	1.29	F

1 Volume to Capacity Ratio.
2 Level of Service

SOURCE: DKS Associates, 1999.

TABLE D.16
CMP ROADWAY LEVEL OF SERVICE RESULTS – PM PEAK HOUR

Roadway		No Project Condition				Project Condition			
		Northbound		Southbound		Northbound		Southbound	
From	To	V/C[1]	LOS[2]	V/C[1]	LOS[2]	V/C[1]	LOS[2]	V/C[1]	LOS[2]
US 101 (Bayshore Freeway)									
SR92	3rd Avenue	0.59	C	0.98	E	0.59	C	0.97	E
3rd Avenue	Peninsula Ave.	0.89	E	1.15	F	0.89	E	1.14	F
Peninsula Avenue	Broadway	0.89	E	1.14	F	0.89	E	1.12	F
Broadway	Millbrae Ave.	0.91	E	1.17	F	0.90	E	1.16	F
Millbrae Avenue	SFIA	0.84	D	1.11	F	0.83	D	1.10	F
SFIA	I-380	0.88	D	0.95	E	0.87	D	0.94	E
I-380	Grand Avenue	0.87	D	1.18	F	0.85	D	1.18	F
Oyster Point Blvd	3Com Park	0.98	E	0.93	E	0.97	E	0.92	E
I-280 (Junipero Serra Freeway)									
Bunker Hill Dr	Hayne Road	0.46	B	1.04	F	0.46	B	1.03	F
Hayne Road	Trousdale Dr.	0.47	B	1.04	F	0.47	B	1.04	F
Trousdale Drive	Hillcrest Blvd	0.55	C	1.03	F	0.55	C	1.03	F
Hillcrest Blvd	Larkspur Blvd	0.47	B	0.97	E	0.47	B	0.97	E
Larkspur Blvd	Crystal Springs Road	0.53	C	1.04	F	0.53	C	1.04	F
Crystal Springs Road	San Bruno Avenue	0.49	C	1.02	F	0.49	C	1.01	F
Sneath Lane	Westborough Blvd	1.03	F	1.06	F	1.02	F	1.06	F
Westborough Blvd	Hickey Blvd	0.81	D	0.94	E	0.79	D	0.94	E
Hickey Blvd	Serramonte Blvd	0.74	D	0.93	E	0.72	D	0.93	E
Serramonte Blvd	SR1	0.78	D	0.92	E	0.77	D	0.91	E
I-380		WB		EB		WB		EB	
I-280	El Camino Real	1.02	F	0.73	D	1.02	F	0.73	D
El Camino Real	US101	1.09	F	0.94	E	1.08	F	0.89	E

1 Volume to Capacity Ratio.
2 Level of Service

SOURCE: DKS Associates, 1999.

In the No Projection condition, it is anticipated that there would be freeway segments in violation of the CMP roadway. In the a.m. peak hour, the following segments are anticipated to violate CMP freeway segment standards in the No Project condition:

- US 101 Northbound – Peninsula Avenue to Broadway
- US 101 Northbound – Broadway to Millbrae Avenue
- US 101 Northbound – I-380 to Grand Avenue
- I-280 Northbound – Hayne Road to Trousdale Drive
- I-280 Northbound – Trousdale Drive to Hillcrest Boulevard
- I-280 Southbound – Sneath Lane to Westborough Boulevard

In the p.m. peak hour, the following segments are anticipated to violate CMP freeway segment standards in the No Project condition:

- US 101 Southbound – Peninsula Avenue to Broadway
- US 101 Southbound – Broadway to Millbrae Avenue
- US 101 Southbound – Millbrae Avenue to SFIA
- US 101 Southbound – I-380 to Grand Avenue
- I-280 Southbound – Bunker Hill Road to Hayne Road
- I-280 Southbound – Hayne Road to Trousdale Drive
- I-280 Southbound – Trousdale Drive to Hillcrest Boulevard
- I-280 Southbound – Hillcrest Boulevard to Larkspur Boulevard
- I-280 Southbound – Larkspur Boulevard to Crystal Springs Road
- I-280 Southbound – Crystal Springs Road to San Bruno Avenue
- I-280 Southbound – Sneath Lane to Westborough Boulevard
- I-280 Southbound – Westborough Boulevard to Hickey Boulevard
- I-280 Southbound – Hickey Boulevard to Serramonte Boulevard
- I-280 Southbound – Serramonte Boulevard to SR1 (South)

The project is anticipated to add fewer peak-hour traffic to freeway segments within San Mateo County than development under the No Project condition. Level of service results for the project condition are nearly identical, and the project would not be expected to cause a freeway segment in conformance with CMP policy in the No Project condition to violate the CMP policy in the Project condition. The project would have a minor effect on freeway segments anticipated to operate at worse than CMP level of service standards in the 2020, but the effect would not constitute a significant impact per CMP freeway segment level of service standards.

ON-SITE PARKING ANALYSIS

The proposed project was analyzed in terms of on-site parking needs. Parking demand was predicted using the greater of the weekday and weekend parking generation rates published in the Institute of Transportation Engineers' Parking Generation Manual (2nd edition) for each

project land use. The City of San Bruno has parking space requirements for multi-family, commercial and hotel development, based on dwelling units, gross floor area and rooms, respectively.

Table D.17 summaries these findings. Except for the hotel development, the City-required number of on-site parking spaces would exceed than the predicted parking demand. While there would be an adequate number of hotel parking spaces to meet weekday demand, there would not be enough spaces to meet weekend demand. Through mitigation measures, such as weekend sharing of parking spaces between the office buildings and hotels, it is anticipated that the parking demand increases due to the project would not cause significant adverse impacts related to parking.

TABLE D.17
PARKING ANALYSIS FOR PROPOSED PROJECT

Land Use	Size	Units [1]	Total Spaces	Parking Demand [2]		City Requirements[3]
				Rate	Spaces	
Residential Apartments [4]	210	mfdu	235	1.04	218	420
Assisted-Living Senior Housing	190	mfdu	95	0.32	61	63
Office (2 buildings)	285	ksf	810	2.79	795	1,140
Commercial [5]	15	ksf	75	4.23 [6]	63	60
Specialty Retail	20	ksf	none [7]	3.23	65	80
Hotel	500	rooms	425	1.03 [8]	515	501

1 Units: mfdu=multi-family dwelling unit, ksf=1000 square feet
2 *Parking Generation 2nd edition*, Institute of Transportation Engineers, 1987. The greater of the weekday and weekend rates were used to predict parking demand.
3 City of San Bruno Zoning Ordinance, pages 112-118, June 1999. The City requires two parking spaces and 0.1 guest spaces per 1+ bedroom multi-family dwelling unit, one parking space per three units in assisted-living senior housing, one parking space per 250 sqft gross floor area, and one parking space for each hotel room and one additional space for the resident manager.
4 160 Market-rate residential units plus 50 affordable-housing residential units.
5 Number of parking spaces depends on office/commercial mix. Spaces could be one space per 200 sq. ft. for medical office space or banks to one space per 300 sq. ft for general office development.
6 Weekday peak rate assuming medical office development. This rate is higher than for weekday peak rate general office development (2.79). Weekday peek for general office development would be 42 spaces.
7 Parking spaces would not be provided separately for ancillary service.
8 Weekend peak parking rate. Weekday peak would be 405 parking spaces.

APPENDIX E

TREE EVALUATION FOR THE U.S. NAVY SITE

Tree Evaluation -U.S. / Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

Tag	Common Name *Scientific Name*	Circumference (inches)	Diameter at Breast Height (inches)	Location	Health Assessment	Notes
1	Red Iron Bark Gum *Eucalyptus sideroxylon*	70	22	South of Bldg. B-210	Good	
2	Red Iron Bark Gum *Eucalyptus sideroxylon*	77	25	West of Bldg. B-210	Good	
3	Red Iron Bark Gum *Eucalyptus sideroxylon*	61	19	Between Bldg. B-210 and 208	Good	
4	Blue gum *Eucalyptus globulus*	50, 47	16, 15	Between Bldg. B-210 and 208	Good	Multiple stems
5	Blue gum *Eucalyptus globulus*	86	27	Between Bldg. B-210 and 208	Good	
6	Pine *Pinus sp.*	48	15	Southeast of Bldg. B-208	Good	
7	Cherry/Plum *Prunus sp.*	72	23	Southeast of Bldg. B-208	Good	
8	Cherry/Plum *Prunus sp.*	28, 18	9, 6	Between Bldg. B-206 and B-208	Good	Metal fencing material inserted in bark; multiple stems
9	Cherry/Plum *Prunus sp.*	37	12	Southeast of Bldg. B-206	Good	
10	Pine *Pinus sp.*	49	16	Southeast of Bldg. B-206	Good	
11	Cherry/Plum *Prunus sp.*	34	11	South of Bldg. B-206	Good	
12	Cherry/Plum *Prunus sp.*	27	9	Courtyard between Bldg. B-208 and B-206	Good	
13	Unknown #1	46	15	Courtyard between Bldg. B-208 and B-206	Good	
14	Cherry/Plum *Prunus sp.*	28	9	Courtyard between Bldg. B-208 and B-206	Good	
15	Cherry/Plum *Prunus sp.*	?	?	Courtyard between Bldg. B-208 and B-206	Good	
16	Cherry/Plum *Prunus sp.*	21, 18, 21, 28	7, 6, 7, 9	North of Bldg. B-205	Fair	Multiple stems; removal not recommended
17	Cherry/Plum *Prunus sp.*	29	9	North of Bldg. B-205	Fair	Removal not recommended
18	Cherry/Plum *Prunus sp.*	24	8	North of Bldg. B-205	Fair	Removal not recommended
19	Unknown #1	32	10	Courtyard between Bldg. B-205 and B-207	Good	

? = Missing information.

Tag numbers are consecutive, except those between 301 to 1099. These numbers were not used.

Tree Evaluation -U.S. Navy Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

Tag	Common Name *Scientific Name*	Circumference (inches)	Diameter at Breast Height (inches)	Location	Health Assessment	Notes
20	Cherry/Plum *Prunus* sp.	38	12	Courtyard between Bldg. B-205 and B-208	Good	
21	Cherry/Plum *Prunus* sp.	27, 21, 26	9, 7, 8	Courtyard between Bldg. B-205 and B-209	Good	Multiple stems
22	Cherry/Plum *Prunus* sp.	33	11	Courtyard between Bldg. B-205 and B-210	Good	
23	Unknown #1	31	10	Courtyard between Bldg. B-205 and B-211	Good	
24	Cherry/Plum *Prunus* sp.	12, 11, 17, 27, 8, 23, 10, 10, 18, 10, 10	4, 4, 5, 5, 3, 7, 3, 3, 6, 3, 3	North of Bldg. C-207	Fair	Trunk splits one foot above ground; multiple stems; removal not recommended
25	Unknown #1	42	13	North of Bldg. C-207	Good	
26	Pine *Pinus* sp.	68	22	North of Bldg. C-207	Good	
27	Pine *Pinus* sp.	48, 96	15, 31	North of Bldg. C-207	Good	
28	Pine *Pinus* sp.	56	18	North of Bldg. C-209	Good	
29	Pine *Pinus* sp.	34	11	North of Bldg. C-209	Good	
30	Myoporum *Myoporum laetum*	50	16	West of Bldg. C-209	Good	Overhangs 14 feet into parking lot
31	Myoporum *Myoporum laetum*	51	16	West of Bldg. C-209	Good	Overhangs 14 feet into parking lot
32	Myoporum *Myoporum laetum*	60	19	West of Bldg. C-209	Good	Overhangs 14 feet into parking lot
33	Myoporum *Myoporum laetum*	52	17	West of Bldg. C-209	Good	Overhangs 14 feet into parking lot
34	Myoporum *Myoporum laetum*	61	19	West of Bldg. C-209	Good	Overhangs 14 feet into parking lot
35	Myoporum *Myoporum laetum*	62	20	West of Bldg. C-209	Good	Overhangs 14 feet into parking lot
36	Pine *Pinus* sp.	53	17	South of Bldg. C-207	Good	
37	Myoporum *Myoporum laetum*	40	13	South of Bldg. C-207	Good	
38	Pine *Pinus* sp.	36	11	South of Bldg. C-207	Good	

? = Missing information.

Tag numbers are consecutive, except those between 301 to 1099. These numbers were not used.

Tree Evaluation -U.S · Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

Tag	Common Name *Scientific Name*	Circumference (inches)	Diameter at Breast Height (inches)	Location	Health Assessment	Notes
39	Myoporum *Myoporum laetum*	61	19	South of Bldg. C-205	Good	
40	Blue gum *Eucalyptus globulus*	66	21	South of Bldg. C-205	Good	
41	Blue gum *Eucalyptus globulus*	100	32	Along Commodore Drive West (South of C-209)	Good	
42	Blue gum *Eucalyptus globulus*	80	25	Along Commodore Drive West (South of C-209)	Good	
43	Blue gum *Eucalyptus globulus*	90	29	Along Commodore Drive West (South of C-209)	Good	
44	Blue gum *Eucalyptus globulus*	66	21	Along Commodore Drive West (South of C-209)	Good	
45	Blue gum *Eucalyptus globulus*	96	31	South of Parking Lot	Good	
46	Blue gum *Eucalyptus globulus*	66	21	South of Parking Lot	Good	
47	Blue gum *Eucalyptus globulus*	58	18	South of Parking Lot	Good	
48	Blue gum *Eucalyptus globulus*	148	47	South of Parking Lot	Good	
49	Blue gum *Eucalyptus globulus*	108	34	South of Parking Lot	Good	
50	Blue gum *Eucalyptus globulus*	59	19	South of Parking Lot	Good	
51	Blue gum *Eucalyptus globulus*	130	41	South of Parking Lot	Good	
52	Blue gum *Eucalyptus globulus*	56	18	South of Parking Lot	Good	
53	Blue gum *Eucalyptus globulus*	32	10	South of Parking Lot	Good	
54	Blue gum *Eucalyptus globulus*	91	29	South of Parking Lot	Good	
55	Blue gum *Eucalyptus globulus*	128	41	South of Parking Lot	Fair	One large branch dying off; removal not recommended
56	Blue gum *Eucalyptus globulus*	72	23	South of Parking Lot	Good	Lost one main limb; removal not recommended
57	Blue gum *Eucalyptus globulus*	84	27	South of Bldg. C-205	Good	

? = Missing information.

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Tree Evaluation -U.S. Navy Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

Tag	Common Name *Scientific Name*	Circumference (inches)	Diameter at Breast Height (inches)	Location	Health Assessment	Notes
58	Blue gum *Eucalyptus globulus*	98	31	South of Bldg. C-205	Good	
59	Blue gum *Eucalyptus globulus*	108	34	South of Bldg. C-205	Good	
60	Blue gum *Eucalyptus globulus*	84	27	South of Bldg. C-205	Good	
61	Blue gum *Eucalyptus globulus*	72	23	South of Bldg. C-205	Good	
62	Blue gum *Eucalyptus globulus*	100	32	South of Bldg. C-205	Good	
63	Blue gum *Eucalyptus globulus*	87	28	South of Bldg. C-205	Good	
64	Blue gum *Eucalyptus globulus*	116	37	South of Bldg. C-205	Good	
65	Blue gum *Eucalyptus globulus*	84	27	South of Bldg. C-201	Good	
66	Blue gum *Eucalyptus globulus*	98	31	South of Bldg. C-201	Good	
67	Blue gum *Eucalyptus globulus*	100	32	South of Bldg. C-201	Good	
68	Blue gum *Eucalyptus globulus*	60	19	South of Bldg. C-201	Good	
69	Blue gum *Eucalyptus globulus*	97	31	South of Bldg. C-201	Good	
70	Blue gum *Eucalyptus globulus*	72	23	South of Bldg. C-201	Good	
71	Blue gum *Eucalyptus globulus*	79	25	South of Bldg. C-201	Good	
72	Blue gum *Eucalyptus globulus*	174	55	South of Bldg. C-201	Good	
73	Blue gum *Eucalyptus globulus*	97	31	South of Bldg. C-205	Good	
74	Blue gum *Eucalyptus globulus*	77	25	South of Bldg. C-205	Good	
75	Blue gum *Eucalyptus globulus*	96	31	South of Bldg. C-205	Good	
76	Blue gum *Eucalyptus globulus*	78, 73	25, 23	South of Bldg. C-205	Good	Multiple stems

? = M[illegible] information.

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Tree Evaluation -U.S. . / Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

Tag	Common Name *Scientific Name*	Circumference (inches)	Diameter at Breast Height (inches)	Location	Health Assessment	Notes
77	Blue gum *Eucalyptus globulus*	63	20	South of Bldg. C-205	Good	
78	Blue gum *Eucalyptus globulus*	108	34	South of Bldg. C-205	Good	Falling branches
79	Blue gum *Eucalyptus globulus*	75	24	South of Bldg. C-205	Good	
80	Blue gum *Eucalyptus globulus*	156	50	South of Parking Lot	Good	
81	Blue gum *Eucalyptus globulus*	58	18	South of Parking Lot	Good	
82	Blue gum *Eucalyptus globulus*	116	37	South of Parking Lot	Good	
83	Blue gum *Eucalyptus globulus*	74	24	South of Parking Lot	Good	
84	Blue gum *Eucalyptus globulus*	92	29	South of Bldg. C-203	Good	
85	Blue gum *Eucalyptus globulus*	88	28	South of Bldg. C-203	Good	
86	Blue gum *Eucalyptus globulus*	87	28	South of Bldg. C-203	Good	
87	Blue gum *Eucalyptus globulus*	49	16	South of Bldg. C-203	Good	
88	Blue gum *Eucalyptus globulus*	120	38	South of Bldg. C-203	Good	
89	Blue gum *Eucalyptus globulus*	19, 21, 24	6, 7, 8	South of Bldg. C-203	Good	Multiple stems
90	Blue gum *Eucalyptus globulus*	66	21	South of Bldg. C-203	Good	
91	Blue gum *Eucalyptus globulus*	84	27	South of Bldg. C-203	Good	
92	Blue gum *Eucalyptus globulus*	36	11	South of Bldg. C-203	Fair	Main stem broken; removal not recommended
93	Blue gum *Eucalyptus globulus*	79	25	South of Bldg. C-203	Good	
94	Blue gum *Eucalyptus globulus*	110	35	South of Bldg. C-203	Good	
95	Blue gum *Eucalyptus globulus*	110	35	South of Bldg. C-203	Good	

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Tree Evaluation -U.S. Navy Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

Tag	Common Name *Scientific Name*	Circumference (inches)	Diameter at Breast Height (inches)	Location	Health Assessment	Notes
96	Blue gum *Eucalyptus globulus*	82	26	South of Bldg. C-203	Good	
97	Blue gum *Eucalyptus globulus*	58	18	South of Bldg. C-203	Good	
98	Blue gum *Eucalyptus globulus*	122	39	South of Bldg. C-203	Good	
99	Blue gum *Eucalyptus globulus*	106	34	South of Bldg. C-207	Good	
100	Blue gum *Eucalyptus globulus*	58	18	South of Bldg. C-207	Good	
101	Blue gum *Eucalyptus globulus*	84	27	South of Bldg. C-207	Good	
102	Blue gum *Eucalyptus globulus*	87	28	South of Bldg. C-207	Good	
103	Blue gum *Eucalyptus globulus*	67	21	South of Bldg. C-207	Good	
104	Blue gum *Eucalyptus globulus*	108	34	South of Bldg. C-207	Good	
105	Blue gum *Eucalyptus globulus*	39	12	South of Bldg. C-207	Good	
106	Blue gum *Eucalyptus globulus*	75	24	South of Parking Lot	Good	
107	Blue gum *Eucalyptus globulus*	80	25	South of Parking Lot	Good	
108	Blue gum *Eucalyptus globulus*	84	27	South of Parking Lot	Good	Lost one of the main upper stem
109	Blue gum *Eucalyptus globulus*	172	55	South of Parking Lot	Good	
110	Blue gum *Eucalyptus globulus*	72	23	South of Parking Lot	Good	
111	Blue gum *Eucalyptus globulus*	142	45	South of Parking Lot	Good	
112	Blue gum *Eucalyptus globulus*	42	13	South of Parking Lot	Good	
113	Blue gum *Eucalyptus globulus*	47	15	South of Bldg. C-201	Good	
114	Pine *Pinus* sp.	64	20	South of Bldg. C-201	Good	

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Tree Evaluation -U.S. Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

Tag	Common Name *Scientific Name*	Circumference (inches)	Diameter at Breast Height (inches)	Location	Health Assessment	Notes
115	Ash *Fraxinus sp.*	19, 29	6, 10	South of Bldg. C-201	Good	Multiple stems
116	Fir *Abies sp.*	45	14	East of Bldg. C-201	Good	
117	Fir *Abies sp.*	44	14	East of Bldg. C-201	Good	
118	Magnolia *Magnolia sp.*	25	8	East of Bldg. C-201	Good	
119	Magnolia *Magnolia sp.*	26	8	East of Bldg. C-201	Good	
120	Fir *Abies sp.*	37	12	East of Bldg. C-201	Good	
121	Ash *Fraxinus sp.*	39	12	East of Bldg. C-201	Good	
122	Fir *Abies sp.*	37	12	East of Bldg. C-201	Good	
123	Pine *Pinus sp.*	75	24	North of Bldg. C-201	Good	
124	Pine *Pinus sp.*	88	28	North of Bldg. C-201	Good	
125	Blue gum *Eucalyptus globulus*	69	22	North of Bldg. C-201	Good	
126	Pine *Pinus sp.*	61	19	North of courtyard	Good	
127	Pine *Pinus sp.*	66	21	North of Bldg. C-203	Good	
128	Blue gum *Eucalyptus globulus*	38	12	West of Bldg. C-201	Good	
129	Red Iron Bark Gum *Eucalyptus sideroxylon*	42	13	West of Bldg. C-201	Good	
130	Cherry/Plum *Prunus sp.*	17, 16, 16, 9	5, 5, 5, 3	West of Bldg. C-201	Good	Multiple stems
131	Red Iron Bark Gum *Eucalyptus sideroxylon*	3, 14, 15, 12, 7	1, 4, 5, 4, 2	West of Bldg. C-201	Good	Multiple stems
132	Red Iron Bark Gum *Eucalyptus sideroxylon*	12, 9, 7	4, 3, 2	West of Bldg. C-201	Good	Multiple stems
133	Unknown #1	21, 16, 10	7, 5, 3	West of Bldg. C-201	Good	Multiple stems

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Tree Evaluation -U.S. Navy Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

Tag	Common Name *Scientific Name*	Circumference (Inches)	Diameter at Breast Height (inches)	Location	Health Assessment	Notes
134	Unknown #1	18, 16, 16	6, 5, 5	East of Bldg. C-203	Good	Multiple stems
135	Cherry/Plum *Prunus* sp.	5.5	2	East of Bldg. C-203	Good	
136	Cherry/Plum *Prunus* sp.	4	1	East of Bldg. C-203	Good	
137	Blue gum *Eucalyptus globulus*	59	19	North of Bldg. C-203	Good	
138	Cherry/Plum *Prunus* sp.	82	26	Northwest of Bldg. C-203	Good	
139	Pine *Pinus* sp.	36, 50	11, 16	Northwest of Bldg. C-203	Good	Multiple stems
140	Red Iron Bark Gum *Eucalyptus sideroxylon*	52	17	North parking lot	Good	
141	Pine *Pinus* sp.	54	17	North parking lot	Good	
142	Pine *Pinus* sp.	40	13	North parking lot	Good	
143	Pine *Pinus* sp.	42	13	North parking lot	Good	
144	Pine *Pinus* sp.	41	13	North of Bldg. C-205	Good	
145	Pine *Pinus* sp.	59	19	North of Bldg. C-205	Good	
146	Unknown #1	41	13	East of Bldg. C-205	Good	
147	Unknown #1	28	9	East of Bldg. C-205	Good	
148	Redwood *Sequoia sempervirens*	83	26	North of Bldg. C-206	Good	
149	Pine *Pinus* sp.	56	18	Southwest of Bldg.204	Good	
150	Pine *Pinus* sp.	45	14	Southwest of Bldg.204	Good	
151	Pine *Pinus* sp.	53, 31	17, 10	Southwest of Bldg.204	Good	Multiple stems
152	Fir *Abies* sp.	40	13	South of Bldg. 204	Good	

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Tree Evaluation -U.S. Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

Tag	Common Name *Scientific Name*	Circumference (inches)	Diameter at Breast Height (inches)	Location	Health Assessment	Notes
153	Blue gum *Eucalyptus globulus*	105	33	East of Bldg 204	Good	
154	Blue gum *Eucalyptus globulus*	90	29	South of Bldg. 204	Good	
155	Blue gum *Eucalyptus globulus*	73	23	South of Bldg. 204	Good	
156	Pine *Pinus sp.*	77	25	Island	Good	
157	Pine *Pinus sp.*	74	24	Island	Good	
158	Blue gum *Eucalyptus globulus*	74	24	Island	Good	
159	Pine *Pinus sp.*	50, 39	16, 12	Island	Good	Multiple stems
160	Blue gum *Eucalyptus globulus*	64	20	Island	Good	
161	Pine *Pinus sp.*	36, 58	11, 18	Island	Good	Multiple stems
162	Myoporum *Myoporum laetum*	19, 16	6, 5	Island	Good	Multiple stems
163	Pine *Pinus sp.*	69	22	Island	Good	
164	Blue gum *Eucalyptus globulus*	80	25	West of Bldg. C-207	Good	
165	Blue gum *Eucalyptus globulus*	56	18	West of Bldg. B-102	Good	
166	Pine *Pinus sp.*	59	19	West of Bldg. B-102	Good	
167	Pine *Pinus sp.*	50	16	Adjacent to Bldg. B-102	Good	
168	Pine *Pinus sp.*	65, 69, 62	21, 22, 20	Adjacent to Bldg. B-102	Good	Multiple stems
169	Myoporum *Myoporum laetum*	34, 34, 34, 32	11, 11, 11, 10	Adjacent to Bldg. B-102	Good	Multiple stems
170	Myoporum *Myoporum laetum*	69	22	Northwest of Bldg. B-102	Good	
171	Fir *Abies sp.*	24	8	Northwest of Bldg. B-102	Good	

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Tree Evaluation -U.S. Navy Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

Tag	Common Name *Scientific Name*	Circumference (inches)	Diameter at Breast Height (inches)	Location	Health Assessment	Notes
172	Pine *Pinus* sp.	70, 58	22, 18	Northwest of Bldg. B-102	Good	Multiple stems
173	Pine *Pinus* sp.	29	9	Northwest of Bldg. B-102	Good	
174	Pine *Pinus* sp.	63	20	Northwest of Bldg. B-102	Good	
175	Fir *Abies* sp.	22	7	Northwest of Bldg. B-102	Good	
176	Blue gum *Eucalyptus globulus*	58	18	Northwest of Bldg. B-102	Good	
177	Cedar *Cedrus sp.*	34, 34	11, 11	Adjacent to Bldg. B-100	Good	Multiple stems; shrub-like
178	Cedar *Cedrus sp.*	62	20	Adjacent to Bldg. B-100	Good	Shrub-like
179	Cedar *Cedrus sp.*	49	16	Adjacent to Bldg. B-100	Good	Shrub-like
180	Cedar *Cedrus sp.*	18, 16, 27, 19, 18	6, 5, 9, 6, 6	Adjacent to Bldg. B-100	Good	Multiple stems; shrub-like
181	Cedar *Cedrus sp.*	9, 13, 13, 16, 25, 31,31	3, 4, 4, 5, 8, 10, 10	South of Bldg. B-101	Good	Multiple stems; shrub-like
182	Cedar *Cedrus sp.*	25, 37, 37	8, 12, 12	South of Bldg. B-101	Good	Multiple stems; shrub-like
183	Cedar *Cedrus sp.*	37, 31,31	12, 10, 10	South of Bldg. B-101	Good	Multiple stems; shrub-like
184	Cedar *Cedrus sp.*	25, 31, 25, 31	8, 10, 8, 10	South of Bldg. B-101	Good	Multiple stems; shrub-like
185	Bottlebrush Myrtaceae family	66	21	South of Bldg. B-101	Good	
186	Bottlebrush Myrtaceae family	20, 21, 23	6, 7, 7	South of Bldg. B-101	Good	Multiple stems
187	Juniper *Juniperus* sp.	58, 42	18, 13	South of Bldg. B-103	Good	Multiple stems
188	Cedar *Cedrus sp.*	28, 16	9, 5	South of Bldg. B-103	Good	Multiple stems
189	Cedar *Cedrus sp.*	57	18	South of Bldg. B-103	Good	
190	Cedar *Cedrus sp.*	57	18	South of Bldg. B-103	Good	

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Tree Evaluation -U.S. N... y Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

Tag	Common Name *Scientific Name*	Circumference (inches)	Diameter at Breast Height (inches)	Location	Health Assessment	Notes
191	Cedar *Cedrus sp.*	57	18	South of Bldg. B-103	Good	Not tagged
192	Cedar *Cedrus sp.*	57	18	South of Bldg. B-103	Good	Not tagged
193	Cedar *Cedrus sp.*	38	12	South of Bldg. B-103	Good	Not tagged
194	Cedar *Cedrus sp.*	63, 38	20, 12	South of Bldg. B-103	Good	Multiple stems; not tagged
195	Avocado *Persea americana*	63	20	South of Bldg.B-201	Good	
196	Fir *Abies sp.*	42	13	South of Bldg.B-201	Good	
197	Myoporum *Myoporum laetum*	50, 40, 50	16, 13, 16	South of Bldg.B-201	Good	Multiple stems
198	Myoporum *Myoporum laetum*	34, 36	11, 11	South of Bldg.B-201	Good	Multiple stems
199	Redwood *Sequoia sempervirens*	67	21	South of Bldg.B-203	Good	
200	Redwood *Sequoia sempervirens*	58	18	South of Bldg.B-203	Good	
201	Blue Gum Eucalyptus Grove (see below)	--	--	North of Commodore Drive West	Good	Tagged as grove
201a	Blue gum *Eucalyptus globulus*	73	23	North of Commodore Drive West	Good	Tagged as grove
201b	Blue gum *Eucalyptus globulus*	82	26	North of Commodore Drive West	Good	Tagged as grove
201c	Blue gum *Eucalyptus globulus*	110	35	North of Commodore Drive West	Good	Tagged as grove
201d	Blue gum *Eucalyptus globulus*	84	27	North of Commodore Drive West	Good	Tagged as grove
201e	Blue gum *Eucalyptus globulus*	79	25	North of Commodore Drive West	Good	Tagged as grove
201f	Blue gum *Eucalyptus globulus*	65	21	North of Commodore Drive West	Good	Tagged as grove
201g	Blue gum *Eucalyptus globulus*	69	22	North of Commodore Drive West	Good	Tagged as grove
201h	Blue gum *Eucalyptus globulus*	66	21	North of Commodore Drive West	Good	Tagged as grove

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Tree Evaluation -U.S. Navy Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

Tag	Common Name *Scientific Name*	Circumference (inches)	Diameter at Breast Height (inches)	Location	Health Assessment	Notes
201i	Blue gum *Eucalyptus globulus*	56	18	North of Commodore Drive West	Good	Tagged as grove
201j	Blue gum *Eucalyptus globulus*	65	21	North of Commodore Drive West	Good	Tagged as grove
201k	Blue gum *Eucalyptus globulus*	86, 84	27, 27	North of Commodore Drive West	Good	Tagged as grove
201l	Blue gum *Eucalyptus globulus*	43	14	North of Commodore Drive West	Good	Tagged as grove
201m	Blue gum *Eucalyptus globulus*	64	20	North of Commodore Drive West	Good	Tagged as grove
201n	Blue gum *Eucalyptus globulus*	128	41	North of Commodore Drive West	Good	Tagged as grove
201o	Blue gum *Eucalyptus globulus*	84	27	North of Commodore Drive West	Good	Tagged as grove
201p	Blue gum *Eucalyptus globulus*	81	26	North of Commodore Drive West	Good	Tagged as grove
201q	Blue gum *Eucalyptus globulus*	108	34	North of Commodore Drive West	Good	Tagged as grove
201r	Blue gum *Eucalyptus globulus*	62	20	North of Commodore Drive West	Good	Tagged as grove
201s	Blue gum *Eucalyptus globulus*	72	23	North of Commodore Drive West	Good	Tagged as grove
201t	Blue gum *Eucalyptus globulus*	68	22	North of Commodore Drive West	Good	Tagged as grove
201u	Blue gum *Eucalyptus globulus*	111, 115	35, 37	North of Commodore Drive West	Good	Tagged as grove
201v	Blue gum *Eucalyptus globulus*	104	33	North of Commodore Drive West	Good	Tagged as grove
201w	Blue gum *Eucalyptus globulus*	120	38	North of Commodore Drive West	Good	Tagged as grove
201x	Blue gum *Eucalyptus globulus*	127	40	North of Commodore Drive West	Good	Tagged as grove
201y	Blue gum *Eucalyptus globulus*	116	37	North of Commodore Drive West	Good	Tagged as grove
201z	Blue gum *Eucalyptus globulus*	112	36	North of Commodore Drive West	Good	Tagged as grove
201aa	Blue gum *Eucalyptus globulus*	114	36	North of Commodore Drive West	Good	Tagged as grove

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Tree Evaluation -U.S. N[illegible] Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

Tag	Common Name *Scientific Name*	Circumference (inches)	Diameter at Breast Height (inches)	Location	Health Assessment	Notes
202	Myoporum Grove (see below)	--	--	South of Bldg. C-105	Good	Tagged as grove
202a	Myoporum *Myoporum laetum*	55	18	South of Bldg. C-105	Good	Tagged as grove
202b	Myoporum *Myoporum laetum*	30	10	South of Bldg. C-105	Good	Tagged as grove
202c	Myoporum *Myoporum laetum*	32	10	South of Bldg. C-105	Good	Tagged as grove
202d	Myoporum *Myoporum laetum*	44	14	South of Bldg. C-105	Good	Tagged as grove
202e	Myoporum *Myoporum laetum*	62	20	South of Bldg. C-105	Good	Tagged as grove
202f	Pine *Pinus* sp.	52	17	South of Bldg. C-105	Good	Tagged as grove
202g	Fir *Abies* sp.	42	13	South of Bldg. C-105	Good	Tagged as grove
202h	Pine *Pinus* sp.	36, 39	11, 12	South of Bldg. C-105	Good	Tagged as grove
202i	Myoporum *Myoporum laetum*	32, 57, 40	10, 18, 13	South of Bldg. C-105	Good	Tagged as grove
202j	Myoporum *Myoporum laetum*	50	16	South of Bldg. C-105	Good	Tagged as grove
202k	Myoporum *Myoporum laetum*	41	13	South of Bldg. C-105	Good	Tagged as grove
202l	Myoporum *Myoporum laetum*	46	15	South of Bldg. C-105	Good	Tagged as grove
202m	Myoporum *Myoporum laetum*	53	17	South of Bldg. C-105	Good	Tagged as grove
202n	Myoporum *Myoporum laetum*	47	15	South of Bldg. C-105	Good	Tagged as grove
202o	Myoporum *Myoporum laetum*	48	15	South of Bldg. C-105	Good	Tagged as grove
202p	Myoporum *Myoporum laetum*	50	16	South of Bldg. C-105	Good	Tagged as grove
202q	Myoporum *Myoporum laetum*	53	17	South of Bldg. C-105	Good	Tagged as grove
202r	Myoporum *Myoporum laetum*	43	14	South of Bldg. C-105	Good	Tagged as grove

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Tree Evaluation -U.S. Navy Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

Tag	Common Name *Scientific Name*	Circumference (inches)	Diameter at Breast Height (inches)	Location	Health Assessment	Notes
202s	Myoporum *Myoporum laetum*	37	12	South of Bldg. C-105	Good	Tagged as grove
202t	Myoporum *Myoporum laetum*	54	17	South of Bldg. C-105	Good	Tagged as grove
202u	Myoporum *Myoporum laetum*	56	18	South of Bldg. C-105	Good	Tagged as grove
202v	Myoporum *Myoporum laetum*	51	16	South of Bldg. C-105	Good	Tagged as grove
202w	Blue gum *Eucalyptus globulus*	142	45	South of Bldg. C-105	Good	Tagged as grove
202x	Pine *Pinus sp.*	33, 34	11, 11	South of Bldg. C-105	Good	Tagged as grove
202y	Blue gum *Eucalyptus globulus*	60	19	South of Bldg. C-105	Good	Tagged as grove
202z	Blue gum *Eucalyptus globulus*	75	24	South of Bldg. C-105	Good	Tagged as grove
203	Cedar *Cedrus sp.*	45	14	North of Bldg. C-105	Good	
204	Myoporum *Myoporum laetum*	36	11	North of Bldg. C-105	Good	
205	Fir *Abies sp.*	26	8	North of Bldg. C-105	Good	
206	Pine *Pinus sp.*	60	19	South of Bldg. C-107	Good	
207	Juniper *Juniperus sp.*	48	15	West side of Bldg. C-107	Good	
208	Fir *Abies sp.*	53	17	West side of Bldg. C-107	Good	
209	Myoporum *Myoporum laetum*	66	21	West side of Bldg. C-107	Good	
210	Unknown # 1	32	10	West side of Bldg. C-107	Good	
211	Unknown # 1	32	10	West side of Bldg. C-107	Good	
212	Unknown # 1	54	17	West side of Bldg. C-107	Good	
213	Unknown # 1	38	12	West side of Bldg. C-107	Good	
214	Unknown # 1	25	8	West side of Bldg. C-107	Good	

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Tree Evaluation -U.S. N , Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

Tag	Common Name *Scientific Name*	Circumference (inches)	Diameter at Breast Height (inches)	Location	Health Assessment	Notes
215	Unknown # 1	25	8	West side of Bldg. C-107	Good	
216	Unknown # 1	25	8	West side of Bldg. C-107	Good	
217	Fir *Abies* sp.	28	9	West side of Bldg. C-107	Good	
218	Juniper *Juniperus* sp.	57, 28	18, 9	North of Bldg. C-107	Good	Multiple stems
219	Pine *Pinus* sp.	50, 56	16, 18	North of Bldg. C-107	Good	Multiple stems
220	Myoporum *Myoporum laetum*	65	21	South of Bldg. B-102	Good	
221	Pine *Pinus* sp.		6, 2, 3, 5, 4, 4, 5, 2, 4, 5, 4	South of Bldg. B-102	Good	Multiple stems
222	Myoporum *Myoporum laetum*	75	24	South of Bldg. B-102	Good	
223	Myoporum *Myoporum laetum*	60	19	West of 1st Street	Good	
224	Myoporum *Myoporum laetum*	46	15	West of 1st Street	Good	
225	Myoporum *Myoporum laetum*	38	12	West of 1st Street	Good	
226	Myoporum *Myoporum laetum*	42	13	West of 1st Street	Good	Fence materialinserted into trunk
227	Myoporum *Myoporum laetum*	52	17	West of 1st Street	Good	Fence material inserted in bark
228	Myoporum *Myoporum laetum*	53	17	West of 1st Street	Good	
229	Myoporum *Myoporum laetum*	63	20	West of 1st Street	Good	
230	Myoporum *Myoporum laetum*	49	16	West of 1st Street	Good	
231	Unknown #2	20, 28, 16	6, 9, 5	North of Bldg. C-105	Good	
232	Unknown #2	31, 18	10, 6	North of Bldg. C-105	Good	
233	Fir *Abies* sp.	42	13	North of Bldg. C-105	Good	
234	Fir *Abies* sp.	18,16	6, 5	North of Bldg. C-105	Good	

? = Missing information.

Tag numbers are consecutive, except those between 301 to 1099. These numbers were not used.

Tree Evaluation -U.S. Navy Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

Tag	Common Name *Scientific Name*	Circumference (inches)	Diameter at Breast Height (inches)	Location	Health Assessment	Notes
235	Unknown #1	21, 20, 15, 23	7, 6, 5, 7	North of Bldg. C-105	Good	
236	Cedar *Cedrus* sp.	31	10	East of Bldg. C-107	Good	
237	Cedar *Cedrus* sp.	21, 20, 12, 15	7, 6, 4, 5	East of Bldg. C-107	Good	
238	Cedar *Cedrus* sp.	38	12	East of Bldg. C-107	Good	
239	Unknown #2		10, 15, 12, 8	East of Bldg. C-107	Good	
240	Pine *Pinus* sp.	35	11	South of H-102	Good	
241	Pine *Pinus* sp.	32	10	South of H-102	Good	
242	Fir *Abies* sp.	37	12	South of H-102	Good	
243	Pine *Pinus* sp.	29	9	South of H-102	Good	
244	Blue gum *Eucalyptus globulus*	108	34	South of H-102	Good	
245	Blue gum *Eucalyptus globulus*	102	32	South of H-102	Good	
246	Blue gum *Eucalyptus globulus*	97	31	South of H-102	Good	
247	Blue gum *Eucalyptus globulus*	97	31	South of H-102	Good	
248	Blue gum *Eucalyptus globulus*	134	43	South of H-102	Good	
249	Blue gum *Eucalyptus globulus*	114	36	South of H-102	Good	
250	Pine *Pinus* sp.	34	11	South of H-102	Good	
251	Pine *Pinus* sp.	34	11	South of H-102	Good	
252	Pine *Pinus* sp.	27	9	South of H-102	Good	
253	Pine *Pinus* sp.	32	10	South of H-102	Good	

? = Mis[illegible] information.

Tag n[illegible]e consecutive, except those between 301 to 1099. These numbers were not used.

Tree Evaluation -U.S. N..y Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

Tag	Common Name *Scientific Name*	Circumference (inches)	Diameter at Breast Height (inches)	Location	Health Assessment	Notes
254	Pine *Pinus* sp.	36	11	South of H-102	Good	
255	Cherry/Plum *Prunus* sp.	21, 14, 28, 19, 44, 25, 37, 7, 34	7, 4, 9, 6, 6, 14, 8, 12, 2, 11	Adjacent to H-102	Good	Pruned improperly
256	Cherry/Plum *Prunus* sp.	32, 25, 27, 22, 28, 22	10, 14, 9, 7, 9, 7	Adjacent to H-102	Good	Pruned improperly
257	Fir *Abies* sp.	52	17	Adjacent to H-102	Good	Pruned improperly
258	Fir *Abies* sp.	44	14	Adjacent to H-102	Good	Pruned improperly
259	Fir *Abies* sp.	27	9	Adjacent to H-102	Good	Pruned improperly
260	Unknown #3	?	?	Adjacent to H-102	Good	Pruned improperly
261	Red Iron Bark Gum *Eucalyptus sideroxylon*	49	16	Adjacent to H-104	Fair	Leaning 45 degree angle, poorly pruned; **Removal recommmended**
262	Pear *Prunus* sp.	11, 19, 8, 8, 12, 14, 14, 8, 10	4, 6, 3, 3, 4, 4, 4, 3, 3	Adjacent to H-104	Good	Wavy leaves
263	Cherry/Plum *Prunus* sp.	15	5	Adjacent to H-104	Good	
264	Cherry/Plum *Prunus* sp.	14, 9, 15	4, 3, 5	Adjacent to H-104	Good	
265	Weeping willow *Salix babylonica*	120	38	Adjacent to H-104	Good	10 meters tall, many large limbs
266	Unknown #5	18, 20, 20, 31	6, 6, 6, 10	Adjacent to H-104	Good	Dark smooth bark, improperly pruned
267	Fir *Abies* sp.	46	15	West of Bldg. B-100	Good	
268	Cedar *Cedrus* sp.	56, 47	18, 15	West of Bldg. B-100	Good	
269	Blue gum *Eucalyptus globulus*	39, 32, 24	12, 10, 8	West of El Camino Place	Fair	Covered with english ivy; removal recommended
270	Blue gum *Eucalyptus globulus*	81	26	West of El Camino Place	Fair	Thin foliage; **Removal recommended**
271	Blue gum *Eucalyptus globulus*	32	10	West of El Camino Place	Fair	Crown topped, thin foliage; **Removal recommended**
272	Blue gum *Eucalyptus globulus*	48	15	West of El Camino Place	Fair	Crown topped, leaning @ 60 degrees angle; **Removal recommended**
273	Redwood Grove	--	--	East of Bldg. B-101	Good	Tagged as grove

? = Missing information.

Tag numbers are consecutive, except those between 301 to 1099. These numbers were not used.

Tree Evaluation -U.S. Navy Site, San Bruno, CA

Evaluators: Y. Molette, S. Chau Date: October 12-13, 1999

Tag	Common Name *Scientific Name*	Circumference (inches)	Diameter at Breast Height (Inches)	Location	Health Assessment	Notes
273a	Redwood *Sequoia sempervirens*	50	16	East of Bldg. B-101	Good	Tagged as grove
273b	Redwood *Sequoia sempervirens*	47	15	East of Bldg. B-101	Good	Tagged as grove
273c	Redwood *Sequoia sempervirens*	25	8	East of Bldg. B-101	Good	Tagged as grove
273d	Redwood *Sequoia sempervirens*	31	10	East of Bldg. B-101	Good	Tagged as grove
273e	Redwood *Sequoia sempervirens*	31	10	East of Bldg. B-101	Good	Tagged as grove
273f	Redwood *Sequoia sempervirens*	38	12	East of Bldg. B-101	Fair	Tagged as grove; lots of dead branches; very poor leader
273g	Redwood *Sequoia sempervirens*	38	12	East of Bldg. B-101	Good	Tagged as grove; poor leader
273h	Redwood *Sequoia sempervirens*	57	18	East of Bldg. B-101	Good	Tagged as grove; poor leader
273i	Redwood *Sequoia sempervirens*	50	16	East of Bldg. B-101	Good	Tagged as grove
273j	Redwood *Sequoia sempervirens*	38	12	East of Bldg. B-101	Good	Tagged as grove
1122	Myoporum *Myoporum laetum*	56	18	East of Bldg. B-204	Good	
1124	Myoporum *Myoporum laetum*	39	12	East of Bldg. B-204	Good	
1125	Myoporum *Myoporum laetum*	14	4	East of Bldg. B-204	Good	
1134	Bottlebrush Myrtaceae family	35	11	East of Bldg A-207	Good	
1135	Bottlebrush Myrtaceae family	56	18	East of Bldg A-207	Good	
1136	Myoporum *Myoporum laetum*	36	11	North of Bldg. A-212	Good	
1137	Myoporum *Myoporum laetum*	36	11	North of Bldg. A-212	Good	

? = Miss[illegible] information.

T[illegible]b[illegible]e consecutive, except those between 301 to 1099. These numbers were not used.

APPENDIX F

DRAFT U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN

DRAFT

U.S. NAVY SITE AND ITS ENVIRONS SPECIFIC PLAN

City of San Bruno, CA

October 26, 2000

Ungo-McCormick Consulting

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EXECUTIVE SUMMARY

The "Specific Plan for the U.S. Navy Site and its Environs in San Bruno" addresses the status and future of the U.S. Navy's EFA West 20-acre site and its immediate environs, located in the City of San Bruno at the northwest corner of El Camino Real and Interstate 380. The Federally owned site is currently home to the U.S. Navy (Western Division Naval Facilities Engineering Command) and the U.S. Marines (Reserve Training Center) facilities. The Specific Plan also covers all properties within the immediate vicinity of the site, bounded by Sneath Lane, El Camino Real, I-380 and Cherry Avenue totaling 55.44 acres (See Figure 1).

Following the announcement in November 1997 by the Commanding Officer of the U.S. Navy Engineering Field Activity West (EFA West) in San Bruno that a significant portion of the Navy site would be disposed of as surplus property under a Relocation Asset Management Program (RAMP), the Chairman of the San Bruno Planning Commission appointed a Citizens Advisory Committee (CAC) to make recommendations on a Specific Plan for the U.S. Navy Site and its Environs.

The committee was comprised of two members of the Planning Commission, stakeholders in adjacent properties (including commercial, office, church, residential uses, and the public school district), as well as representatives from other residential neighborhoods in San Bruno, and a member of the former Senior assisted living Site Selection Committee. Staff from the City's Community Development Department served as advisors to the Committee and guided members through the planning process.

The result is this Specific Plan, which envisions the subject area as a vital mixed-use urban center in the heart of San Bruno's regional commercial/mass transit district. Capitalizing on the expansion of the adjacent San Francisco International Airport (SFO), the extension of the Bay Area Rapid Transit (BART) system through San Bruno, and the strong regional economy, the Specific Plan incorporates the major use of a hotel with adjacent offices, restaurants and ancillary uses, as well as high-density multi-family and senior assisted living.

The Specific Plan takes advantage of the site's prime location for international and regional access by all modes of transportation, including airplane, car, and mass transit, while at the same time promoting "walkability" due to the site's close proximity to regional commercial and office uses, restaurants and entertainment, housing and open space. New development will be located so that the hotel use capitalizes on visibility from Interstate 380 and El Camino Real, while residential uses are located away from the freeway and El Camino Real for tranquility.

An emphasis has been placed on making all uses accessible by foot, bike, public transit, or auto. New streets and wide sidewalks provide natural physical and visual linkages to El Camino Real (with a major new access point at the entrance to Tanforan Park Shopping Center), Sneath Lane, Commodore Drive (and Commodore Park) and Cherry Avenue.

Incorporating the goals of economic and environmental sustainability, the Specific Plan stresses the principles of Transit-Oriented Development (TOD). These principles provide a cohesive development linking office and commercial destinations and high density residential uses with mass transit access, while providing a walkable environment integrated into adjacent commercial, institutional and residential areas.

Pedestrian linkages will be provided through sidewalks and open space corridors enhanced by landscaping and amenities that will encourage pedestrians to walk to transit, shopping, entertainment, churches, and local parks.

The Specific Plan retains a portion of the site to

be used by the U.S. Marines for recruitment and training purposes. It assumes that the U.S. Marine Corps Training Center will remain in use for an unspecified period of time, and that the Federal Archives Building will be retained or reused. The Specific Plan also envisions the retention of existing residential, park, institutional and school uses within the Planning Area with an emphasis on improving their access to transit facilities.

Key new land uses and basic development standards envisioned in the plan are shown in the following chart. A complete breakdown of all land uses and development requirements are detailed within this document.

Due to the physical proximity of the Navy Specific Plan Area to the San Francisco International Airport (SFO), development is restricted under the Airport Land Use Plan and Federal Aviation Administration (FAA) height restrictions. Within the plan area, the height of objects cannot exceed 161 feet Above Mean Sea Level (AMSL) which results in the maximum building heights shown above.

It is explicitly acknowledged that the height of all buildings and structures over three (3) stories or fifty (50) feet, as well as the construction of any above-ground parking structure, as envisioned in the "Specific Plan for the U.S. Navy Site and its Environs", require voter approval by a majority of the citizens of San Bruno in a general or special election. (Source: San Bruno Ordinance 1284, see Appendix F)

The site currently contains two 40 ft. wide City and County of San Francisco water easements that bisect the property in a north/south direction. Two water mains are located within one easement, the second provides for future expansion. The northern portion of the easement falls within the existing

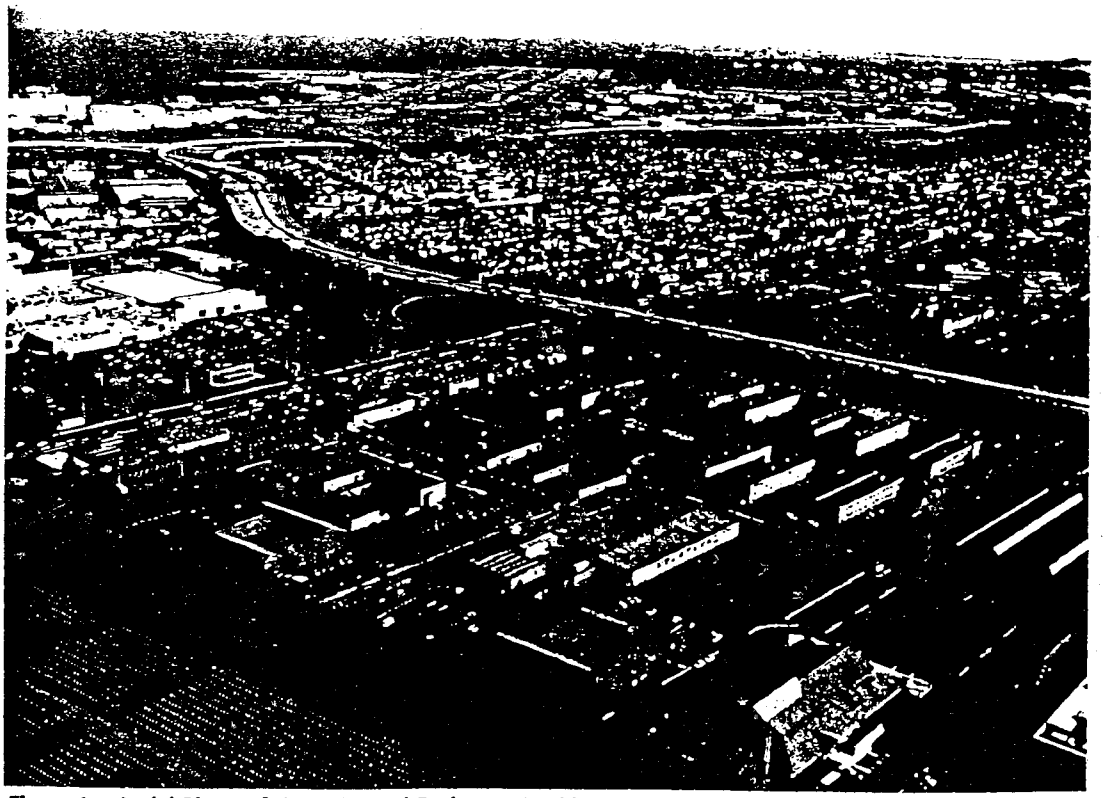


Figure 1 – Aerial Photo of Navy Site and Environs - Looking East Toward San Francisco International Airport

Commodore Drive right-of-way, while the southern portion is planned as a pedestrian corridor. No buildings or deep-rooted trees may be developed within theses easements.

The actual buildings proposed in the Specific Plan can be developed within the Ordinance No. 1284 guidelines for height. However, they will likely not be built to the same scale or densities identified in the Specific Plan. The above-grade parking structure could not be constructed; below grade (underground) parking would not be affected. This lower density development alternative may result in reduced open space opportunities and large surface parking lots, and would be less cohesive as part of an interactive live/work environment.

In addition, the area of new development lies within the 65+ CNEL Noise Contour. Under agreements signed between the City of San Bruno and the San Francisco Airport Director, as well as provisions in the Airport Land Use Plan, the following standards and requirements apply to the Specific Plan:

1) All residential development is required to be noise insulated to meet acoustical standards established by the FAA (maximum of 45 db CNEL for all habitable rooms);

2) An avigation easement shall be executed in favor of the San Francisco International Airport (SFO) for all residential units (including senior assisted living); and

3) The developer must disclose in all property sales or leases to potential buyers or lessees the fact that the property or premises is subject to adverse noise impacts from aircraft overflight noise.

The plan establishes the preferred location, intensity, and character of all land uses, capital improvements, and transportation systems that will effectively implement the San Bruno Strategic Plan for Economic Development. Detailed policies and standards that will directly guide and control public and private investment and development in the study area are provided to ensure that the ultimate character of new development is consistent with San Bruno's long-range objectives for economic sustainability. Specific implementation measures provide a strategy for development phasing and provision of capital improvements and ongoing public services.

SUMMARY OF MAJOR NEW LAND USES AND DEVELOPMENT STANDARDS

Standard Land Use	Maximum Density	Maximum Height	Proposed number of Rooms	Proposed Number of Dwelling Units	Proposed Square Footage
Hotels, plus Restaurant and Meeting Space	N.A.	100 feet (6 stories)	400-500	N.A.	N.A.
Multi-Family Residential	50 du/acre (with 25% low-mod. units)	65 feet (4 stories)	N.A.	210 units	N.A.
Senior Housing, plus Services	100 du/acre (with 25% low-mod. units)	75 feet (6 stories)	N.A.	190 units	N.A.
Professional Office Buildings	N.A.	90 feet (5 stories)	N.A.	N.A.	285,000 s.f. in two buildings, with child care facilities required
Parking Garage	N.A.	30 feet (2 levels)	N.A.	N.A.	N.A.

INTRODUCTION

At the City Council meeting held on November 24, 1997, Captain E. R. Hunter, Commanding Officer of the U.S. Navy Engineering Field Activity West (EFA West) in San Bruno, announced the potential disposal of a significant portion of the Navy site under the provisions of a Relocation Asset Management Program (RAMP).

Captain Hunter outlined the three (3) standing authorities for the disposal of surplus Federal property, as follows:

- The Federal Property and Administrative Services Act of 1949, as amended (40 U.S.C. § 471, *et seq.*), which governs the disposal of conventional surplus property. The implementing regulations, 41 C.F.R. § 101-47, prescribe a "screening" process where property "excess" to a Federal agency is made available to other agencies within the reporting Department and then offered to other Federal agencies. Such excess property must be "screened" for interest by homeless-assistance providers under the Stewart B. McKinney Homeless Assistance Act (42 U.S.C. § 11411, *et seq.*) before it is finally offered for public sale.

- Base closure properties are military installations recommended for closure by one of the Base Closure Commissions and approved for closure by the Congress. While there have been a number of base closure laws enacted in recent years, the most pertinent piece of legislation relative to the disposal of base closure property was the Base Closure Community Assistance Act (Title XXIX, Public Law 103-160). The EFA West in San Bruno has not been recommended for, or approved for, closure. Consequently, Title XXIX would not apply to the disposal of any part of the EFA West property.

- Property which qualifies for the RAMP initiative, under Public Law 101-136, is deemed to be "conditionally excess." The significant distinction between this statutory authority and the others is that under the RAMP program the property is not "screened" for interest by other governmental bodies, but is offered directly to the development community by way of a Request for Proposals (RFP). The Government Services Administration (GSA), as the lead agency under this legislation, would issue the RFP.

The GSA notified the City of San Bruno that it would be proceeding with disposal of the site through a public auction in October 2000. While under ownership by the Navy or any other federal agency, the site is legally exempt from local land use controls. However, once property is sold to a private party, the non-Federal portion of the site would fall under the local land use authority of the City of San Bruno.

On June 9, 1998 the Business and Economic Development Committee (BEDC) recommended that the City Council authorize the issuance of a RFP to obtain professional services for the preparation of a Specific Plan for the potential development of the San Bruno Navy Site. On June 22, 1998 the City Council approved the authorization (*See Figure 2 – The Navy Properties*).

Throughout 1999, the Community Development Department staff developed a preliminary land use plan based on an analysis of noise, economic considerations and transit oriented development principles.

On November 16, 1999, the Chairman of the San Bruno Planning Commission appointed a Citizens Advisory Committee (CAC) to make

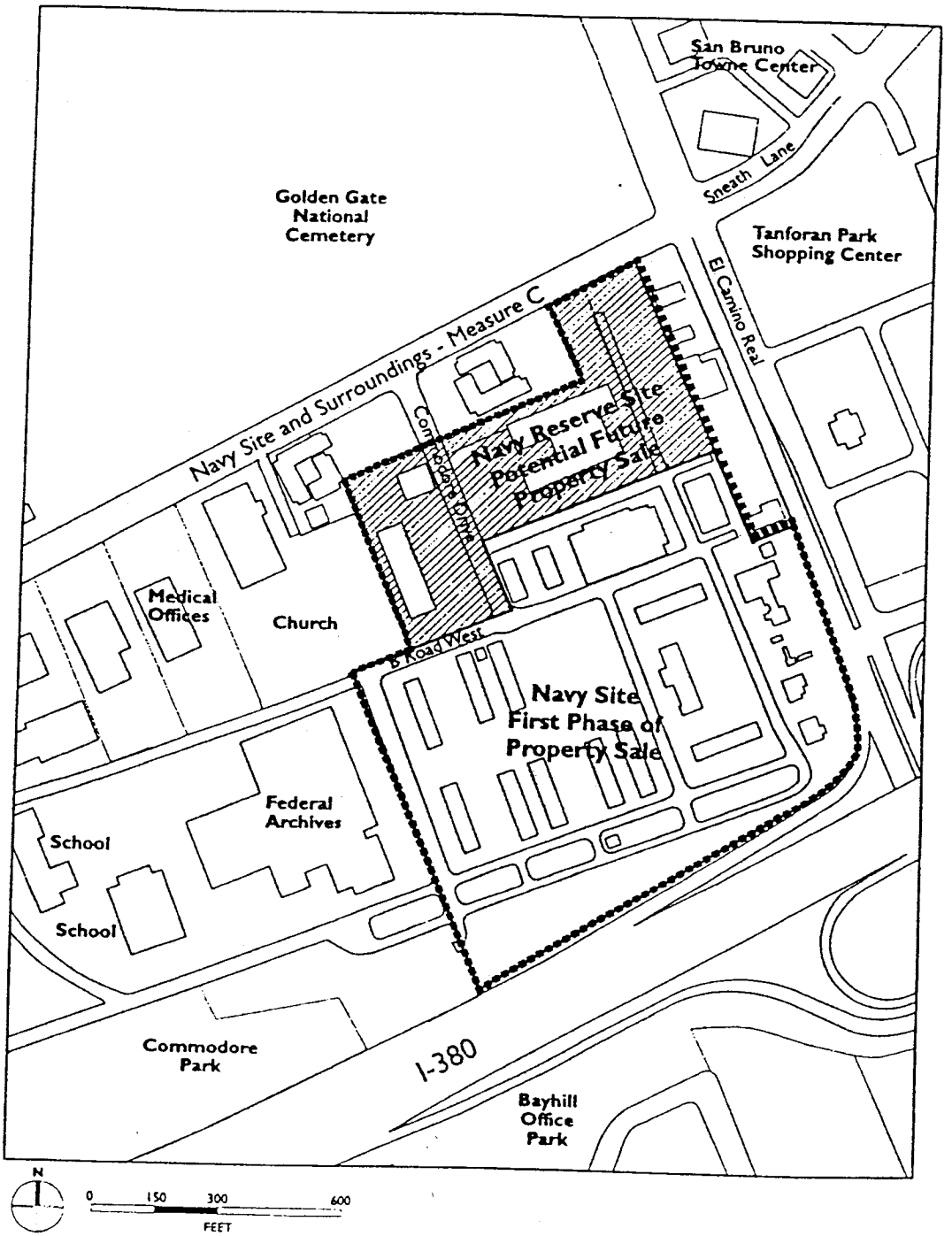


Figure 2 – The Navy Properties

recommendations on a Specific Plan for the U.S. Navy Site and its Environs. The committee consisted of two members of the Planning Commission, adjacent property owners and interested residents from throughout the City. The CAC interviewed several residential, senior assisted living facilities and commercial developers to gauge the development potential of the site. In addition, the committee reviewed potential policies and development standards for inclusion in the plan.

PURPOSE AND INTENT OF THE SPECIFIC PLAN

The "Specific Plan for the U.S. Navy Site and its Environs in San Bruno " looks at the status and condition of the area's existing residential, retail, office, industrial, and transportation uses and recommends a process and physical development plan for gradual transition to urban uses near major transportation corridors that support the area's intended transportation/transit role, as well as complement the character of the adjacent commercial and residential districts.

The intent of the Specific Plan is to encourage investment and new development within the area through clearly established public policies and through a land use plan that provides investors with a level of certainty regarding the future of the area. It is not the intent of the plan to eliminate the U.S. Marine Corps Training Center, the Federal Archives or any existing nearby residential or institutional uses. Rather, the plan provides policies and guidelines that encourage a comprehensive new development and reuse of the U.S. Navy site and its environs to complement and integrate these uses into a cohesive and more economically efficient land use pattern.

The plan establishes the preferred location, intensity, and character of all land uses, capital improvements, and transportation systems that will effectively implement the San Bruno Strategic Plan for Economic Development. Detailed policies and standards that will directly guide and control public and private investment and development in the study area are provided to ensure that the ultimate character of new development is consistent with San Bruno's long-range goals and objectives for economic sustainability. Specific implementation measures provide a strategy for development phasing and provision of capital improvements and ongoing public services.

AUTHORITY FOR SPECIFIC PLANS

California Government Code permits cities and counties to prepare Specific Plans for the "systematic implementation of the general plan." According to Section 65451, a Specific Plan must include text and diagrams which specify the following:

- Distribution, location and extent of land uses and open space.
- Distribution, location, extent and intensity of major public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities.
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, as applicable.
- A program of implementation measures including regulations, programs, public works projects, and financing measures

The "Specific Plan for the U.S. Navy Site and Environs in San Bruno" meets these State law requirements by establishing the location, intensity, and character of land uses; the location and design standards for circulation, transit, open spaces, community facilities, and other infrastructure improvements; and a series of implementation policies necessary to realize the plan's recommendations.

GENERAL PLAN COMPATIBILITY

Specific Plans must be compatible with the goals and policies of the adopted General Plan of the local jurisdiction (California Government Code Section 65454). In this case, the General Plan adopted by the City of San Bruno is the governing document. The applicable goals of this document are the following:

- Ensure that the continued development of San Bruno as a predominantly residential community is balanced by a strong commercial and industrial economic base.
- Encourage public and private development which is aesthetically sensitive to the surrounding environment and is of the highest quality and design and construction.
- Upgrade, maintain and increase the supply of available housing.

Appendix "A" contains the complete "Findings of Consistency with the San Bruno General Plan". In summary, the Specific Plan conforms to the adopted goals and policies of the General Plan pertaining to the subject properties.

REDEVELOPMENT PLAN COMPATIBILITY

The City of San Bruno has adopted a Redevelopment Project Area Plan to direct planning and implementation of activities to revitalize the San Bruno Project Area, and to establish a financing method to fund these activities.

The Redevelopment Project Area encompasses two subareas: Subarea A includes 699 acres of commercial, residential, institutional and industrial lands in eastern San Bruno; Subarea B includes 18 acres of commercial lands at the intersection of Skyline Boulevard and West San Bruno Avenue. The U.S. Navy site (EFA West and U.S. Marine Reserve sites) and the National Archives site are included in Subarea A of the Redevelopment Plan. The Redevelopment Project Area Plan land use objectives and policies for the U.S. Navy site and adjacent parcels include provisions to develop a plan for reuse of the site that include a hotel, office and commercial buildings, retail uses and housing. Other objectives include improvement of traffic and pedestrian linkages to other commercial areas and gateway improvements. The U.S. Navy and Environs Specific Plan is consistent with the land use policies and objectives of the Redevelopment Plan.

RELATIONSHIP TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

An Environmental Impact Report (EIR) has been prepared for the Specific Plan. This EIR analyzes the potential impacts of development proposed in the Specific Plan, as well as identifying appropriate mitigation measures and a monitoring program. Because these documents were prepared in a coordinated manner, mitigation measures have been incorporated into the Specific Plan.

The Specific Plan EIR assesses the implications of the maximum development potential of this plan. Development proposals that do not exceed these maximums, and which are consistent with the full range of policies, design guidelines, and implementation measures, will not be required to provide additional environmental analysis. In accordance with Section 21157.1 of the Public Resources Codes, it is intended that the EIR under which the Specific Plan is analyzed will allow limited review of subsequent plan area projects that were described in the EIR as being within the scope of the plan. Upon receipt of a development proposal in the project area, the City will conduct an Initial Study. If it is determined that a proposed subsequent project will have no additional effect on the environment as identified in the EIR, then the City shall make a Finding of Fact based on the Initial Study that the subsequent project is within the scope of the project covered by the EIR. There will be no new

environmental documentation or findings required in this case. If it is determined through the subsequent Initial Study that a project will have additional effect(s) on environment, then additional environmental review will be required as defined in the CEQA guidelines.

RELATIONSHIP TO THE ALUC/FAA

In recognition of certain airport impacts on properties near airports, the State Legislature, in 1970, under the State Aeronautics Act, added Article 3.5, Section 21670 et seq. to the Public Utilities Code. This legislation requires the establishment of airport land use commissions in counties with one or more airports served by a scheduled airline or with one or more airports used by the general public. Those commissions are required to develop comprehensive airport land use plans for areas surrounding those airports.

In San Mateo County, which includes the City of San Bruno, the City/County Association of Governments (C/CAG) serves as the Airport Land Use Commission (ALUC). It makes all final decisions regarding airport/land use planning issues in the county, per the provisions in PUC Section 21670 et seq.

Chapter V of the San Mateo County Comprehensive Airport Land Use Plan, dated December 1995, contains the specific provisions for the San Francisco International Airport Land Use Plan. The Specific Plan for the U.S. Navy Site and its Environs in San Bruno complies with the provisions of that land use plan, specifically for the proposed land uses within the 65 to 70 CNEL Noise Contours (see Figure 8, Key Planning Factors section).

The residential land use designations of "multi-family" and "nursing homes" for properties within the 65 - 70 CNEL Noise Contours are each listed as conditionally compatible, with the caveat that new construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation features included in the design. Furthermore, the commercial land use designations of "retail", "restaurants", "office buildings", "hotels/motels", and "playgrounds" for properties in a CNEL Noise Contour range under 70 CNEL are all designated as compatible, with little noise impact and requiring no special noise insulation requirements for new construction.

The Airport Land Use Commission (administered through C/CAG) has adopted the Federal Aviation Regulation FAR Part 77, "Objects Affecting Navigable Airspace" imaginary surfaces to establish height restrictions for natural and man-made objects in the vicinity of San Francisco International Airport.

The height of all structures proposed in the Specific Plan comply with the FAR Part 77 imaginary surfaces for San Francisco International Airport as shown on Map SFO-4 on page V.-22 of the San Mateo County Comprehensive Airport Land Use Plan.

RELATIONSHIP TO C/CAG

California Government Code Section 65089 (b)(1)(A) requires that the Congestion Management Agency, which in this case is C/CAG, specify a system of roadways for which level of service standards will be set and monitored. C/CAG has adopted the "Final Congestion Management Program for 1999."

At their meeting on May 11, 2000, the C/CAG Board adopted an amendment to the 1999 Congestion Management Program requiring local jurisdictions to ensure that the traffic impacts on the Congestion Management Program (CMP) roadway network are fully mitigated. The new policy and guidelines took effect on May 25, 2000 and include all projects that meet the following criteria:

1) The project will generate a net 100 or more peak period trips on the Congestion Management Program network; and

2) The project is subject to CEQA review; and

3) The project will not have completed the scoping and initial study process.

The land uses in this Specific Plan meet the threshold criteria stated above. It is the intent of the Specific Plan and its Environmental Impact Report (EIR) to comply with the provisions of the C/CAG Guidelines for Implementation of the Land Use Component of the 1999 Congestion Management Program. (Refer to Appendix B: C/CAG Guidelines for Implementation of Congestion Management Plan)

BACKGROUND

LOCATION

The City of San Bruno is located in the northern portion of the San Francisco peninsula, 11 miles south of San Francisco and immediately west of San Francisco International Airport (SFO). San Bruno occupies approximately 5.7 square miles of northern San Mateo County, and is bordered by South San Francisco to the north, Millbrae to the south, Pacifica to the west, and San Francisco International Airport to the east. The Specific Plan area is situated immediately north of Interstate 380 and west of El Camino Real. The study area consists of approximately 55.44 acres, of which approximately 26.3 acres are currently occupied by the U.S. Navy and Navy Reserve (U.S. Marine Corps). The planning area is bounded by Sneath Lane to the north, El Camino Real to the east, I-380 to the south and Cherry Avenue to the west. *(see Figure 3 - Area Context Map)*

San Bruno is a suburban residential community, with a population of approximately 42,000. The community is composed primarily of residential uses, with a modest amount of commercial uses and small amount of industrial uses. The residential neighborhoods are primarily single-family homes on the western slopes and a mixture of single-family and multi-family homes on the lower lands to the east. Although there are small pockets of neighborhood-serving commercial found throughout the western portion of the city, most of the commercial activity in San Bruno is focused along the El Camino Real, San Bruno Avenue and San Mateo Avenue corridors. San Bruno hosts a well developed older downtown retail district along San Mateo Avenue, regional shopping centers at Tanforan Park and San Bruno Towne Center in the northeast, and service-oriented commercial along the El Camino Real and San Bruno Avenue thoroughfares.

SITE HISTORY

The history of the EFA West site began in 1942, when the Wartime Civilian Control Administration (WCCA) took over the Tanforan Racetrack in San Bruno and established the Tanforan Assembly Center as a temporary holding camp for the pre-evacuation of civilians of Japanese descent. The Center closed in September 1942 when the occupants were relocated to the Topaz Relocation Center in western Utah. The Tanforan facility remained in the Army's possession. The early wartime buildup of forces led to overcrowding in existing facilities, especially on the West Coast. To alleviate the crowded conditions at Moffett Field, the Navy took over the Tanforan site on May 1, 1943. In 1944 the Navy acquired a parcel of about 142 acres to the west of the existing facility, which when developed became known as the "West Portion" of the U.S. Naval Advance Base Personnel Depot, San Bruno. The West Portion comprises the present-day EFA West.

By the summer of 1945 the U.S. Naval Advance Base Personnel Depot, San Bruno, was built up to its fullest extent. About a year later, following the end of hostilities, the Navy officially disestablished the facility. Soon after, military-sourced construction in the East Portion was either demolished or removed and the Tanforan Racetrack resumed operations. The West Portion was then put into caretaker status. Family housing units that had been built in 1945 were still occupied, and some buildings were put to use as a Navy Records Storage Management Center, but the facility was all but abandoned for the next several years. The onset of the Korean War in 1950 brought about an upgrade in the facility's maintenance condition. It was during this time period that the buildings were upgraded to "semipermanent" status and were refinished with more durable stucco siding. Most of the buildings on the site stood vacant at this time, but from 1947 to 1956, 25 buildings were used by the Naval Records Management Center for the storage of naval records. In 1951, the Twelfth Naval District placed the District Public Works Officer (DPWO) in charge of the San Bruno facility. Over the next few

years the facility acquired new tenants from other activities within the Twelfth Naval District while consolidating into fewer buildings and shedding excess acreage. In 1955 the family housing on the site was demolished and the leased land where it had stood was returned to its owner.

In 1959 the Navy redesignated U.S. Naval Advance Base Personnel Depot, San Bruno (Disestablished) as U.S. Naval Facility, San Bruno. In 1961 the Navy declared just over 54 acres as excess, reducing the facility to 32 buildings occupying about 36 of approximately 90 acres. That same year the DPWO moved into buildings in the northern portion of the station, further consolidating the station. In the summer of 1963 the Marine Corps Reserve Training unit at San Bruno moved into a building on the northeast corner of the station, further consolidating the facility into the northernmost section of the old West Portion of the site. In 1966 a Navy Department reorganization resulted in another name change, and the facility was designated Western Division Naval Facilities Engineering Command (EFA West).

By late 1968 EFA West had moved entirely into buildings in the northern section of the facility. The station now occupied only about 29 of the original 91.5 acres of the West Portion of the Advance Base Personnel Depot. The Navy had transferred 11.5 acres to the Marine Corps for the Reserve Training Center, and the California Division of Highways had received approximately 43 acres as right of way for Highway 380. Another three acres were transferred to the San Mateo County School District for use as a school site. The last major alteration to the station occurred in 1970, when the main entrance was moved from its original location on El Camino to its current location on Commodore Drive, off of Sneath Lane. In 1975 the Navy and Marine Reserve opened a new Reserve Center building on the grounds of the San Bruno facility, on the northern portion of the station. Base closings and organizational realignments in the late '80s and early '90s saw EFA West reorganized and downgraded to its current status as a field activity center designated EFA West.

Throughout the years, the structures have been adapted to fit current office uses on the site. While significant investment has been made to the structures to accommodate the changes in the use of buildings, today these facilities demonstrate evidence of deferred maintenance, space allocation inefficiencies, non compliance with provisions of the Americans with Disabilities Act (ADA), and inadequate ventilation within the 60 year old structures.

EFA West has an annual payroll of $8 to $10 million. Currently, total employment at this installation is approximately 157 persons, including 7 uniformed military personnel and 150 civilians (120 with EFA West and 30 with other government agencies).

The mission of EFA West is, "*to provide the best shore installation support*". EFA is the Navy and Marine Corps' shore installation experts for installation planning, facility design and construction, facility management support, environmental management, and base closure and realignment. Over the last 20 years, on-site staff levels have been as high as 1,700, but are currently in a downsizing phase which is expected to continue. Current staffing levels of approximately 280 personnel are expected to continue to experience downsizing.

EXISTING CONDITIONS

The Planning Area is comprised of approximately 55.44 acres of land at the northwestern edge of the city, bounded by Sneath Lane to the north, El Camino Real to the east, Interstate 380 to the south and Cherry Avenue to the west. The Planning Area is divided into two subareas: the Core Specific Plan Area and the Peripheral Specific Plan Area (*see Figure 4-Core and Peripheral Area Planning Map*).

The Core Specific Plan Area is comprised of approximately 30.75 acres and includes the US Navy and Marine Reserve sites, commercial uses along El Camino Real, and office uses along Sneath Lane.

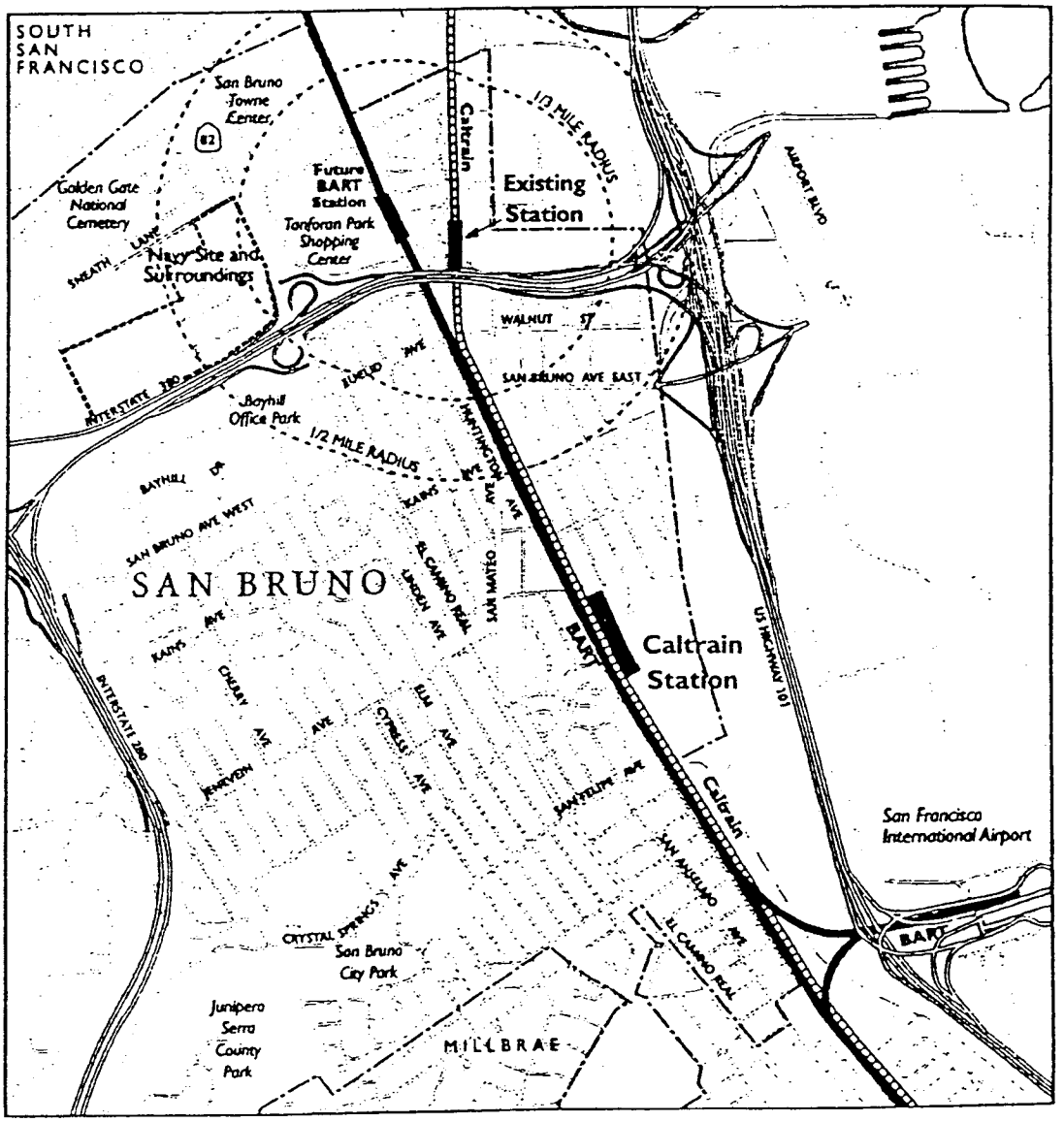


Figure 3 – Area Context Map

The Peripheral Specific Plan Area includes all existing uses located between the west boundary of the Core Specific Plan area and Cherry Avenue with the exception of the Airport Trade Center, the medical building at 1001 Sneath Lane and the Church of Jesus Christ Latter Day Saints properties. Listed below is a description of existing land uses within the Specific Plan Area.

Core Specific Plan Planning Area

- *EFA West.* This site houses the EFA West Naval Facility. It is comprised of approximately thirty (30) one- and two-story structures housing administrative uses on approximately 20 acres of land. Buildings at EFA West are surrounded by parking lots and streets that provide an internal vehicular circulation system. The site includes approximately six hundred (600) parking stalls with landscaping beds and shade trees. Green lawns and concrete sidewalks allow pedestrian movement between the buildings. This area has been reported by the U.S. Navy as "economically excess" and the General Service Administration (GSA) is selling it through a competitive sale process. This offers significant opportunities for substantial redevelopment of the site.

- *The Marine Corps Training Center.* This site contains a large brick and concrete structure on 5.59 acres of land immediately to the north of EFA West. It is the largest single building on site and is functionally integrated with EFA West, sharing a common entrance and similar landscape characteristics. This site is not a part of the base closure process and will remain as a Marine Reserve Center. This site may become available for development or redevelopment at some point in the distant future.

- *Commercial Uses along El Camino Real.* Existing uses along El Camino are comprised of one- and two-story commercial buildings including a gas station, a pet hospital, and a dental center. Lots along El Camino are shallow with minimal to no front yard building setbacks. Parking lots are generally located alongside the buildings, producing gaps in the street frontage. These commercial sites can potentially be redeveloped or physically renovated and landscaped to visually enhance the street frontage along El Camino Real. A new roadway from El Camino Real through one of these commercial sites is necessary to provide major vehicular access to the proposed development under the Specific Plan.

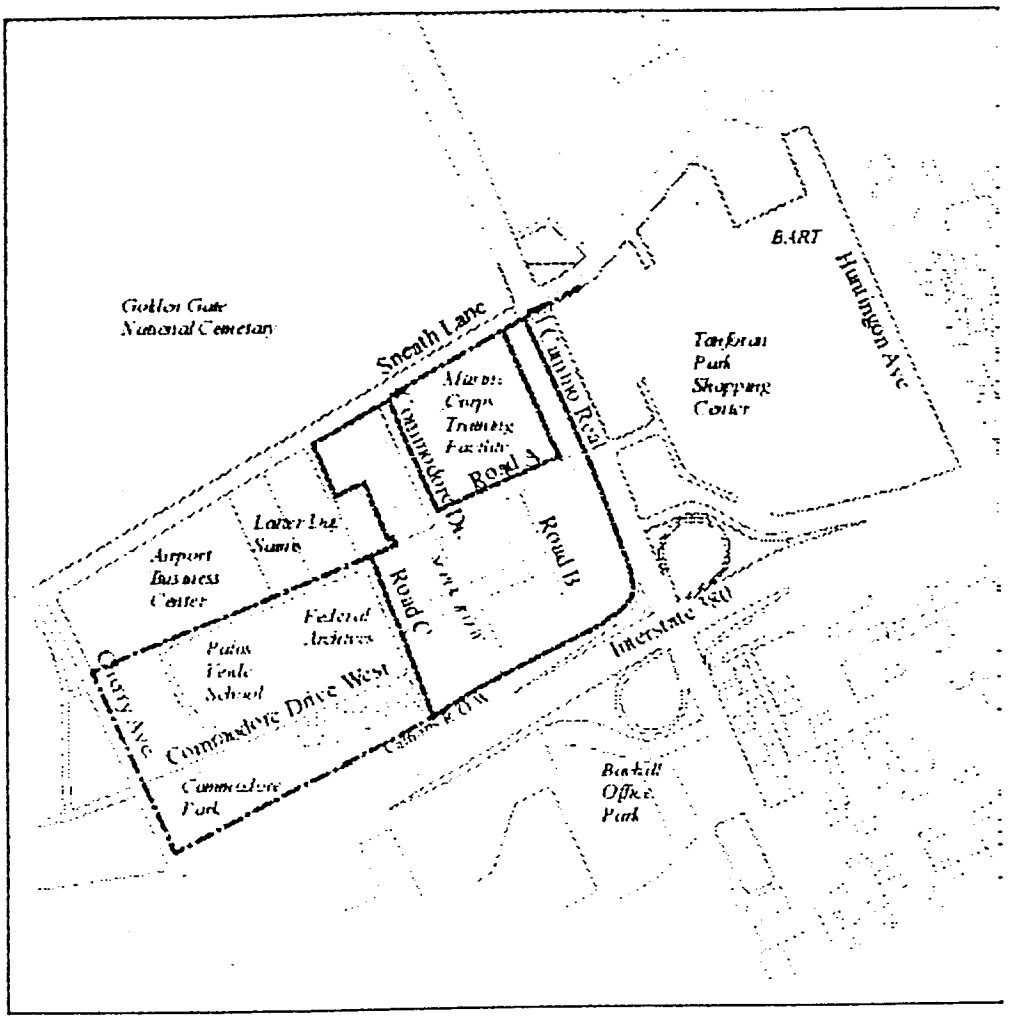
- *Existing Office Uses along Sneath Lane.* Two office buildings of similar scale are located to the east and west of Commodore Drive along Sneath Lane, with direct access to surface parking lots directly off Commodore. Sneath Lane is designated as a Scenic Corridor by the San Bruno General Plan and cannot be widened without voter approval under local Ordinance 1284.

Peripheral Specific Plan Area

- *Uses to the West of the Navy Site.* Immediately to the west of the Navy Site is the National Archives building, Vocation Education Center, Palos Verde school and Commodore Park. A private access road is located along the north side of the National Archives building and the two schools.

- *Uses along the East Side of Cherry Avenue.* A portion of Peninsula Place Condominiums, a three-story residential development with tuck-under parking, is located on the east side of Cherry Avenue. It is part of a larger condominium project located on the west side of Cherry Avenue. The Airport Trade Center is a single-story, warehousing and office development located at the southeast corner of Cherry Avenue and Sneath Lane. Primary access to this property is provided from Cherry Avenue. Grade level is approximately fifteen (15) feet lower than Sneath Lane.

- *Uses along the South Side of Sneath Lane.* A three story medical office building is located adjacent to and immediately east of the Airport Trade Center. Directly adjacent to the medical building are the properties owned by the Church of Jesus Christ Latter Day Saints which include a



CORE PLANNING AREA

PERIPHERAL PLANNING AREA

RESERVED OPEN SPACE

N
W E
S

1 ACRE

0 125 250 500
FEET

Figure 4 – Core and Peripheral Planning Area Map

religious facility and a vacant 1.2 acre parcel which has been approved for development as a multipurpose community center.

Adjacent Uses

Immediately to the east of the Planning Area lie two regional retail commercial centers, Tanforan Park Shopping Center and the San Bruno Towne Center. Tanforan Park is an enclosed mall surrounded by a large parking lot. Anchor stores include Sears, JC Penney and Target. The height of the tallest building in the mall is approximately 83 feet. In addition, there are two one-story stand-alone auto repair facilities on the mall property: a Sears Tire, Battery, Auto Center at the northeast corner and a vacant Firestone tire center at the southeast corner.

The shopping center's parking garage is attached to the eastern end of the mall, adjacent to Target. The San Bruno/Tanforan Park BART Station is currently under construction immediately adjacent to the parking garage. Construction should begin shortly on a 27,000 square-foot joint San Bruno Police/BART Police facility immediately north of the BART station plaza and adjacent to a new SamTrans bus facility and BART's new 1,000-car parking garage.

Although a major upgrade and expansion of Tanforan Park Shopping Center has been discussed for the last several years, no plans have yet been submitted to the Community Development Department for review.

The San Bruno Towne Center is located directly across the street from the Tanforan Mall, northeast of the El Camino Real/Sneath Lane intersection. This is an open-air shopping center that is set back from the street and surrounded by large surface parking lots. Major stores include an Albertson's grocery store, Marshalls, CompUSA and Costco (approved by the City to be renovated as a Lowe's Home Improvement Center). Several smaller shops and restaurants are located along El Camino and Sneath Lane (east of El Camino).

Golden Gate National Cemetery lies to the north of Sneath Lane, running the entire distance between El Camino Real on the east and I-280 on the west.

On the west side of Cherry Avenue is the major portion of the three-story residential complex of Peninsula Place Condominiums. Another condominium complex, Cherry Avenue Villas, is also located on the west side of Cherry Avenue, directly across from Commodore Park.

The Bayhill Office Park is an established office complex located south of I-380 and west of El Camino, within one quarter mile of the Navy Site. The Gap Corporation has a significant presence in the Bayhill Office Park and is currently completing a major office building at the southeast corner of Cherry Avenue and Bayhill Drive, which is directly across from the Bayhill Shopping Center. Bayhill Shopping Center is a one-story neighborhood center with Mollie Stone's Super Market, Long's Drug Store, Starbuck's Coffee, and other local and national shops.

PROPERTY OWNERSHIP

A total of sixteen (16) parcels are owned by ten (10) different individuals and entities in the Specific Plan boundaries, including the Peninsula Place Homeowners Association which represents the interests of 872 condominium units of which 136 are directly located within the Specific Plan Boundary (See Appendix C – Property Ownership List).

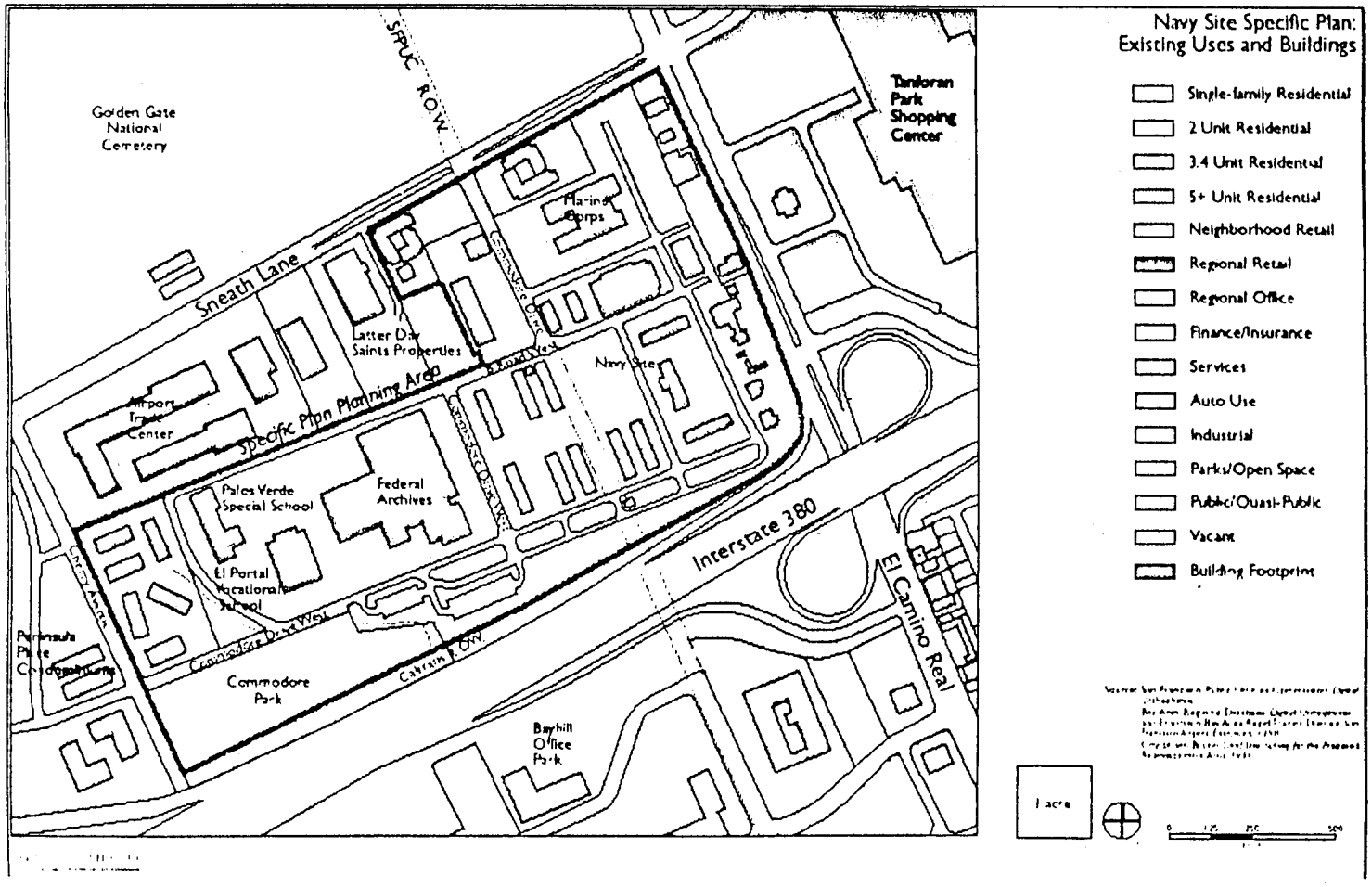


Figure 5 – Current Land Use Designations

KEY PLANNING FACTORS

There are several important planning factors that impact the Specific Plan Project Area and thereby influenced the selection of land uses. They are as follows:

- Traffic and Circulation
- Major Transportation Facilities
- Noise
- Height Restrictions
- Utilities
- Easements
- Aesthetics
- Real Estate Market Conditions

TRAFFIC AND CIRCULATION

Regional access to the site is provided via Interstate 280 and Highway 101 with direct access to the site from Interstate 380 and State Route 82 (El Camino Real). Interstate 280 and Highway 101 provide major north-south regional access between San Francisco and the entire Peninsula to the Silicon Valley.

The primary frontage of the U.S. Navy site lies on El Camino Real, a six-lane arterial. The Average Daily Traffic Volume (ADTV) on El Camino Real immediately adjacent to the site and north of I-380 is 47,000 vehicles. However, the only vehicular access to the Navy site is currently provided from Sneath Lane, a four-lane arterial, via Commodore Drive. The main development site does not have frontage on Sneath Lane, which is a designated scenic corridor by local ordinance.

Most of the approaching traffic arrives via the Sneath/El Camino Real intersection, which is currently operating at Level of Service (LOS) E in the PM peak hour.

Current traffic lane configurations at the I-380/ El Camino Real interchange impose constraints on both vehicular and pedestrian access to the Core Planning Area. The entrance ramp from southbound El Camino Real to westbound I-380 begins approximately 680 feet north of the I-380 overpass and runs the length of EFA West lot line. Any driveway or walkway into the site from El Camino Real would have to be located north of the ramp entrance, or would require the ramp to be reconfigured.

The City of San Bruno in the North San Bruno Area wide Traffic Study (1986) and Update (1998) has identified a number of potential roadway improvements that would help improve traffic conditions in the future. Some of these improvements include widening El Camino Real between Sneath Lane and I-380 to accommodate new exclusive right turn lanes in the northbound direction, improvements to Sneath Lane to improve right turn lane movements (without widening Sneath Lane) and the installation of a new signal on El Camino Real, 450 feet north of the I-380 interchange. This new signal would provide access to the Tanforan Park Shopping Center and new developments on the Navy Site. A portion of the median island along El Camino will be removed in order to facilitate the new signal.

Commodore Drive West, from Cherry Avenue east to the Federal Archives property, is a public street and provides direct access to Commodore Park, the two special schools, and the National Archives building and private parking lot. A street easement over other sections of Commodore Drive allows for public access through the Navy properties to Sneath Lane.

While major vehicular access to the Core Specific Plan Area would be provided from Sneath Lane via a section of Commodore Drive and from El Camino Real via a new major entrance roadway (subject to Caltrans approval), the Specific Plan envisions that the western portion of Commodore Drive could provide the area with a tertiary point of access to the new development at the Navy Site for pedestrian access or as another means of access for emergency vehicles. An easement over the Federally owned Archives property would be required to ensure complete access.

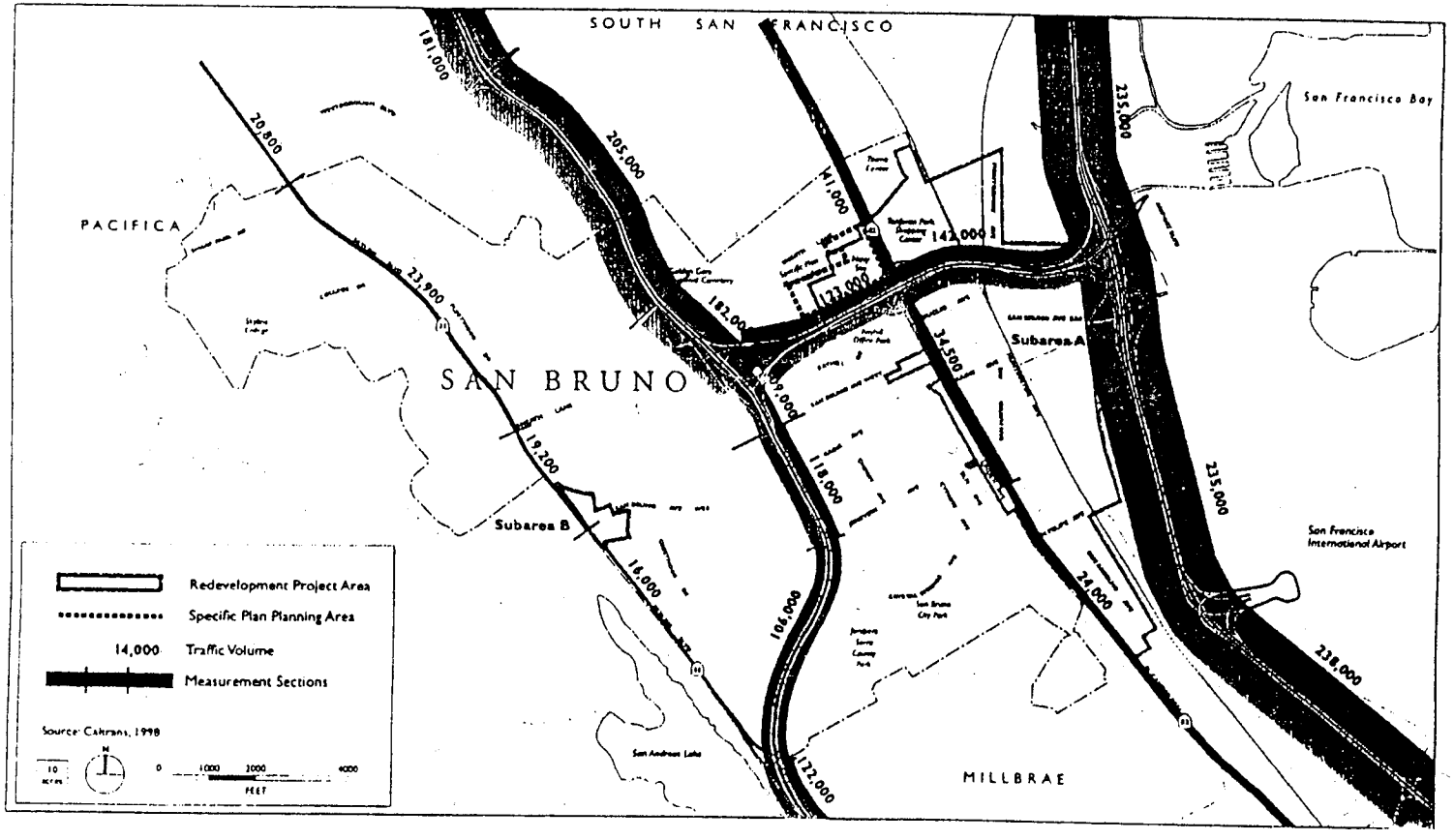


Figure 6 – Traffic Volume Map

MAJOR TRANSPORTATION FACILITIES

The U.S. Navy Site has excellent vehicular access from the existing roadway network. Indeed, in "The History of San Bruno", prepared in 1989 for the City's 75th anniversary, San Bruno is referred to as "The Crossroads Community."

Moreover, the Specific Plan site is also uniquely served by a variety of transit options other than the automobile, making the site a prime location for a Transit-Oriented Development. These options are detailed below.

San Francisco International Airport (SFO)

In Fall 2000 San Francisco International Airport (SFO) will officially open its 2.5 million square-foot International Terminal as part of a $2.4 billion improvement and expansion program. In addition to the new International Terminal, the master plan for SFO includes an airport light rail system (AirTrain), new elevated roadways, new garages, a consolidated Rental Car Center, and a BART station at the airport.

SFO is currently the fifth busiest airport in the United States and ninth busiest airport in the world, welcoming over 40 million passengers annually. By 2006 that number will reach 51 million, including a projected 70% increase in Pacific Rim travelers. The U.S. Navy Specific Plan site is located approximately two miles from SFO. The El Camino Real exit to the Specific Plan site is the first exit north from SFO on I-380.

BART

Trade and commerce in the San Francisco Bay Area has been greatly enhanced by the initial construction and continued expansion of the Bay Area Rapid Transit (BART) system. Since its opening in 1972, BART has become a key transportation link, providing commuters, both business and leisure travelers, access to major urban centers in the Bay Area, including downtown San Francisco, Oakland, and the East Bay.

Beginning with the original 71.5 mile high-speed transit system, consisting of 33 stations serving 17 communities in three counties, BART has been continuously expanding, with new stations recently opening in Pleasanton/Dublin and Castro Valley in the central East Bay, Pittsburg/Bay Point and North Concord/Martinez in the northern East Bay, and Colma on the Peninsula.

In 1996, BART received a full-funding commitment from the United States Congress for its Colma to SFO extension. This $1.5 billion extension to the airport will consist of 8.1 miles of track and stations at South San Francisco, San Bruno, San Francisco International Airport, and Millbrae. This extension will also feature an at-grade, cross platform transfer with Caltrain at the Millbrae Station.

The extension of BART to SFO is very significant in that it will provide a direct rail line between San Bruno, the airport, downtown San Francisco, and all major urban centers of the Bay Area. BART officials project that by the year 2010, the new extension will account for an additional 66,800 trips per day, including 17,000 daily trips by air travelers to and from SFO.

The San Bruno station, currently under construction, is located adjacent to Huntington Avenue at the northeast corner of the Tanforan Park Shopping Center's parking garage. This subway station will feature an at-grade station shell, a new landscaped, boulevard (Huntington Avenue), a 1,000 space parking garage, bicycle lockers, a SamTrans bus station/paratransit center, and a joint San Bruno/BART police station.

The San Bruno/Tanforan Park BART Station is located just over one quarter mile from the U.S. Navy Specific Plan site, within convenient walking, bicycling or shuttle distance and is an important factor in the designation of this development as a transit-oriented development. When it opens in early 2002, BART patronage at the San Bruno station is expected to reach 9,800 riders daily.

CALTRAIN

Caltrain is a commuter rail service operating on the Peninsula between San Francisco and Gilroy. Although currently located near Huntington Avenue at I-380, the San Bruno Caltrain Station will be returned to its former location at Sylvan Avenue at Huntington, following the construction improvements related to the BART-to-SFO project.

The San Bruno Caltrain station provides service to local residents, with approximately 650 passengers accessing Caltrain from this station on a daily basis in 1998. The Sylvan Avenue site for Caltrain is just over one mile from the U.S. Navy Specific Plan site area.

SAMTRANS

SamTrans operates fixed-route and paratransit bus routes in San Mateo County. Offering approximately 80 routes each weekday, SamTrans carries about 65,000 to 70,000 riders per day. The Specific Plan planning area is well served by SamTrans, with bus services on Routes 193, 390 and 391.

- *Route 193 (formerly 3B)* - begins at the San Francisco International Airport and ends at the Stonestown Shopping Center in San Francisco while traversing the cities of San Bruno, South San Francisco, Colma and Daly City.
- *Route 390 (formerly 5L)* - travels from Palo Alto through Menlo Park, Atherton, San Carlos, Belmont, Hillsdale, San Mateo, Burlingame, Millbrae, San Bruno, South San Francisco, Colma, Daly City and Daly City BART.
- *Route 391 (formerly 5M)* - travels from Palo Alto through Menlo Park, Atherton, San Carlos, Belmont, San Mateo, Burlingame, Millbrae, San Bruno, South San Francisco, Colma, Daly City and San Francisco (with limited service to the Transbay Terminal).

Routes 390 and 391 provide access to BART, San Francisco MUNI and Caltrain via transfer centers at the Colma and Daly City BART stations. There are several transfer points to Caltrain along the southern part of the routes

SamTrans is planning a number of improvements to their transit facilities over the next five years. The SamTrans Five-Year Plan is currently in its first stage, and over the next five years will provide effective access to the new BART stations. The changes will potentially impact and benefit current service to the study area. There is now increased service on Routes 390 and 391. These routes will be re-evaluated once the new BART stations are in operation.

PENINSULA CONGESTION RELIEF ALLIANCE ("ALLIANCE")

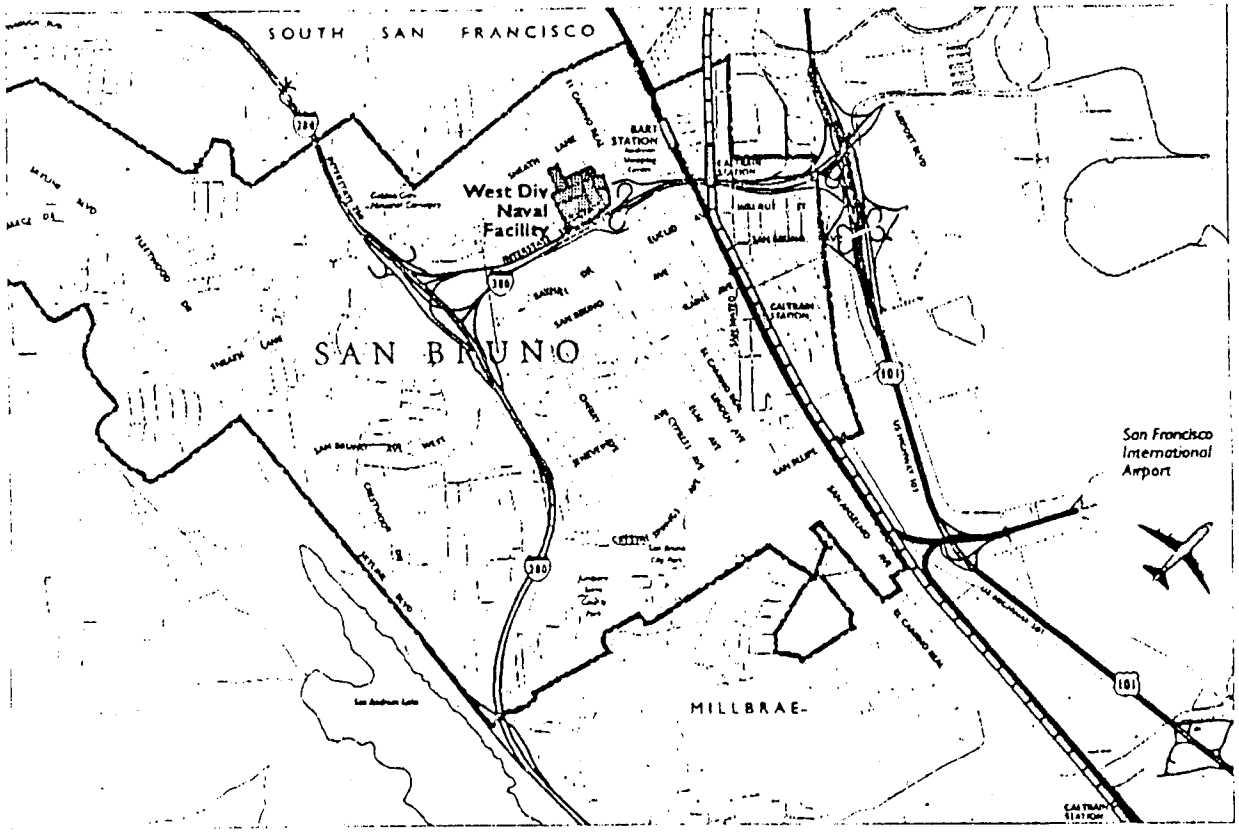
In 1999 the Multi-City Transportation Systems Management Agency (MTSMA) serving the northern cities on the Peninsula, including the City of San Bruno, joined forces with the Inter-City Transportation Systems Management Agency (ITSMA) to create the Peninsula Congestion Relief Alliance (the Alliance).

The mission of the new Alliance remains dedicated to traffic reduction through the promotion of commute alternatives at employment sites. The Alliance's work plan will concentrate its efforts in four primary areas: extensive employer and community outreach, vigorous vanpool and carpool formations, proactive outreach to developers to help mitigate traffic problems caused by new commercial development, and extensive BART-Caltrain shuttle management and formations.

The Alliance, with its traffic reduction programs, will be an active participant in promoting traffic reduction through commute alternatives at the U.S. Navy Specific Plan site.

BIKEWAYS

Although the City's General Plan does not designate any bikeways within the Specific Plan site area, Sneath



Source:
San Francisco Bay Area Rapid Transit District, *San Francisco Airport Extension, 1998.*
Peninsula Corridors Joint Powers Board, *San Francisco International Airport Light Rail System Connection Feasibility Study Program, 1996.*

Figure 7 – Major Transportation Facilities

Lane west of El Camino Real is listed as a "proposed bike route". However, all major transit carriers serving the Specific Plan site, including BART, Caltrain, and SamTrans, provide facilities for bicycles on their transportation systems.

Pedestrian Paths

Sidewalks currently exist on all major streets and access points to the site, with the exception of the private portion of Commodore Drive through the Federal Archives property. As a Transit-Oriented Development, the Specific Plan for the U.S. Navy site includes wide sidewalks and pedestrian paths throughout the proposed development with physical and visual links to existing pedestrian paths and neighboring developments, as appropriate.

Heavy high-speed traffic characterize the major streets abutting the Specific Plan site, making pedestrian movements across them very difficult and uninviting. Currently, there is a chain link fence that runs down the middle of a median along El Camino Real which prevents mid-block pedestrian crossings.

Subject to the approval of CalTrans and adequate funding, the development plan for the U.S. Navy site could also accommodate a pedestrian "bridge" over El Camino Real to link the Specific Plan site with the Tanforan Park Shopping Center property, providing safer access to the BART station with fewer vehicular/pedestrian conflicts.

NOISE

The Specific Plan Area is primarily impacted by two significant sources of noise: aircraft and traffic.

Aircraft Noise

The Specific Plan Core Area lies within the San Francisco International Airport Noise Contour Map which indicates overhead aircraft noise impact areas. The most recent FAA-approved noise contour maps are contained in the *1995 Noise Exposure Map Update* which includes 1995 baseline and projected 2000 noise contour lines.

This map indicates that the 65 dB CNEL aircraft noise contour line bisects the Core Planning Area on a southeast to northwest line with the far northeastern corner subject to noise levels in excess of 70 dB CNEL. General Plan and ALUC noise/land use compatibility standards consider areas where noise levels range from 65 to 70 CNEL as "conditionally acceptable" for residential uses, and may require special noise insulation features.

In areas where the background noise level is above 70 CNEL, residential uses are considered "normally unacceptable", even with noise insulation. There are no residential uses proposed in the Specific Plan which would be located in the 70+ CNEL Noise Contour.

By local Ordinance No. 1610, the City of San Bruno amended its Building Code by adding Section 110, under Chapter 11.04.070, for "Protection from Airport Noise". As applicable to the Specific Plan, this section requires any new residential structure located within the 65 CNEL level to meet the noise insulation standards set by the Federal Aviation Administration. Those standards require an interior noise level for new residential construction to be no greater than 45 db CNEL for all habitable rooms.

By local Resolution No. 1992-54, the City of San Bruno approved a Memorandum of Understanding (MOU) between the City and the San Francisco Airport Director. Consistent with the intent of that MOU, an aviation easement must be executed in favor of the San Francisco International Airport (SFO) for all residential units (including senior assisted living), and the developer must disclose in all property sales to potential buyers or leases to potential lessees the fact that the property or premises is located within two miles of SFO and is subject to adverse noise impacts from aircraft overflight noise.

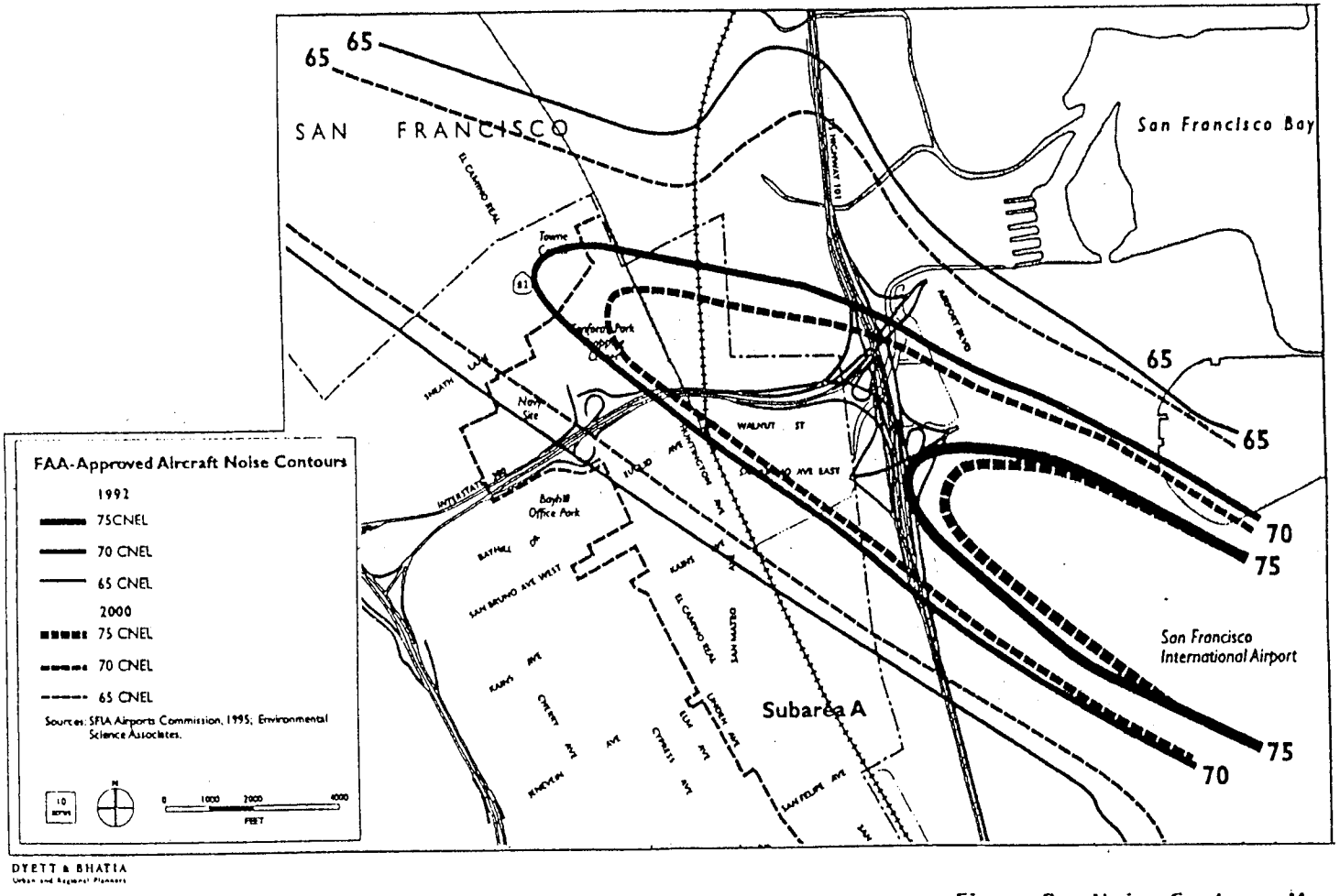


Figure 8 – Noise Contours Map

Vehicular Noise

Traffic noise measurements taken in December 1990 suggest that traffic noise levels exceed 65 dB in some parts of the Specific Plan Core Planning Area with the highest noise impacts on El Camino Real. Lesser noise impacts occur in the interior of the site from traffic along El Camino but the site is still impacted by traffic noise from the elevated I-380 roadway, particularly to the northwest of the site.

HEIGHT RESTRICTIONS

The Navy Specific Plan Area has two unique height restrictions which limit the intensity of development on the site: ALUC/FAA Height Restrictions and Local Ordinance No. 1284.

FAA Height Restrictions

Due to the physical proximity of the Navy Specific Plan Area to the San Francisco International Airport (SFO), development is restricted under the Airport Land Use Plan and Federal Aviation Administration (FAA) height restrictions. The FAA has established runway protection zones, object free areas and Federal Aviation Regulation (FAR) Part 77 obstruction criteria. The FAR Part 77 obstruction criteria define the maximum heights of all structures and are intended to prevent buildings and other objects from encroaching into required takeoff and landing airspace.

The planning area falls within the innermost horizontal surface established by Part 77 for SFIA. Within this area, the height of objects cannot exceed 161 feet Above Mean Sea Level (AMSL). The maximum allowable building height is the difference between the height of the horizontal plane and the ground elevation AMSL. By subtracting the existing elevation of the Navy Site from the 161 feet, the maximum height of structures from ground level can be determined.

The ground elevations of the Navy and Marine reserve sites range between 50 and 75 feet AMSL. Ground elevations are lowest on the El Camino Real frontage and slope up toward the rear of the site. To be consistent with the Airport Land use Plan, the maximum building heights on the Specific Plan site would range from approximately 111 feet along El Camino to about 86 feet along the western edge of the Planning Area.

Although the Special Plan Area lies in the flight path of two runways, it is outside the two adjacent areas subject to special slope restrictions.

Any development of the Navy Site must be reviewed by appropriate regional agencies, including the City/ County Association of Governments (CCAG) and its Airport Land Use Committee (ALUC) for consistency with the Airport Land Use Plan and the FAA restrictions cited above. Plans are also submitted to the Airport and to the FAA.

The Specific Plan, as presented herein, would not propose any buildings or structures which would conflict with the stated regulations of the Airport Land Use Plan and the FAR Part 77 obstruction criteria.

Local Ordinance No. 1284

In June 1977, the City of San Bruno adopted Ordinance No. 1284, restricting the height of all structures within the city limits (and consequently the Specific Plan Area) to three (3) stories or fifty (50) feet, whichever is less, as well as prohibiting multistory parking structures, and designating Sneath Lane west of El Camino Real as a "scenic corridor", prohibiting its widening unless approved by a majority vote of the people. The Plan does not propose any widening of Sneath Lane.

Ordinance No. 1284 does not prohibit structures greater than three (3) stories or fifty (50) feet or above-grade parking structures as envisioned in the Specific Plan; it merely requires voter approval, as was obtained for the Tanforan Park Shopping Center located directly across El Camino Real from the U.S. Navy Specific Plan site. Measure

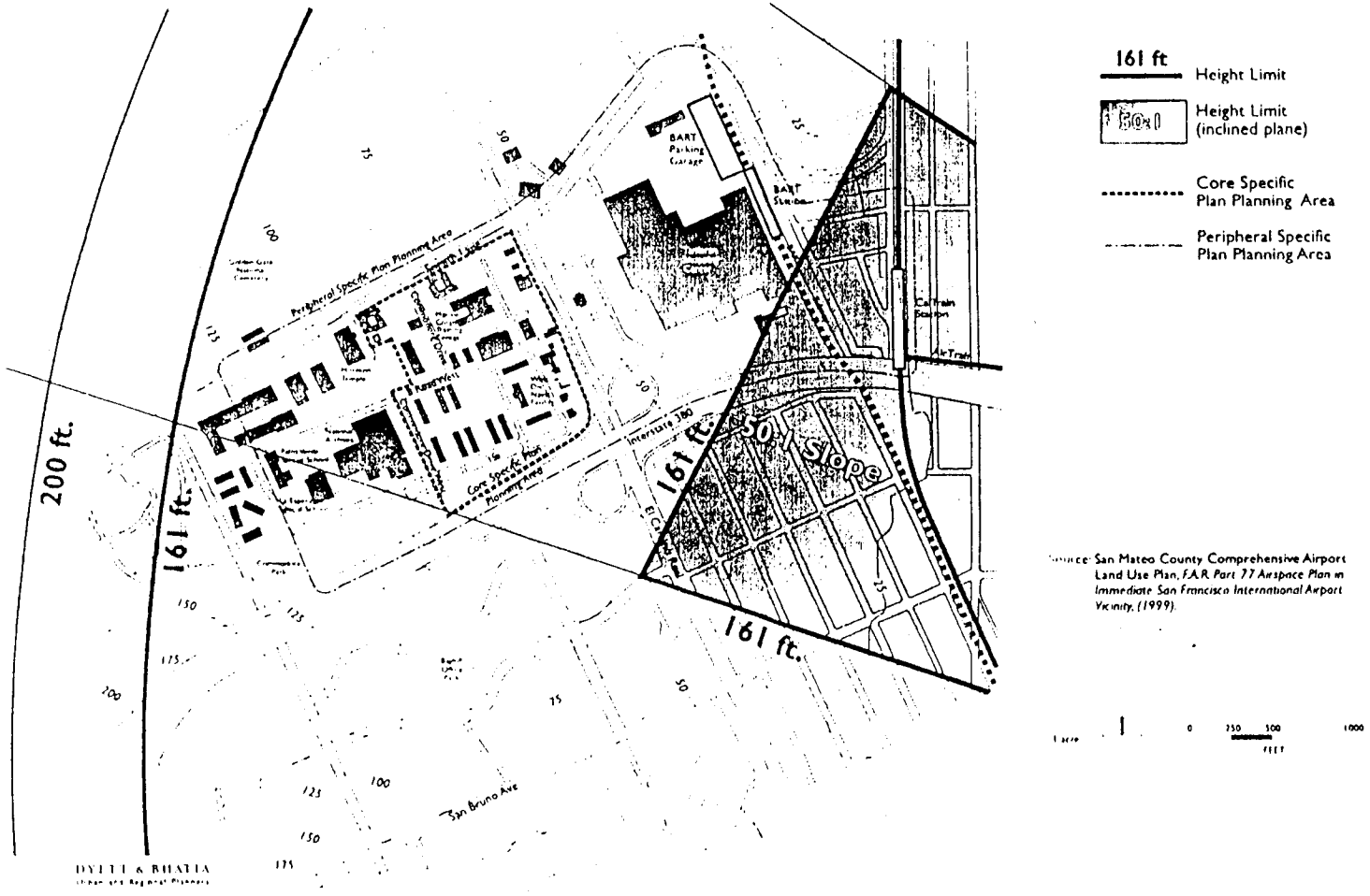


Figure 9 – Airport Height Limits

"C", which would have enacted an ordinance to allow greater building heights and parking garages, was put to a vote before the general electorate on May 11, 1999 and was defeated. Measure "C" did not, however, include specific development standards as provided for in the Navy Site Specific Plan.

The location of the Specific Plan site in San Bruno, combined with the surrounding land uses, the intensity of development, and the proximity of transit facilities, all make the U.S. Navy property an ideal location for a Transit-Oriented Development with increased heights and parking structures as allowed with voter approval under Ordinance 1284.

As part of the voter approval process under Ordinance 1284, the establishment of detailed development standards within the Specific Plan document serves the following purposes:

- **Fully informed electorate**: The written provisions inform and educate the general public and potential voters of development policies on which the Specific Plan were established, and the inherent benefits within the plan which provide a basis for voters to approve the additional height and parking structure(s), as well as any environmental impacts and mitigations created by the development.
- **Fully informed developer(s)**: The written development standards and requirements contained in the Specific Plan, including those provisions which require voter approval, provide a detailed basis for the developer to construct the integrated development as proposed by the plan, thereby saving the developer significant time and construction costs.

The additional height and construction of an above-ground parking structure, which requires voter approval under Ordinance 1284, promotes the following land use planning and development principles:

- **Land use**: Optimum land use efficiencies can be achieved by establishing compatible and integrated land use classifications with Floor Area Ratios (FAR), densities (dwelling units per acre), lot coverage, and building heights that reduce costly building sprawl and minimize inefficient surface parking lots. The additional height and parking structure facilitates the design of a controlled, compact vertical development with offices of sufficient floor area to accommodate first class users, a major flagship hotel, and the promotion of ground level activities that are focused on the pedestrian with landscaping and open space rather than automotive oriented. In addition, it provides for a residential development of sufficient density to establish a residential "transit village" including senior assisted living.
- **Environmental**: Environmental protection and preservation objectives can be achieved by saving existing mature landscaping, encouraging pedestrian accessibility, and reducing dependency on private automobiles as part of a higher density, mixed-use Transit-Oriented Development. The additional height and especially the parking garage facilitate a development geared to pedestrians, landscaping and open space, with cars parked in a structure instead of in mass parking lots visible to the public.
- **Housing**: Housing needs, including low and moderate income housing and specialized housing (elderly), can be more readily achieved in compliance with the City's Housing Element of the General Plan and in accordance with State guidelines. Increased height means more residential dwelling units can be constructed to help meet the City's housing needs, including low and moderate income housing and specialized senior assisted living, with the

upper levels of residential structures restricted by design features to assure compatibility and reduce visual impacts.

- Social: A "sense of place" can be created as part of a comprehensively planned interactive development, where social interaction is encouraged through compatible land uses, pedestrian amenities, open space and outdoor activities, design features, and focal points of interest. The additional height and parking structure makes more ground level space available for pedestrian interaction and visual interest, free of traffic and views of masses of parked cars.
- Fiscal: Sustainable long-term economic return to the City can be optimized through requiring desirable land uses, such as a tax-generating hotel development. The added height and parking structure facilitate a mix of land uses, including hotel, office, and residential, at a density to support Transit-Oriented Development in order to meet the City's diverse needs for economic stability, jobs, and housing.

It is acknowledged, however, that the uses proposed in the Specific Plan can be developed within the Ordinance No. 1284 guidelines for height. However, they will likely not be built to the same scale or densities identified in the Specific Plan and the above-grade parking structure could not be constructed. This lower density development alternative may result in reduced open space opportunities and large surface parking lots, and would be less cohesive as part of an interactive live/work environment.

UTILITIES

The City of San Bruno Public Works Wastewater Division provides sanitary sewer services to the Specific Plan Planning Area. San Bruno shares a sewage treatment plant with the City of South San Francisco.

The San Bruno General Plan projected a declining population for the City and projected a volume of 2.94 million gallons of wastewater per day for a population of 32,700. However, this assumption was incorrect. By 1998, the City's estimated population had increased to 41,450. The City's wet-weather discharge currently exceeds its treatment plant capacity, which is currently being upgraded. In addition, the 2000 Sewer master Plan/Infiltration & Inflow Study has identified numerous capacity deficiencies in the City's collection system, some of which may be further impacted by this development. The City of San Bruno is preparing a Wastewater Sewage Treatment Master Plan to address these issues.

The primary provider of gas and electrical power to the City of San Bruno is the Pacific Gas & Electric Company. Electrical power is provided from eight different distribution feeders. Gas is provided from three gas lines stretching from Milpitas to San Francisco.

EASEMENTS

The City and County of San Francisco maintains a major underground water pipeline that traverses the Navy site in a north-south direction and continues under Commodore Drive. The pipeline is located within a 40-foot wide easement. Currently, no structures are located within the easement right-of-way. The SFPUC is currently working on an environmental management plan for their right-of-way through San Mateo County that will establish policy for development within the right-of-way.

Several City sewer easements run through the Specific Plan Core Area. These easements are approximately ten feet wide and are generally located within existing streets. Improvements within easements are limited to landscaping or surface parking lots. However, these types of easements can potentially be relocated should it become necessary for site planning purposes.

One privately-owned utility easement runs east-west along the southern edge of the Specific Plan Core Planning Area. This easement dates from

1959 and may still be in use. Depending on the status of the easement, the configuration of development in the southern part of the site may be constrained. Typically, structures would not be permitted within an utility easement.

AESTHETICS

The planning area is currently lacking in visual cohesiveness, with a predominance of low-rise buildings, surface parking lots and limited pedestrian access. These conditions do not enhance the area as a gateway to the community.

Landscaping is limited to a scattering of trees around the barracks of the Navy site, within surface parking lots, and in rows of mature eucalyptus trees along the southern portion of the site adjacent to I-380. A "Tree Survey" was conducted for the site on October 12/13, 1999 by Environmental Science Associates (ESA) and is included in the EIR.

The site has the potential to provide views of the San Francisco Bay and the Airport, particularly from the southeastern portion of the site where high-rise hotel development is envisioned. In addition, the redevelopment of this site offers the opportunity to enhance the overall image and identity of this important gateway to the City of San Bruno.

REAL ESTATE MARKET CONDITIONS

The current state of the economy as a whole, coupled with the location of this site in northern San Mateo County, should make this Specific Plan a viable and sustainable development for San Bruno.

The 1990's have been a prosperous time for new development in the region. San Bruno is situated adjacent to San Francisco International Airport (SFO), the nation's fifth busiest airport and one of the Bay Area's most important economic driving forces. Both passenger and air cargo traffic grew approximately 26% during the first half of the 1990's, and SFO is currently undergoing a large-scale expansion, doubling its square footage from 2 million to 4 million square feet of passenger area. By the year 2005, this expansion will result in a growth in total passengers from the current 39 million to between 50 and 60 million a year. Furthermore, the areas surrounding SFO are experiencing and will continue to experience demand in the hotel industry from tourist and business travelers.

MARKET TRENDS

The predominance of financial, technology, bio-technology, and multimedia firms in the region contribute significantly to its economic vitality. San Mateo County and various cities within the county host major players in many of the above mentioned fields, including:

- Genentech
- Oracle
- Franklin Templeton
- Cellular One
- Telecan Systems
- Enterprise Networking Systems

Multi-Family Residential

The apartment market in San Mateo County in the mid and late 1990's is one of the strongest in the Bay Area. There are a total of 21 planned or proposed new multi-family housing projects in various stages of the development process within the market area, which would add nearly 2,250 dwelling units to the existing stock. However, municipal planning agencies in the area have indicated that because much of San Mateo County is built out, the majority of new multi-family housing construction is in smaller projects with very low densities.

The Redevelopment Plan EIR indicates that Subarea A, which includes the Navy site and environs, has been in a built-out condition longer than the rest of the City of San Bruno. Although the number of units in this area has steadily increased, the rate of growth slowed between 1980 and 1990 to 3%, while population increased by

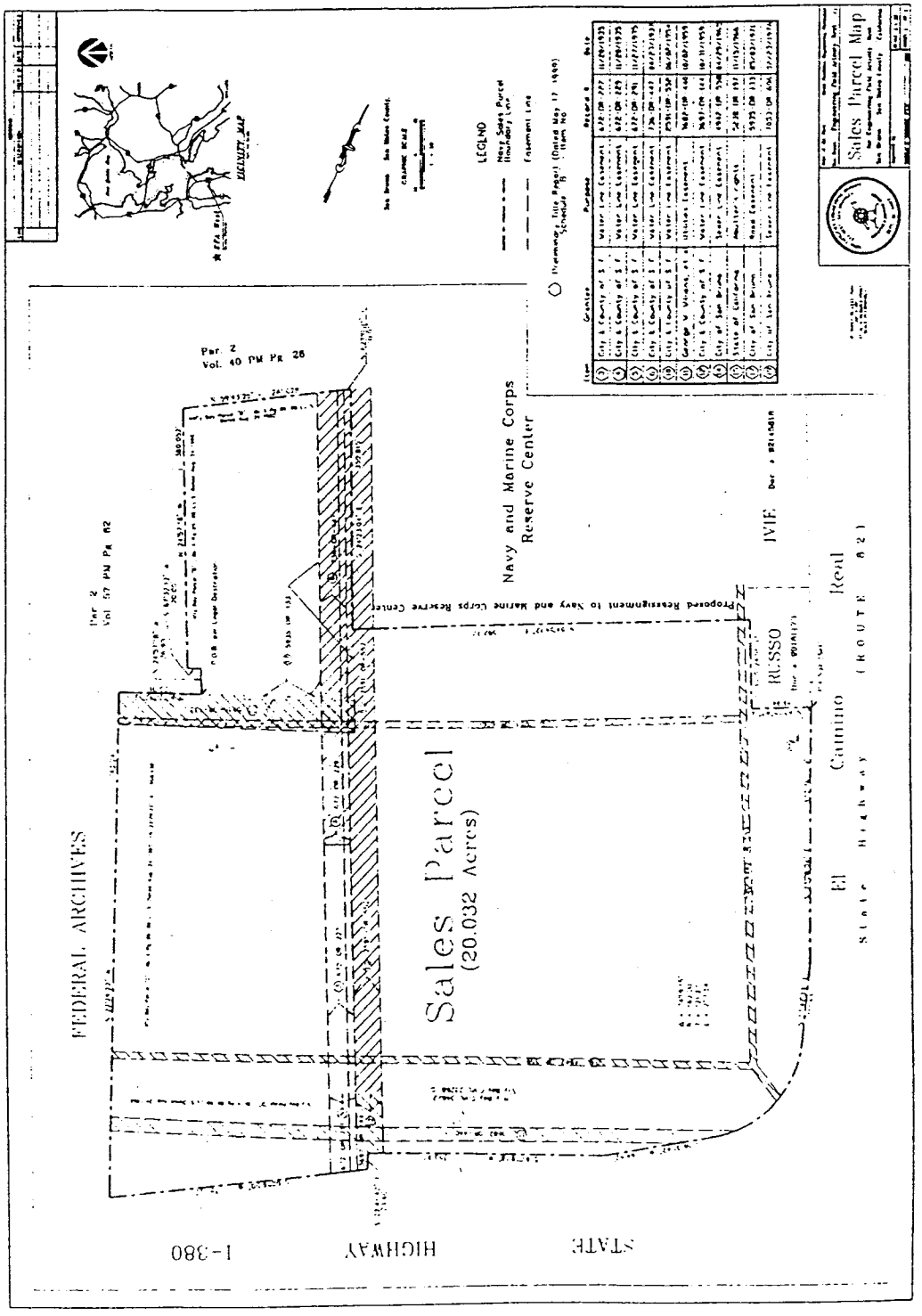


Figure 10 – Sales Parcel Map

15%. Overcrowding is also more severe in this area than citywide and the percentage of owner-occupants is lower (20%). Thus, the construction of new multi-family housing and senior assisted living will serve to provide a range of affordable housing opportunities and to relieve overcrowding in the area.

Office

The market for office development in San Mateo County in the late 1990's has proven to be one of the strongest markets for office development in recent history. The relocations of major high-tech companies and professional service corporations to and within the County, coupled with the lack of construction, has created a major demand for Class A office space. The First Quarter 1998 vacancy rate in San Mateo County was 1.79% while in North San Mateo County it was 3.6% and in the San Bruno/Millbrae area, 4.06%. This is significant when compared to market conditions during the recession in the early to mid 1990's, when vacancy rates averaged 18% and landlords were forced to offer free rent and tenant improvement allowances as an inducement for rental of properties.

Due to aggressive market activity, construction of office space that was nonexistent in San Mateo County during the mid-1990's escalated to 281,000 square feet in 1997. Construction activity continued to significantly increase in 1998 and is expected to continue through the year 2002 as demand for office space is expected to far outweigh the supply. Market trends indicate that vacancies will continue to be absorbed as soon as they become available with very aggressive construction and office leasing activity through the year 2000 and beyond.

Retail

Overall retail market conditions have shown a significant rebound from the stagnant period during the recession in the early to mid 1990's. By 1996, San Mateo County posted gains of 10 percent county wide. San Bruno holds a strong position in the Northern San Mateo County retail market with its two regional shopping centers along the El Camino Real and a successful downtown business area. While retail is not envisioned as a significant component of the Specific Plan for the Navy site and its environs, it is anticipated that due to its prime location adjacent to a major commercial corridor such as El Camino Real some percentage of retail and service space demand for the area will be captured with the redevelopment of the site.

Hotel

In August 1999, the City contracted with Keyser Marston Associates to conduct a hotel market evaluation for the Navy Site. (See Appendix D – Keyser Marston Hotel Market Study) According to this study, the market for hotels, while experiencing a slow down in the First Quarter 1999 in the Peninsula and South Bay, continues to be very strong for this area due to the airport. Even during the recent recession, the airport hotel market was among the strongest sub-markets in the Bay Area. This relatively strong performance continued through the end of 1998 with the airport and peninsula hotels enjoying occupancies above 80 percent. Average daily room rates have risen about 40 percent since 1994, averaging approximately $140 per night.

The San Bruno area has a large number of hotels and motels, reflecting the need for hotel space associated with the San Francisco International Airport. There are 15 hotels with more than 200 rooms in four cities near San Bruno - Burlingame, San Mateo, South San Francisco, and Millbrae - yet none are located in San Bruno. Currently, there are approximately 1,600 hotel rooms under construction in the cities of Brisbane, Millbrae and South San Francisco with most development taking place in South San Francisco. However, of all such projects only one has more than 200 rooms.

The Bay Area is experiencing a shortage of land available for development as communities reach buildout conditions. The redevelopment of the Navy site will make available approximately 20

acres for redevelopment in the short term, with the potential for an additional acreage at some point in the future. This, coupled with its location near SFO and easy access to major transportation/transit corridors and regional commercial centers, make the Navy site an enviable and ideal location for the development of a 500 room, full-service hotel with associated retail and meeting facilities.



PLAN OBJECTIVES AND POLICIES

PLAN OVERVIEW AND VISION

The Specific Plan calls for the revitalization and reuse of the Navy Site with a mix of new uses compatible with the surrounding neighborhoods that would generate fiscal, social, environmental, and physical benefits to the City and enhance the area as a gateway to San Bruno.

Capitalizing on the expansion of the San Francisco International Airport (SFO), the extension of the Bay Area Rapid Transit (BART) system, and the strong regional economy, the Specific Plan for the U.S. Navy Site and its Environs presents the following vision:

A compact and interactive community based on the principles of Transit-Oriented Development, offering multi-family and senior assisted living, work place opportunities, child-care and recreational facilities, and a major hotel and ancillary services, with convenient pedestrian-friendly access to adjacent transit facilities, retail and entertainment services, and neighborhood amenities.

The purpose of the Specific Plan is to make this vision a reality through clearly established objectives, policies, development standards, and implementation strategies. The following sections outline the objectives, policies and design standards for Land Use, Transportation and Circulation, Community Design, Utilities and Public Services upon which the Specific Plan has been developed.

LAND USE

This section delineates the location, type and density of land uses to be developed within the Specific Plan Area. These uses have been determined through an analysis of market conditions, economic data and the comments and recommendations of the public, the Citizen's Advisory Committee, the Planning Commission and the City Council. The design and development standards that eventually determine the height, scale and architectural style of the developments within the Plan area are included in the Community Design Section.

OBJECTIVE LU-1: Create a pedestrian friendly, mixed-use Transit-Oriented Development that encourages use of transit and promotes walkability and livability as part of a cohesive interactive community.

The Specific Plan is designed to facilitate the redevelopment of the Navy Site and its environs by implementing specific land use strategies that incorporate the goals of the City of San Bruno for a mixed-use, Transit-Oriented Development (TOD) that takes advantage of its unique location near San Francisco International Airport, regional mass transit facilities, and excellent freeway access, while encouraging interactive land uses and walkability within the development and to surrounding areas.

The Plan links new uses into the surrounding community to create a compact cohesive development which supports and encourages walking and the use of mass transit. Development standards are established to create "a sense of place" with each use intending to interact with each other, and where pedestrians are favored over automobiles.

The pedestrian center of the Specific Plan is a campus-style walkway that also serves as a fire lane, outdoor gathering area for ground floor commercial uses, and a linear open space area lined by existing mature specimen trees.

POLICY LU-1.1: Establish land uses which are conducive to Transit-Oriented Development.

The Plan creates a combination of land uses, including a major hotel, class "A" office space, high density multi-family residential, and specialized senior assisted living, while retaining and incorporating existing adjacent land uses. The result is a compact cohesive development which supports and encourages walking and the use of mass transit. By orienting most development along an east/west walkway lined with existing mature trees, the plan strives to create a pedestrian friendly environment with outdoor amenities and focal points, thereby creating an interactive "sense of place"

Residents, office workers, and hotel guests will be able to walk to the local BART Station, catch a bus or use a shuttle bus to SFO. They can also satisfy their shopping, service and entertainment needs by simply walking to nearby commercial centers or relax in outdoor plazas within the development or walk to Commodore Park to use the ballfields or playground.

Each of these land uses are characterized by having their key patrons as pedestrians: the hotel guest, the office worker, or the local resident. These are the same patrons to whom Transit-Oriented Development is aimed. On the other, land uses which encourage automobile use, such as "big box" retailers, drive-in uses, and other automobile-dependent activities, are not allowed .

POLICY LU-1.2: Establish land uses at an intensity that sustains an active pedestrian and public transit supportive environment.

Densities, floor area ratios, and other development standards have been established at sufficient intensity to assure that the development remains vibrant, sustainable, and supportive of transit options.

Residential densities for multi-family Transit-Oriented Development have been recommended

by a variety of sources, including BART, SamTrans, Caltrain, and the Center for Walkable Communities. The Specific Plan incorporates these recommendations at densities appropriate for suburban locations such as San Bruno.

The intensity of office development is measured by total floor area and by the floor area ratio (FAR). The total square footage and the resulting FAR of the office uses in the plan are consistent with recent office projects in the Bayhill Office Park. This intensity of office development is conducive to Transit-Oriented Development in a suburban location.

The intensity of development for the hotel development is a factor of the number of rooms and the ancillary services offered. The number of rooms proposed by the Specific Plan for a hotel is sufficiently large enough to attract a flagship hotel which would provide the desired ancillary services and provide sufficient long-term revenue to the City from Transit Occupancy Tax. Due to the proximity of the hotel to mass transit, including BART, as well as hotel bus shuttles, there is a high propensity for many of the guests to use these services and not use an automobile at all.

POLICY LU-1.3: Establish a land use distribution plan incorporating open space and pedestrian areas which encourage interaction among all users.

The central east-west pedestrian corridor of the site is planned as a wide esplanade, free of the sights and sounds of major traffic, with offices shielding some of the noise from the adjacent freeway, and the hotel screening El Camino Real and its heavy traffic use.

Lined on one side by offices and ground floor cafes and by multi-family residential on the other side, the tree-lined corridor serves as a natural meeting and gathering place during all hours of the day and evening, as well as a quiet oasis at night for residents. At the east end of the corridor is the major hotel, with many of the guests enjoying the view of the corridor, or being able to stroll down the path, sit and relax, or enjoy coffee or a snack at a café.

The pedestrian path also serves as a major physical and visual link between the neighborhood to the west along Cherry Avenue, including residential, office, and open space uses, and the commercial and mass transit uses located to the east of the Specific Plan site.

POLICY LU-1.4: Establish building heights and land use regulations to assure compliance with FAA standards and compatibility with the noise environment.

Height limits for the Specific Plan site have been developed to assure conformance with Federal Aviation Administration approach requirements to SFO.

The Specific Plan is also intended to comply with the noise standards of the adopted San Mateo County Comprehensive Airport Land Use Plan, dated December 1995. Any development of the site must comply with the following:

1) All development is required to be noise insulated to meet acoustical standards for building construction;

2) An avigation easement shall be executed in favor of San Francisco International Airport (SFO); and

3) The developer must disclose in all property sales or leases to potential buyers or lessees the fact that the property or premises is subject to adverse noise impacts from aircraft overflight noise.

The siting of the land uses was further influenced by existing noise generators such as aircraft overflight, the I-380 freeway, and El Camino Real. Existing aircraft noise contours restricted residential uses to the center and westerly portion of the site and the office and hotel uses provide a noise buffer from vehicular noise.

OBJECTIVE LU-2: Create a land use development which helps assure long-term economic vitality and sustainability for the City.

The redevelopment of the Navy Site presents a unique opportunity to create a mixed-use district that can revitalize an under-utilized property and enhance the long term economic base of the City. Implementation of the Specific Plan is achievable because it is based on strong regional market and economic conditions, an understanding of current fiscal constraints and opportunities, and traditional development practices sensitive to neighboring uses, local community values, and public input.

POLICY LU-2.1: Encourage a compatible mixture of land uses and service facilities which will assure long-term revenue generation, create jobs, and offer a range of housing types, densities and affordability.

The economic cornerstone of the Specific Plan is a large (400-500 room) "flagship" hotel (full-service hotel with meeting rooms and services, operated by major hotel chain). A large full-service hotel helps fulfill the primary need of the City for a reliable revenue source through transient occupancy tax (TOT) revenues. With its meeting rooms and associated restaurant services, a major hotel also meets the community need for local meeting space for service clubs and local events. These uses will also help diversify activities in the area during daytime and nighttime hours.

In order to attract a flagship hotel in this area, the Specific Plan allows for greater development density, shared parking requirements, increased height and flexibility in design standards.

New office development will provide opportunities for small and large businesses to locate in the area, offering an array of job opportunities for local residents. The office development will complement and augment the existing high quality office development at the adjacent Bayhill Office Park. The square footage allowed within the proposed office development is sufficient to attract a single major user, or several smaller ones. The office development expands job opportunities for local residents, would be easily accessible to BART and SamTrans bus facilities, and would be required to accommodate child care services on the ground floor. In addition, offices provide a reliable source of property tax revenue with little impact on public services.

New multi-family housing will help the City meet the demand for a diversity of housing types, including specialized senior assisted living, and varying levels of affordability through the inclusion of low and moderate income units.

POLICY LU-2.2: Provide strong visual and pedestrian linkages to Tanforan Park Shopping Center and BART, as well as Bayhill Office Park and other adjacent land uses.

Any development on the U.S. Navy site will have its own identity and character. However, to be successful it must also be integrally linked to the surrounding neighborhood, both physically and visually. Indeed, the inherent qualities of a successful Transit-Oriented Development lie in its ability to provide safe, walkable links to surrounding uses, including transit.

The Specific Plan for the Navy site provides key links to the Tanforan Park Shopping Center, with a new gateway entrance at El Camino Real, providing convenient access to retail, service, and entertainment opportunities, as well as direct access to the San Bruno/Tanforan Park BART Station.

Other links include pedestrian paths to the Mormon Church and its new community center to the west, access to Commodore Park and its ballfields and playgrounds, as well as the Bayhill Office Park just south of I-380. Bayhill Shopping Center is also within easy walking distance, as is the Towne Center shopping area, adjacent medical and office buildings, and other residential uses.

LAND USE PLAN

The Land Use Plan for the Navy Site Specific Plan establishes the nature and distribution of uses

within the planning area consistent with the land use and transit oriented objectives and policies outlined above. New uses within the Core Area of the site will include hotel and meeting facilities, high density residential, senior assisted housing, office/retail commercial uses, and ancillary recreational and open space.

It is anticipated that the development of the Core Area (the 20 acres being sold by GSA) will occur in the short term within 5 to 10 years from adoption of the Specific Plan. The property occupied by the U.S. Marines may be developed in the future when (or if) the U.S. Marines ultimately vacate the site and it becomes available for redevelopment.

Privately owned lands fronting onto Sneath Lane may become available during the time frame of this Plan but redevelopment would occur through private efforts. It is envisioned that existing residential, park and institutional uses within the greater Specific Plan Area will remain and be incorporated into the overall traffic and pedestrian circulation systems to create a cohesive environment.

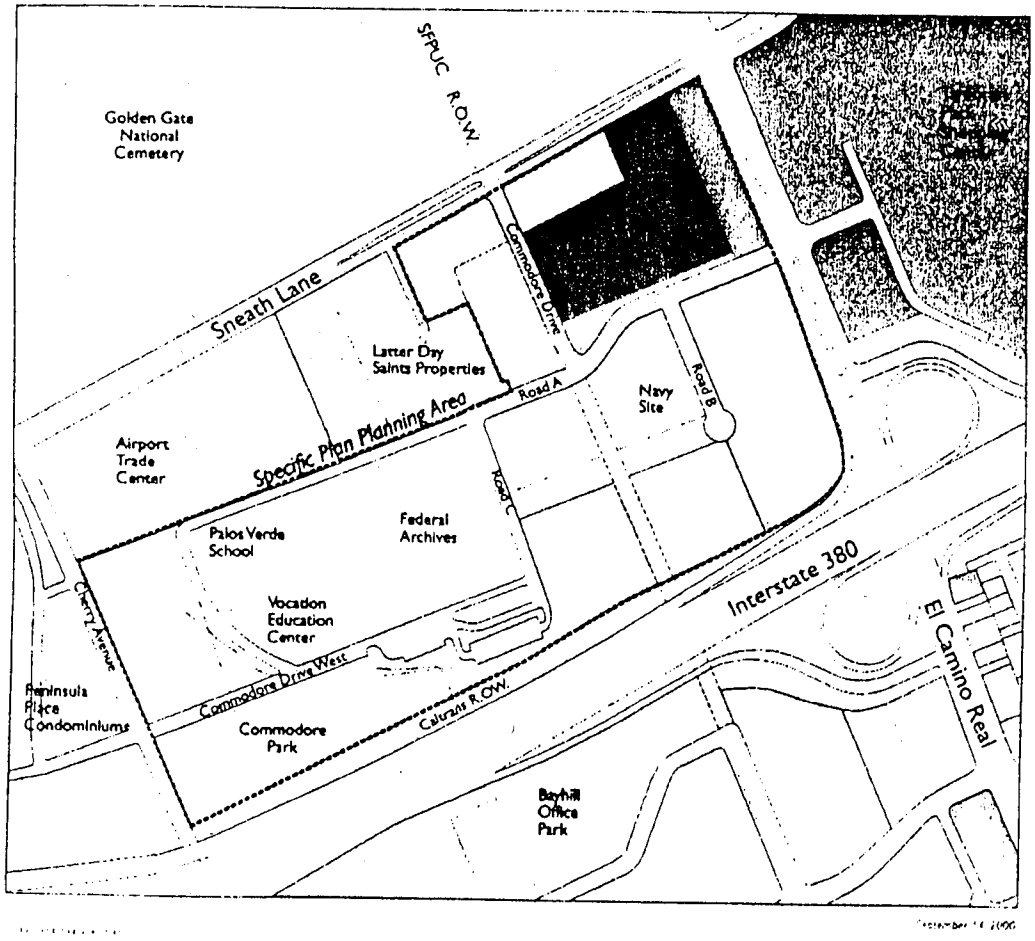
Based on various transit-oriented guidelines, as used herein, "Transit-Oriented Development" means "a high density, mixed-use community within walking distance of a transit station." This represents between $^1/_3$ to $^1/_2$ miles or about a 10-minute walk for most people, with residential densities of approximately forty (40) units per acre resulting in an additional 160 to 210 units of multi-family housing and up to 190 units of senior assisted living units. These housing units will be clustered in the center of the Navy site to provide a community like environment while still providing a connection between the residential and other uses.

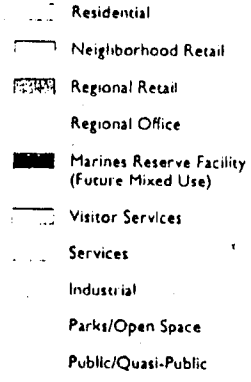
Office development will consist of approximately 285,000 square feet of class "A" space or an FAR of 1.0 with up to 25,000 square feet of additional ancillary commercial uses, including a day care facility and miscellaneous service and retail uses. The office properties along Sneath may also be developed in the future to the same floor area ratio. A 400 to 500 room hotel with 15,000-20,000 square feet of meeting space and ancillary retail and restaurant uses is planned adjacent to the El Camino Real/I-380 interchange and an additional 15,000 sq. ft. of commercial uses is designated along El Camino Real.

A new road (Road "A") will serve as the main entry to the site and will provide primary access to El Camino Real. This street will be aligned to serve as a four-way intersection between the Navy Site and the Tanforan Park Shopping Center at El Camino Real.

The Specific Plan site is located within two (2) miles of the San Francisco International Airport (SFO). While the land use policies and development standards contained herein are designed to take advantage of the physical proximity of the Navy site to SFO, the site is also impacted by the airport, especially with regards to noise. As a result, all residential properties within the Specific Plan Area must grant avigation easements to SFO, and building construction standards must take into account noise impacts from aircraft.

In addition, all development on the site must conform to the standards, codes and procedures imposed by the City of San Bruno, as well as appropriate regional, state, and federal agencies (as applicable), including public review, environmental analysis, impact fees, and mitigation requirements. Additional restrictions and requirements, or dedications and exactions, may be placed on the development of the site provided an appropriate nexus is determined by the applicable reviewing agency. These may include, but are not necessarily limited to, undergrounding all utilities, requirements for recycling, local and regional traffic mitigation measures, school impact fees, park in-lieu fees, storm water and waste water requirements (including treatment facility charges), fire





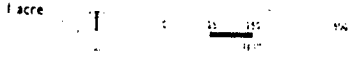
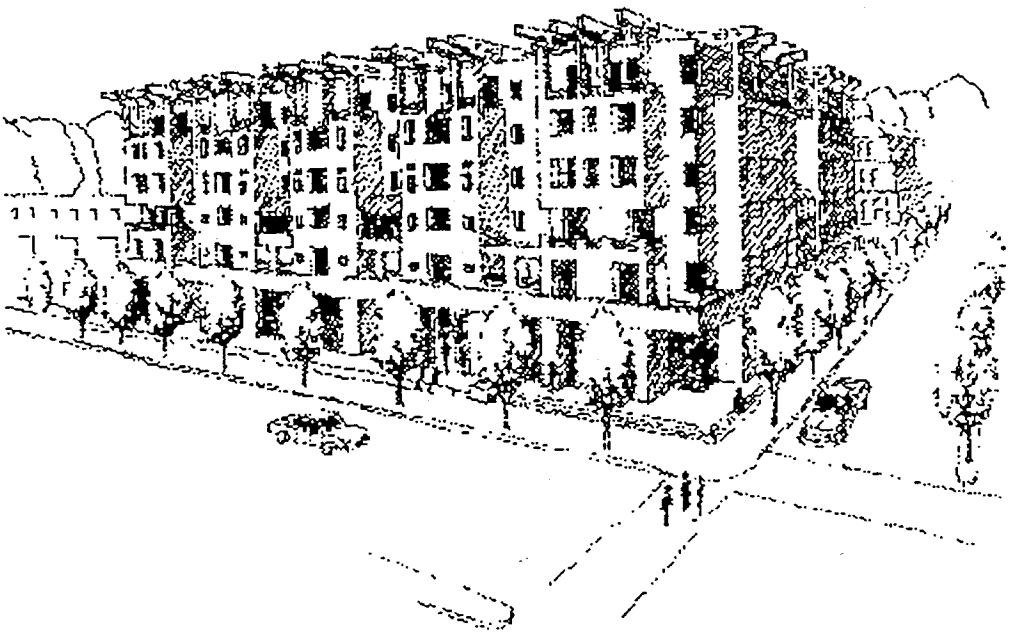


Figure 11 – Land Use Plan



Hotel from El Camino Real

equipment specialized needs and impact fees, public library impact fees, and mitigation measures relating to parking reductions and Transit-Oriented Development standards.

The existing forty (40) foot wide City and County of San Francisco water easement right-of-way bisects the site in a north/south direction, while a grove of mature specimen trees are aligned in an east/west pattern. These two elements will be incorporated into pedestrian corridors, a plaza, and fire lanes that will serve to visually interconnect residential and commercial uses while providing an attractive pedestrian linkage to the major transit corridor from the existing neighborhoods to the west of the site.

LAND USE PLAN DESIGNATIONS

The Land Use Plan for the U.S. Navy Site and its Environs Specific Plan (The Navy Site Specific Plan) sets forth land use designations aimed at establishing this mixed-use transit-oriented development. The proposed land use designations for the area are as follows:

Hotel and Ancillary Uses
(± 500 rooms)

This land use designation centers on a major "flagship" hotel with a room count up to 500 units. A "flagship" hotel is a full service hotel offering guest rooms for overnight stay, meeting facilities, food services provided by a major operator or "flag" and a variety of personal services offered to hotel guests. As such, it is envisioned that a full service restaurant (approximately 5,000 square feet) will be developed within the hotel along with meeting rooms, banquet and special event facilities.

The plan provides for a maximum height of approximately 90 to 100 feet, including elevator penthouse and other ancillary mechanical equipment, which will accommodate a six (6) story building plus a potential half level of underground

parking. However, the plan envisions that most of the hotel parking would be provided in a shared parking garage with the adjacent office complex. Due to the height and number of stories, the hotel would be subject to voter approval, as would the parking garage. It is anticipated that the existing medical office building will remain until development of the hotel site is initiated.

Multiple-Family Residential
(40 du/ac - up to 50 du/ac permitted with 25% bonus density for affordable housing)

This designation allows for multi-family residential development at a density of forty (40) dwelling units per acre, either as apartments or condominiums, and based on a transit-oriented development with provision for low-and-moderate income housing.

In accordance with the San Bruno Redevelopment Plan, all new housing developments shall include 15% housing affordable to low and moderate income households, with 40% of those units available to very low income households (less than 60% of median income). State of California Housing laws further state that where affordable housing is included in developments, an equivalent density bonus be available up to a maximum 25% over the established density. This results in a maximum development density of fifty dwelling units per acre (50 du/ac).

This land use designation allows for a combination of high density residential with provisions for limited ancillary commercial uses (residential above commercial and/or parking). Recreational facilities serving the residential development may be incorporated into the buildings or be located in a free-standing building adjacent to the residential complex.

Sites within this high density residential designation would be characterized by four (4) story apartments or condominiums over below grade podium-style parking, with a maximum height of 65 feet. Locally serving retail and service uses may be provided on first floor levels at key corners of the residential complex to serve residents as well as residents, office workers and transit patrons. However, commercial uses are not permitted in freestanding buildings.

Allowable commercial uses may include limited retail and service uses such as: 1) basic convenience shopping and services for local residents, such as a small deli, bakery, cleaners, video outlet, beauty shop, ATM machine or branch banks and postal/ business services; 2) food and beverage outlets, including neighborhood serving cafes and 3) specialty convenience stores such as flower shop, gift shop, and book store. Drive through uses are prohibited.

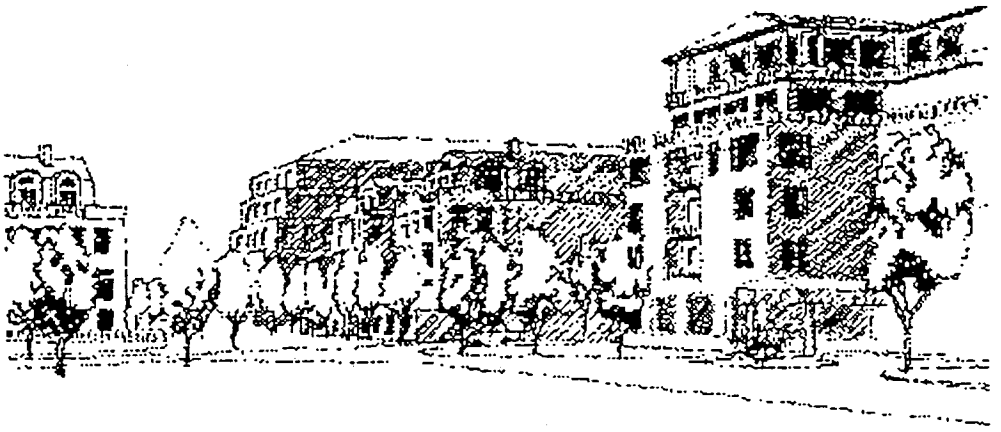
Voter approval under local Ordinance 1284 is not required for the increased density; however, it is required for the additional height and number of floors of living units.

Senior Assisted Living
(Maximum density: 100 du/ac)

This designation refers to specialized senior assisted living, also known as an assisted living facility with a diverse array of services geared to seniors. The density of development, as measured in dwelling units per acre, is a direct function of the amount of space devoted to ancillary or support services. The density of 100 du/ac is consistent with densities of similar developments in adjacent cities.

Due to the provision of support services, specialized senior assisted living is often considered a "commercial use" and is often not subject to a designated density. However, the Specific Plan proposes that an amendment to the General Plan be incorporated to properly acknowledge the density of development for specialized senior assisted living for informational purposes.

The subject site with this specialized land use designation would be characterized by a building up to six (6) stories, and may be constructed with below grade podium-type parking, all to a



maximum of 75 feet in height. The senior assisted living would be similar in style and scale to the high-density residential development proposed elsewhere in the Specific Plan, but is intentionally given the most latitude in development standards due to the nature of its use and the wide range of potential services which could be provided.

Limited commercial uses and support services may be provided in the senior assisted living complex to serve on-site residents as well as visitors to the site. Allowed uses may include limited retail and a wide range of specialized support services such as beauty shop, gift shop, flower shop, book store, ATM machines, food services, business services, and health care and recreational/social services. Commercial and support uses would normally be located within the senior assisted living complex, but could be located in a free-standing (or connected) facility adjacent to the housing complex.

As with the multi-family development, voter approval would not be required for the increased density, but would be required for the additional height of the building and number of stories of development.

Office
(Maximum F.A.R: 1.0)
This use is intended to provide prime Class "A" office space in a campus-style setting, with ancillary retail, restaurant/café, and service commercial use, as well as child care facilities, allowed within the office buildings to serve residents, employees, and visitors.

At a floor area ratio of 1.0, the office buildings proposed on the Navy site would provide approximately 285,000 square feet of net office floor space. These properties along Sneath Lane are also permitted to be redeveloped at an FAR of 1.0. An additional 25,000 square feet of ancillary commercial uses are permitted on the ground floor that provide a direct service to the resident and employee population of the area. These uses would include ATM machines or branch bank and postal/business services; food and beverage outlets, including cafes or delis; and specialty convenience stores such as flower shops and gift shops. As part of these ancillary uses, space for a day care facility of 15,000 to 20,000 square feet shall be provided within one of the office buildings, plus required outdoor space.

The office classification is characterized by buildings of five (5) stories with a maximum height of ninety (90) feet, including an elevator penthouse. The fifth floor would be required to be set back or of a different building texture or design.

The plan proposes a shared parking concept between the office buildings and the hotel, with most of the parking provided within a parking structure. Some at-grade parking could also be provided, and may include delivery areas and short-term visitor parking. Due to the height of the buildings, the office development and associated parking garage will require voter approval.

Parking Garage (Three levels above grade to 30 feet)
This designation allows the construction of a three (3) story above-ground parking garage at the southeastern corner within Phase I for shared use between the hotel and office complex. Construction of a parking garage is contingent upon approval of a voter initiative to allow above-grade parking.

Located in the far southeastern corner of the site, the garage maintains a relatively low profile, with a height of 30 feet, excluding appurtenances. These factors help to de-emphasize the use of the garage and its associated automobile traffic.

General Commercial
(Fronting on El Camino Real)
This designation provides for retail/commercial uses along El Camino Real to be developed with two to three story buildings fronting on El Camino Real. Design of buildings shall include a strong pedestrian orientation. Uses allowed shall include general retail and service commercial uses, including retail, office, medical and dental, veterinary facilities, gas stations (including ancillary car washes and convenience stores).

Institutional
(Existing Public Facilities)
This category is used to designate public land uses, such as the two special schools and the National Archives property on Commodore Drive. This designation is applied only to lands owned by public agencies that do not hold short term (5-10 year) private development potential. These uses are to remain unchanged but have been included in order to identify circulation patterns and provide a link between the residential uses and Commodore Park to the west of the Navy site, as well as with the Tanforan Park Shopping Center and BART to the east of the Navy site.

Public Park/Open Spaces
This designation is applied to publicly owned land uses such as Commodore Park and other uses intended for open space and recreational uses. No major physical changes are proposed to Commodore Park except for improvements to the equipment and ball field apparatus which are currently planned and funded primarily by the Gap. Open space improvements within the Specific Plan Core Area will serve to enhance linkages between any new and existing parks and open spaces.

The San Francisco Water Department controls a 40 foot wide easement for an aqueduct which runs through the entire site in a north-south direction. A portion of the easement is currently occupied by Commodore Drive and will continue to remain in this configuration. The remainder is a designated open space/pedestrian corridor that will be incorporated into private development of the office and residential uses.

Marine Reserves Facility
(Future Mixed Use)
The Marine reserves will continue to occupy a 5.5-acre site at the northeast portion of the Specific Plan Area. The entrance to this facility shall be off of Commodore Drive.

Illustrative Plan and Development Program
The illustrative plan shown in Figure 12 indicates how the U.S. Navy Specific Plan and its environs could potentially build out in conformity with the land use policies, standards and design guidelines of the plan. It is important to emphasize that the illustrative plan indicates only one potential development concept, and that the actual buildout will likely vary in some details.

SUMMARY OF LAND USE POLICIES AND GUIDELINES

Policy ⇨ / Land Use ⇩	Net Acres	Maximum Height (Voter Approval Required)	Maximum Density/ Proposed # of rooms/ Max F.A.R.	Proposed Dwelling Units	Proposed Square Footage	Parking Required
Hotels plus Meeting Space	4.9 Acres	6 stories 90-100 feet (per FAA)	500 roms	N.A.	15,000-20,000 s.f. of meeting space	1/ room with 15% reduction for shared parking
High-Density Residential	4.2 acres	4 stories + parking 65 feet	40 du/acre; 50 du/acre with 25% low/mod	210 units	N.A.	1.0/studio 1.5/1 br 2.0/2 br 0.1/visitor
Senior Housing	1.9 acres	6 stories + parking 75 feet	100 du/acre	190 units	N.A.	0.5/unit Shuttle Service req'd
Offices includes Child Care, Retail and Service Uses	6.5 acres	5 stories/ 90 feet (per FAA)	F.A.R. =1	N.A.	2 Bldgs. totalling 285,000 s.f./20,000 s.f. other uses	1/300 s.f. all uses; with 15% reduction for shared parking
Parking Structures (for Office & Hotel Uses)	N/A	3 levels above grade/30 feet	N.A.	N.A.	N.A.	N.A.
Retail/ Commercial (ECR frontage)	1.2 acres	3 stories/ 65 feet	80% lot coverage	N.A.	30,000 sq. ft.	Use per Z.O. with 15% reduction for shared parking

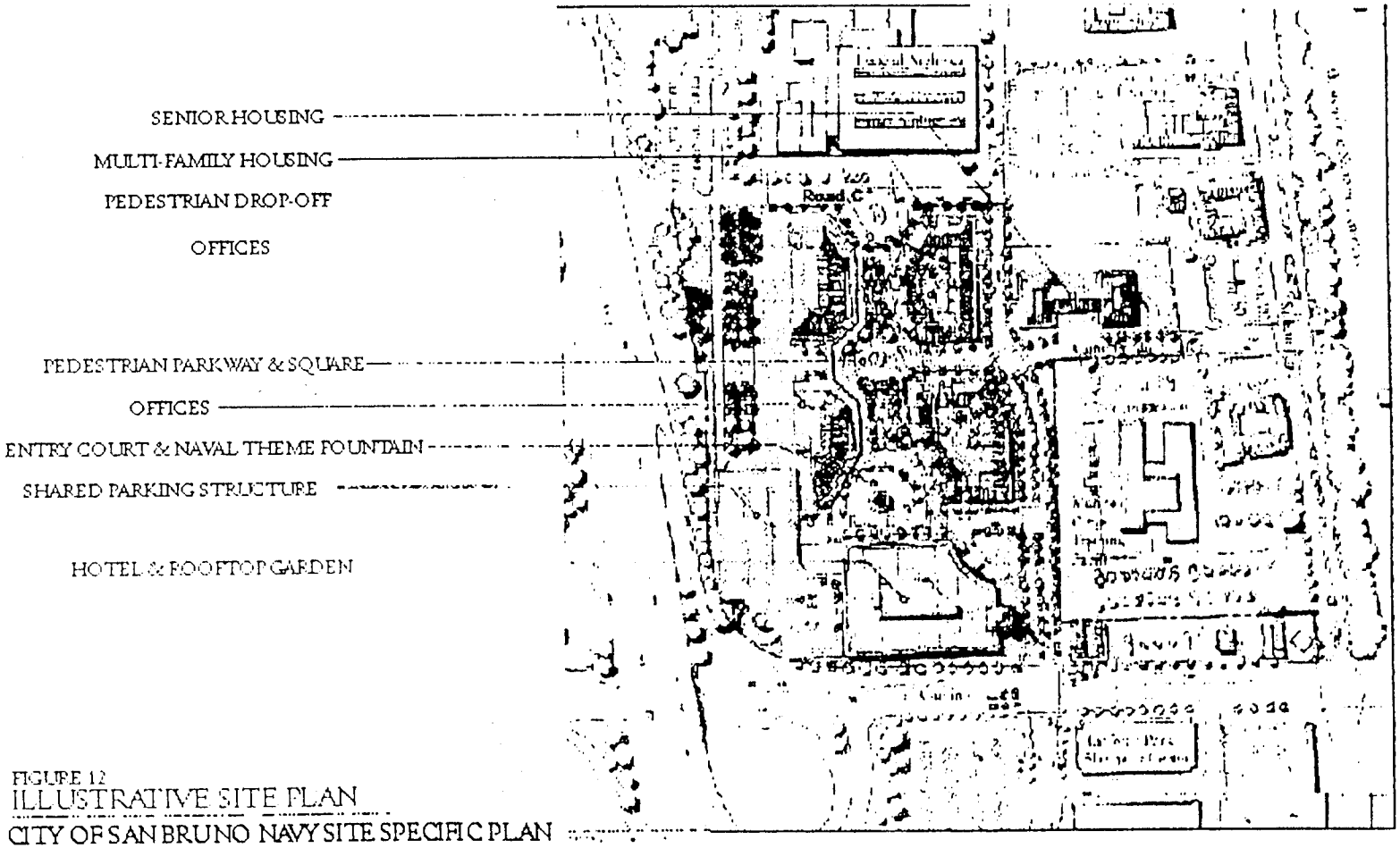


FIGURE 12
ILLUSTRATIVE SITE PLAN
CITY OF SAN BRUNO NAVY SITE SPECIFIC PLAN

TRANSPORTATION AND CIRCULATION

The existing internal roadway system through the subject property consists of a restricted road segment along Commodore Drive and a series of internal private roadways that provide circulation and access to the numerous buildings within the Navy site. Primary access is provided via Commodore Drive from Sneath Lane and connects to "B" Road West. Commodore Drive is located over an existing San Francisco City and County Water Easement and terminates at "B" Road West, while the easement extends to the south boundary of the site.

"B" Road West travels in a east west direction generally paralleling and to the south of buildings B-103, B-201 and B-203. Commodore Drive West abuts the southern boundary of the site and connects the site to the Federal Archives Building, Commodore Park and several institutional facilities to the west. Commodore Drive and Commodore Drive West are connected by 1st Street West, 2nd Street West and 3rd Street West. There is currently no direct connection from the site to El Camino Real, although a currently unused driveway cut is located on El Camino Real. Commodore West ultimately connects to Cherry Avenue via a private section of the roadway through the archives property.

The exterior roadway network, on the other hand, is ideal. The Specific Plan area is accessed by a diverse transportation network of freeways, roadways, commuter rail lines, regional bus service and bicycle and pedestrians routes. With this many diverse transit modes, the circulation system of the Specific Plan seeks to balance the need for efficient auto access in the area with the opportunity to make use of nearby public transit facilities and to provide opportunities for walking and biking.

The site also benefits from the significant program of public and private transportation improvements that are planned in the vicinity of the area over the next 5 to 10 years. The strategic location of the Navy Site, in close proximity of the new BART station and the considerable investment that is being made within the area, provides a key opportunity for more intensive, transit-oriented development which will help support transit patronage and achieve reductions in numbers of vehicle trips to help alleviate traffic congestion for the area.

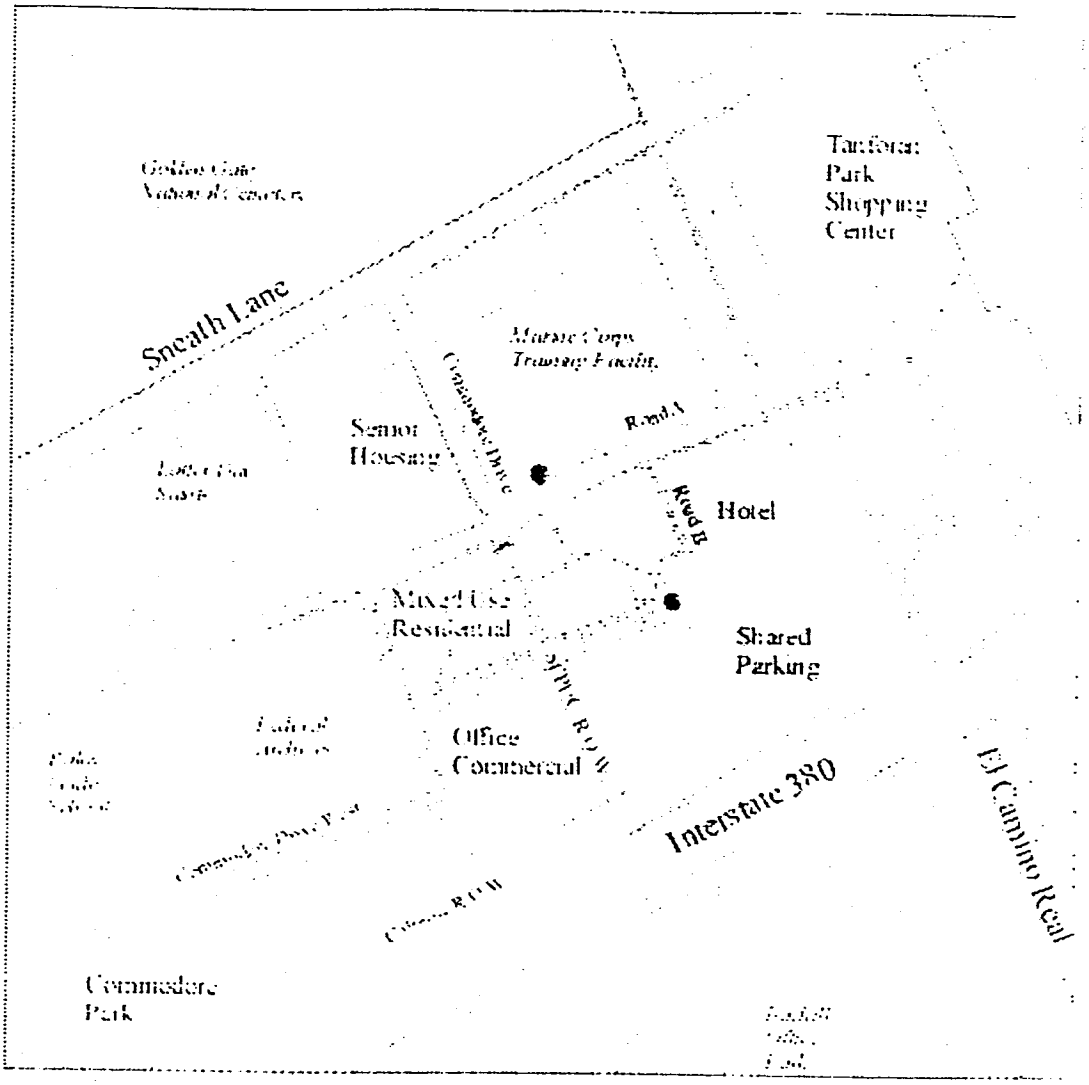
New Street Network

OBJECTIVE TC-1: Develop a street system of interconnecting streets to create a safe and friendly circulation network that efficiently links the site to existing circulation network without negatively impacting existing conditions.

The layout of the new street system is predicated on the fact that the existing internal road system will essentially be retained, which will help minimize the need to gain additional easements from the San Francisco Water District and will allow for the use of the southern stretch of easement to function as a primary pedestrian corridor. The names of the roads, as described below, are modified in the new Circulation Network Map to reflect the new circulation pattern with the exception of Commodore Drive which will remain in its existing location.

A key premise of the Specific Plan is that a new four-way intersection needs to be created on El Camino Real mid-block between Sneath Lane and I-380 to provide primary access to the Navy Site and to Tanforan Park Shopping Center from El Camino Real. The intersection must be designed to accommodate future traffic from the shopping center and from the entire Specific Plan area, as well as through traffic.

It is important to note that Caltrans maintains jurisdiction over El Camino Real and must review and approve any traffic signal and intersection layout.



VEHICULAR ACCESS & CIRCULATION

CITY OF SAN BRUNO NAVY SITE SPECIFIC PLAN

KEY PEDESTRIAN LINKAGES

BIKE ROUTES

PUBLIC TRANSIT STOP

VEHICULAR ACCESS

KEY SITE ACCESS INTERSECTIONS

N
W E
S

1 ACRE

0 125 250 500
FEET

Figure 13: Circulation Plan Diagram

As part of the new four-way intersection to be created, the new main roadway into the Specific Plan site, Road "A" (generally located where B Road currently exists), begins at the intersection with El Camino Real and proceeds in a westerly direction on the south side of the Marine Reserve property. It will include a 15-foot wide landscape buffer on the north side of the road along the boundary of the Marine Reserve property for screening purposes. Road "A" will intersect with Commodore Road (existing) and will continue to the west and south paralleling the Federal Archives Building to connect with the existing North/South Archives Road, thus connecting to the existing institutional developments to the west. A new road "B" is proposed to provide access to the hotel parking garage and for the easterly office building along I-380 from Road "A" . Commodore Drive will continue in its present alignment and will provide access to the site from Sneath Lane and end at Road "A".

POLICY TC-1.1: Implement roadway design standards in conformity with City standards.

Table "B" provides roadway design standards which shall be implemented for the internal roadway and pedestrian circulation system. The roadway design standards are similar to those used throughout the City, including the Bayhill Office complex.

POLICY TC-1.2: Maintain established City standards for peak-hour level of service (LOS) as a design objective for all intersections.

The plan calls for a program of improvements to the existing street system that will improve its efficiency in order to accommodate the greater demands placed on it by the new development. It is the City's current policy to maintain at least LOS E at all intersections within the community.

The Specific Plan is consistent with this policy and improvements to the road system are designed to maintain that LOS level. Furthermore, the mix of land uses proposed for the site, combined with the emphasis on reducing automobile trips while encouraging pedestrian traffic, will help assure compliance with this policy.

POLICY TC-1.3: Utilize the North San Bruno Areawide Traffic Study and any updates, as well as the C/CAG Guidelines for the Implementation of the Land Use Component of the 1999 Congestion Management Program, as the basis for traffic improvements, mitigations, and impact fees.

In December 1986, DKS Associates prepared the "North San Bruno Areawide Traffic Study" for the City. The study was updated in August 1998. These studies have provided the basis for traffic improvements throughout the northern portion of the City and have been used to help establish proportionate impact fees for developments within the area. Both the Towne Center Development and the Bayhill Office Park (including the Gap) paid traffic impact fees based on the North San Bruno Areawide Traffic Study.

The Specific Plan would continue to implement this policy. In addition to paying the full costs of site specific traffic mitigations, such as signalization of Sneath Lane and Commodore Drive and one half of the new mid-block intersection on El Camino Real, the developer(s) of the Specific Plan site shall pay impact fees based on their proportionate share of impacts to the areawide traffic improvements, including the intersection of Sneath Lane and El Camino Real.

On May 11, 2000, the Board of the City/County Association of Governments (C/CAG) of San Mateo County adopted an amendment to the 1999 Congestion Management Program to require local jurisdictions to ensure that the traffic impacts on the Congestion Management Program (CMP) roadway network are fully mitigated. In order to assist local jurisdictions in complying with the program, guidelines have been developed which emphasize local choice in determining the most appropriate and effective method for reducing and eliminating the traffic impacts of development.

TABLE B

ROADWAY DESIGN STANDARDS

Major Entrance Roadway "A" (El Camino Real to Commodore Drive)

Southern public sidewalk:	10 feet wide
Curb traffic lane:	14 feet wide
Median traffic lane:	12 feet wide
Landscaped median:	13 feet wide
Median traffic lane:	12 feet wide
Curb traffic lane:	14 feet wide
Northern public sidewalk:	10 feet wide
Right-of-Way:	85 feet wide
Special North Side Landscape Buffer:	15 feet wide

(along portion of street adjacent to Marine Reserve property)

Total Right-of-Way: 100 feet wide

Continuing Roadway "A" (Commodore Drive to N/S Road "C")

Southern public sidewalk:	10 feet wide
Curb traffic lane:	14 feet wide
Center turn lane:	12 feet wide
Curb traffic lane:	14 feet wide
Northern public sidewalk:	5 feet wide

Total Right-of-Way: 55 feet wide

North/South Roadway "B" (Roadway "A" to Parking Garage)

Western public sidewalk:	10 feet wide
Western curb traffic lane:	14 feet wide
Center turn lane:	12 feet wide
Eastern traffic lane:	12 feet wide
Eastern curb parking lane:	10 feet wide
Eastern public sidewalk:	10 feet wide

Total Right-of-Way: 68 feet wide

North/South Commodore Drive (Sneath Lane to Major Roadway "A")

Western public sidewalk:	5 feet wide
Western curb parking lane:	10 feet wide
Western traffic lane:	12 feet wide
Center turn lane:	12 feet wide
Eastern curb traffic lane:	14 feet wide
Eastern public sidewalk:	0 feet wide

(5 feet wide if possible, or after development of Marine Reserve site)

Total Right-of-Way: 53 feet wide
(58 feet if sidewalk on Marines property)

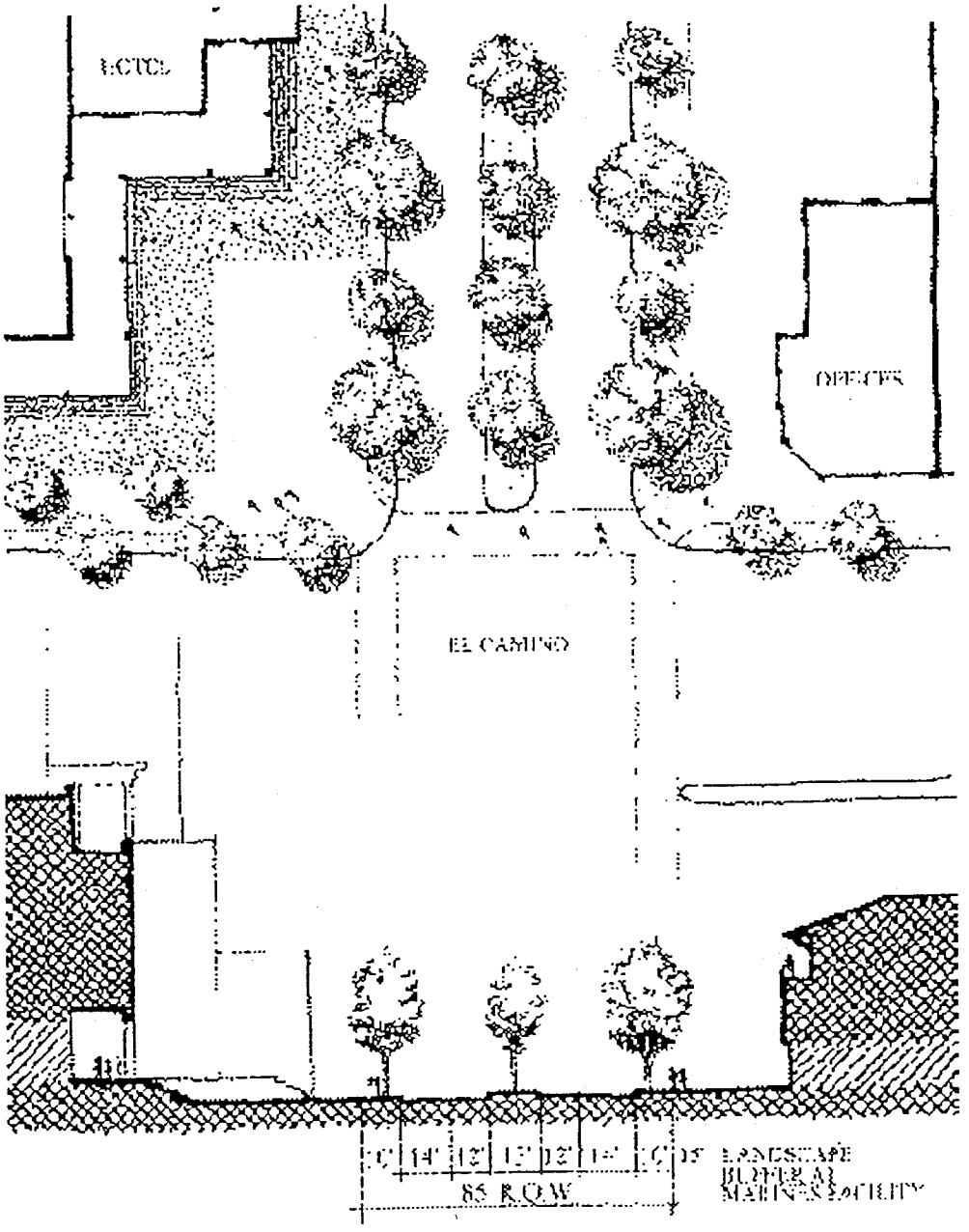
NORTH/SOUTH ARCHIVES ROADWAY Road "C" (Roadway "A" to Archives Lot)

Western public sidewalk:	0 feet wide

(5 feet wide if possible)

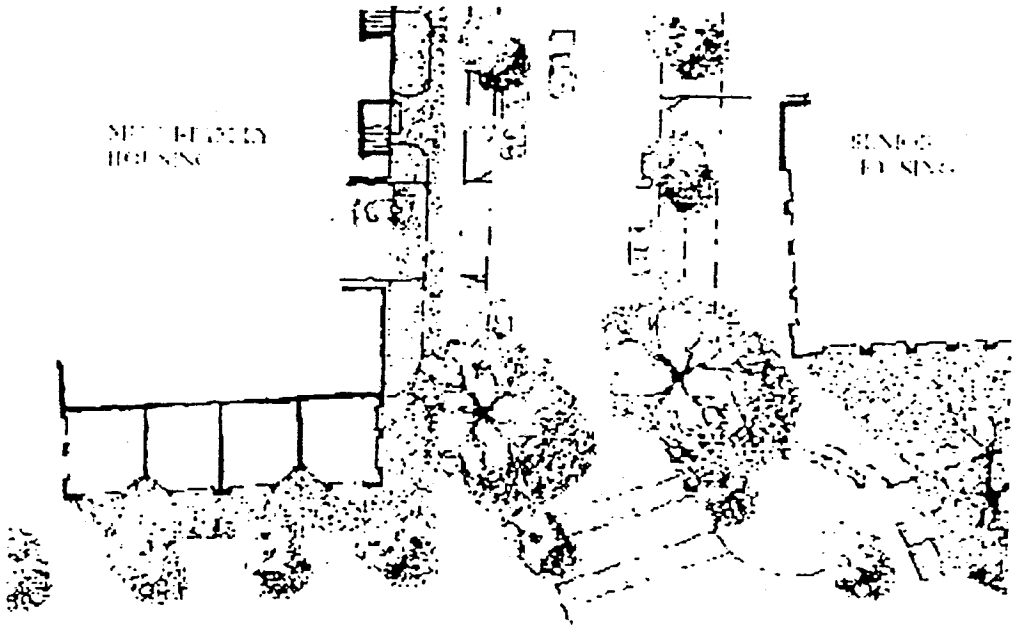
Western curb traffic lane:	14 feet wide
Center turn lane:	12 feet wide
Eastern traffic lane:	12 feet wide
Eastern curb parking lane:	10 feet wide
Eastern public sidewalk:	10 feet wide

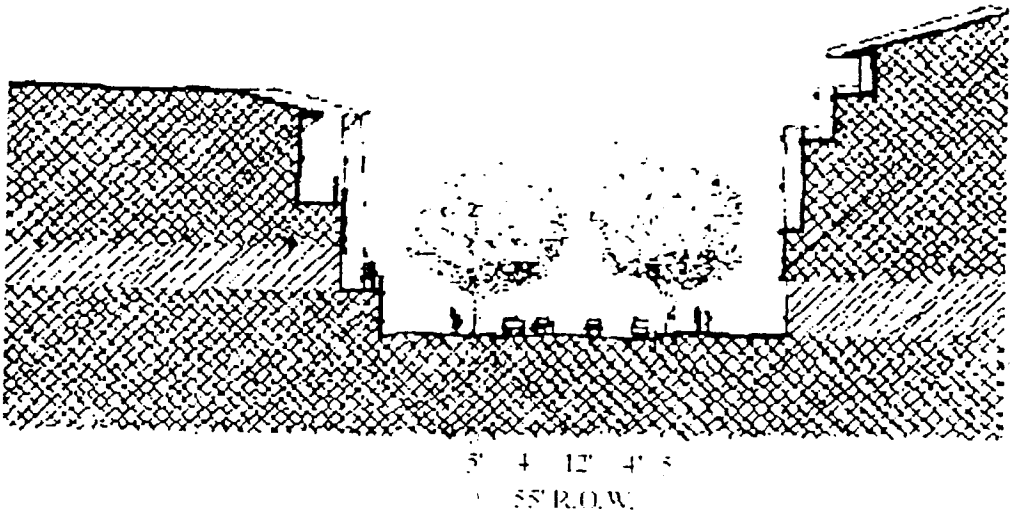
Total Right-of-Way: 58 feet wide
(63 feet if sidewalk on Archives property)



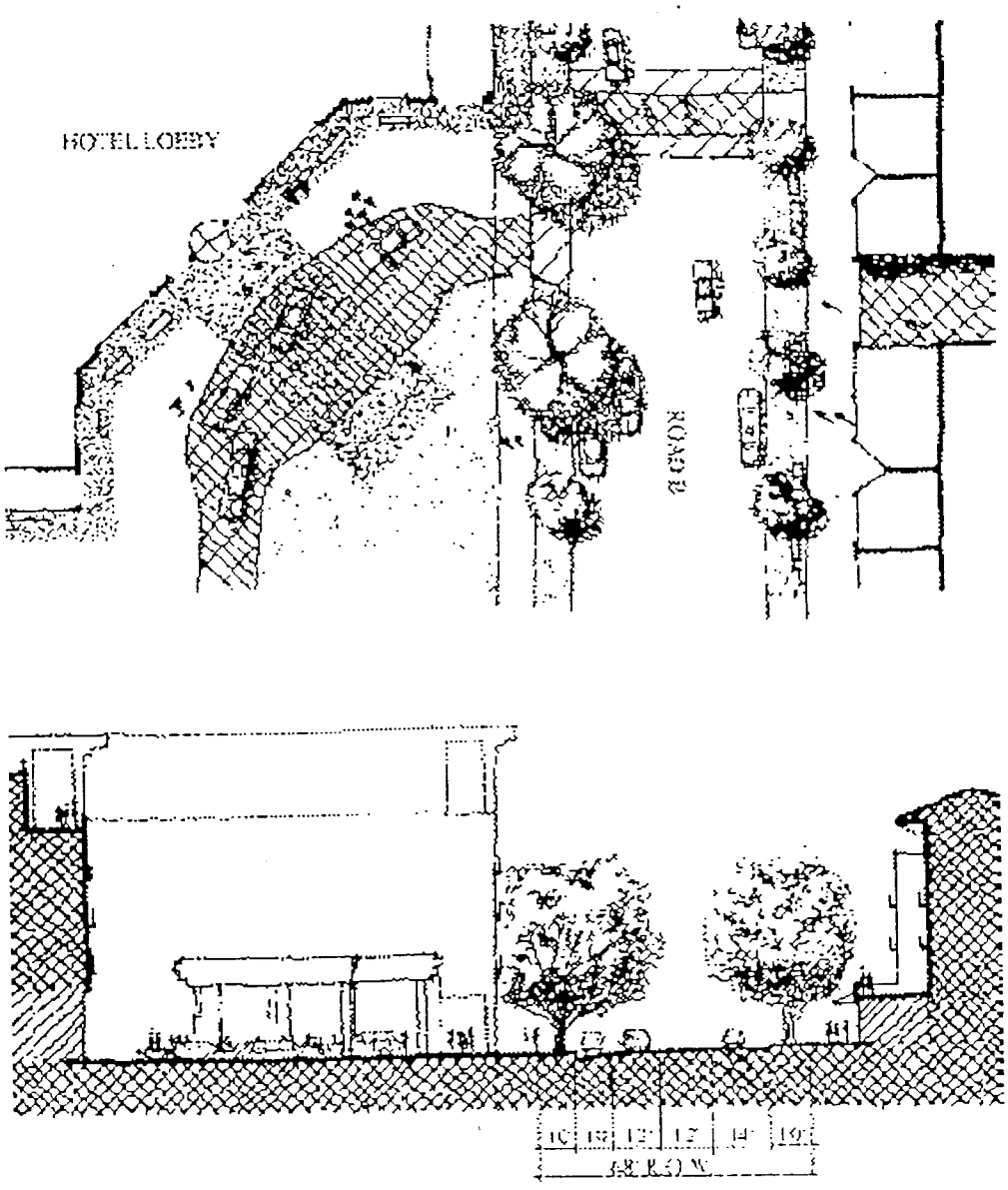
Major Entrance Roadway "A"
(El Camino Real to Commodore Drive)

NEW ROADWAY DESIGN STANDARDS

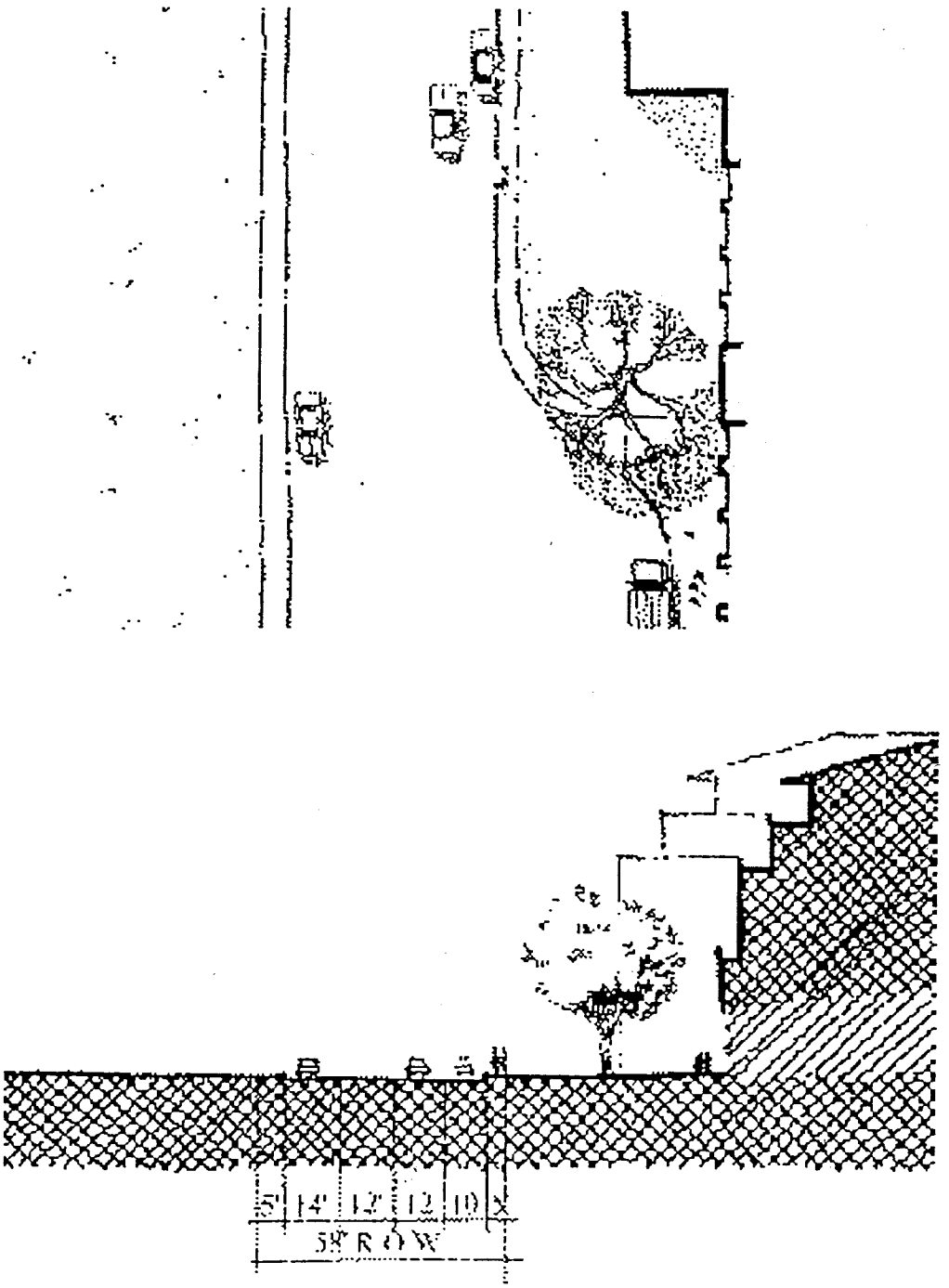




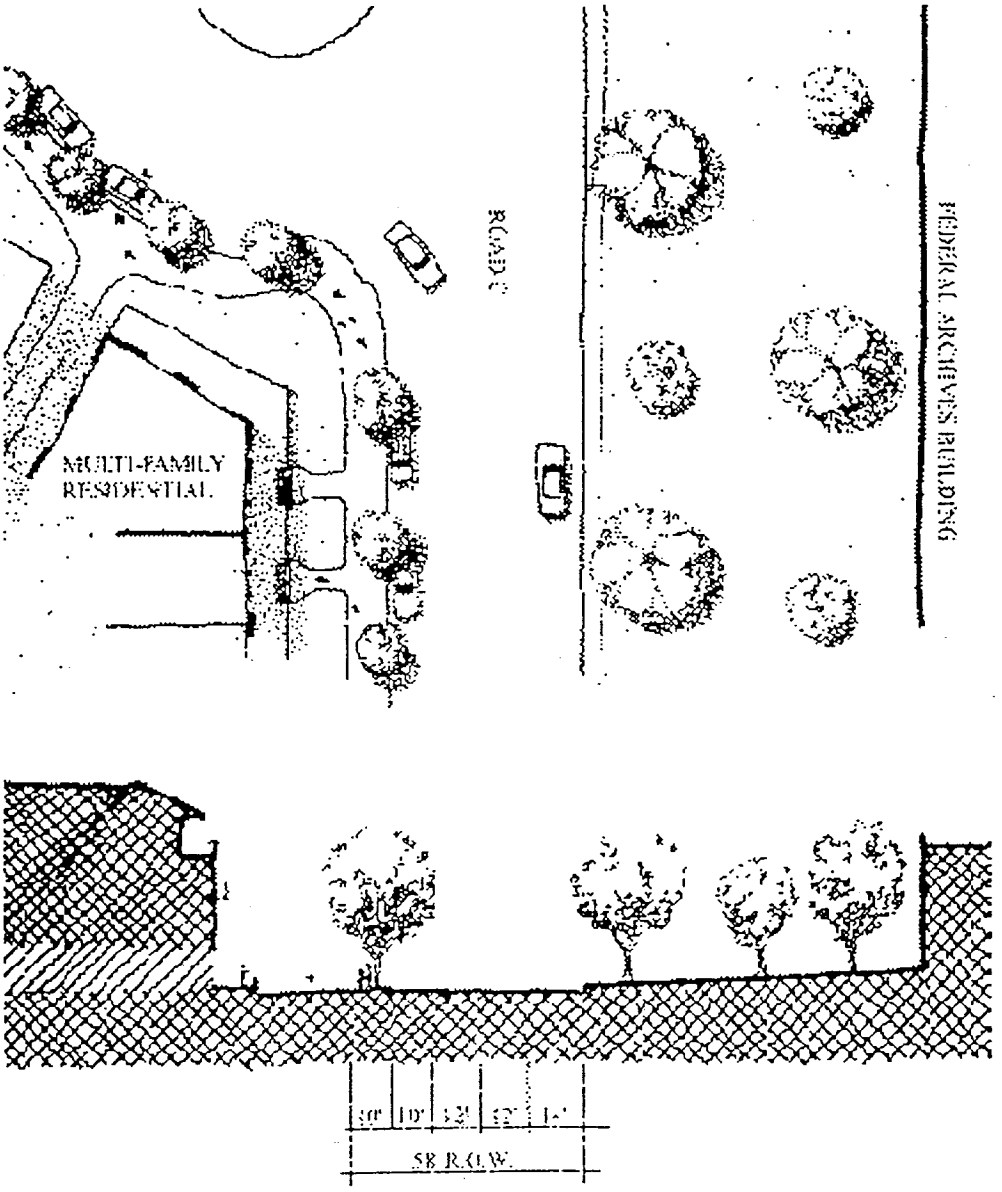
Continuing Roadway "A"
(Commodore Drive to N/S Roadway "C")



North/South Roadway "B"
(Roadway "A" to Parking Garage)



North/South Commodore Drive
(Sneath Lane to Major Roadway "A")



Roadway "C"
(Roadway "A" to Archives Lot)

The Specific Plan meets the threshold criteria for projects that must comply with these guidelines. Many of the guidelines prepared by C/CAG represent appropriate mitigation techniques , or for individual uses within the plan. The Recommended Guidelines for the Implementation of the Land Use Impact Analysis Component of the 1999 Congestion Management Program are included as Appendix "B".

POLICY TC-1.4: Require compliance with local Ordinance 1284 to prohibit widening of Sneath Lane without voter approval.

In addition to requiring voter approval for height of structures and parking garages, local Ordinance 1284 prohibits widening of local "scenic corridors" unless voter approval is secured. Sneath Lane west of El Camino Real is designated as a scenic corridor.

The Specific Plan does not propose any widening of Sneath Lane as a result of the build out of the site. The intersection of Sneath Lane and Commodore Drive currently provides left-turn movements into the Specific Plan site area. The buildout of the Navy Site will require a traffic signal at this intersection, with no additional right-of-way required on Sneath Lane.

Pedestrian Circulation

A key element of the US Navy Specific Plan is the creation of strong pedestrian linkages. These routes will provide travel options for residents within the project area and from adjacent areas in order to conveniently access shopping, BART, SamTrans busses and Commodore Park. They also facilitate the use of public transportation as an alternative to vehicles, and as a means of access to nearby local and regional shopping facilities.

The Plan requires that street trees and sidewalks be provided along streets throughout the project area. Streetscape amenities will enhance existing and new corridors to create a pleasant, safe environment for pedestrians. The overall pattern of pedestrian paths is intended to create both physical and visual links to key destinations within and adjacent to the Specific Plan site.

OBJECTIVE PC-1: Create a strong and friendly pedestrian circulation system.

The development of the Specific Plan is predicated on a campus-style environment where pedestrians and pedestrian amenities are given top priority. Major pedestrian corridors are free of automobile traffic and amenities cater to foot traffic.

When adjacent to streets, sidewalks shall be a minimum of 10 feet in width to be conducive to high pedestrian usage, where two wheelchairs or strollers can comfortably pass each other if necessary. These sidewalks are similar to the widths used directly adjacent to the BART station.

POLICY PC-1.1: Implement a "Pedestrian-First" policy where key sidewalks are free from automobile traffic.

Pedestrian-only corridors criss-cross the Specific Plan site. The most significant physical and visual pedestrian corridor is the east/west central esplanade, with office buildings on the south and multi-family development to the north. With its campus-style setting, this corridor is free of automobile traffic and is the cornerstone of the "pedestrian-first" policy.

The San Francisco Water Department maintains two 40 foot wide parallel right-of-ways, which bisect the Core Area on a north/south axis. Since no structures can be built within this easement, its location at the south end of Commodore Drive presents a natural open space feature for pedestrians and provides a view corridor for automobile traffic arriving at the site via Sneath Lane and Commodore Drive.

The easement area also offers the possibility of another key pedestrian walkway and can be utilized as pedestrian/open space to provide an attractive pedestrian linkage between the existing office uses along Sneath Lane and the new buildings at the south end of the Specific Plan development. It also serves as a convenient access for residents of the senior assisted living complex to use the east/west pedestrian esplanade.

It is important to note that this easement lies within the jurisdiction of the San Francisco Water Department. The plan calls for this corridor to be a minimum of 80 feet in width which accommodates the two existing 40 foot easements

A third pedestrian-only opportunity for the Specific Plan development is an overpass across El Camino Real, directly linking the development (via the hotel) with Tanforan Park Shopping Center and the BART station. This overpass could be designed as an integral part of a development on either side of El Camino Real.

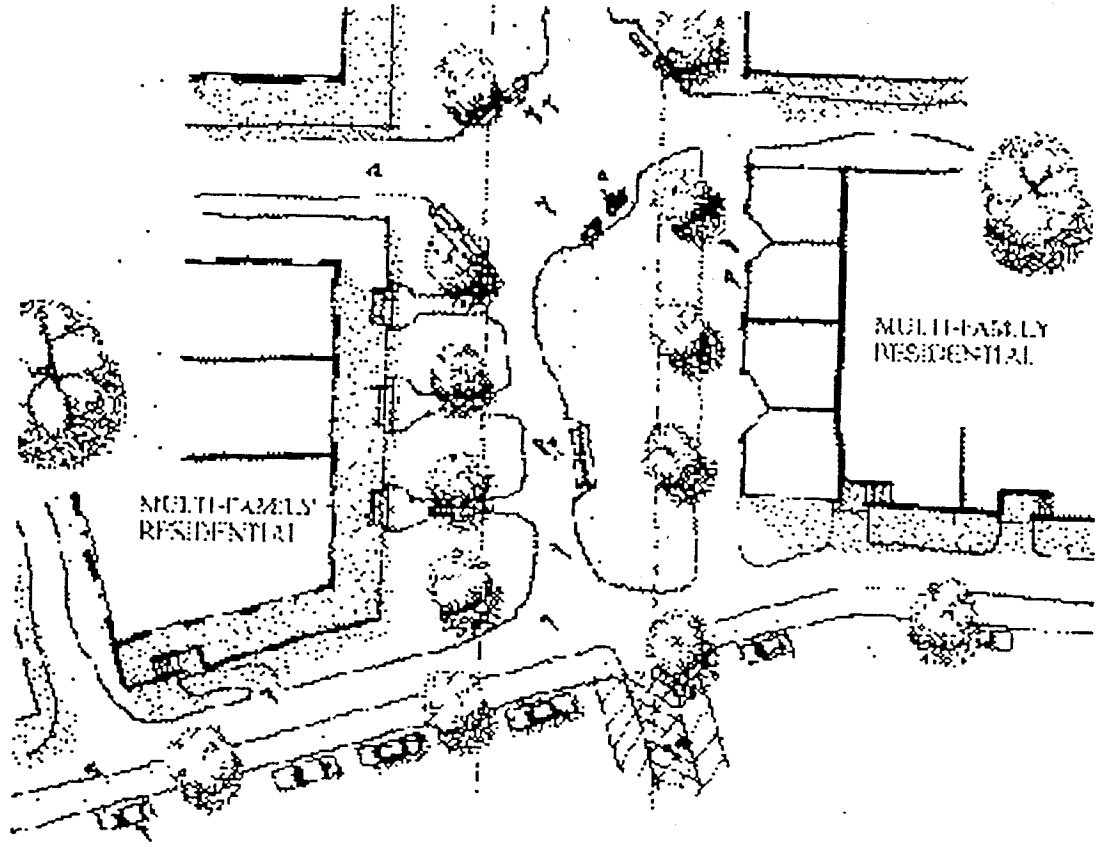
EAST/WEST FIRE LANE AND PEDESTRIAN WALKWAY

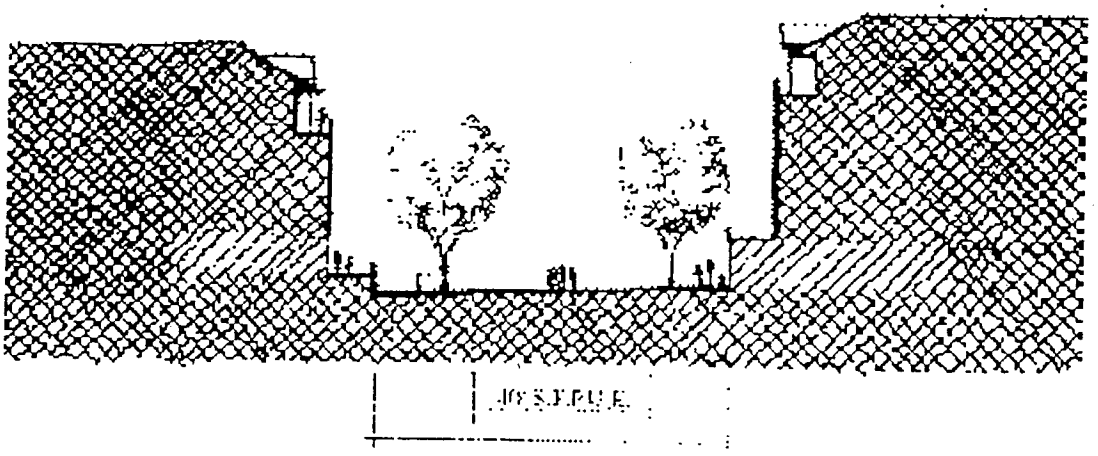
Required fire lane:	20 feet wide (min)
Walkways:	Clear pathway through the entire corridor; all-weather surface. Walkways shall be a minimum of 5 feet in width - mixture of paving materials. Provide courtyards or gathering places utilizing a mixture of materials and pedestrian amenities.
Total Right-of-Way:	100 feet wide (between offices and housing)

NORTH/SOUTH S.F.P.U.C. EASEMENT PEDESTRIAN CORRIDOR

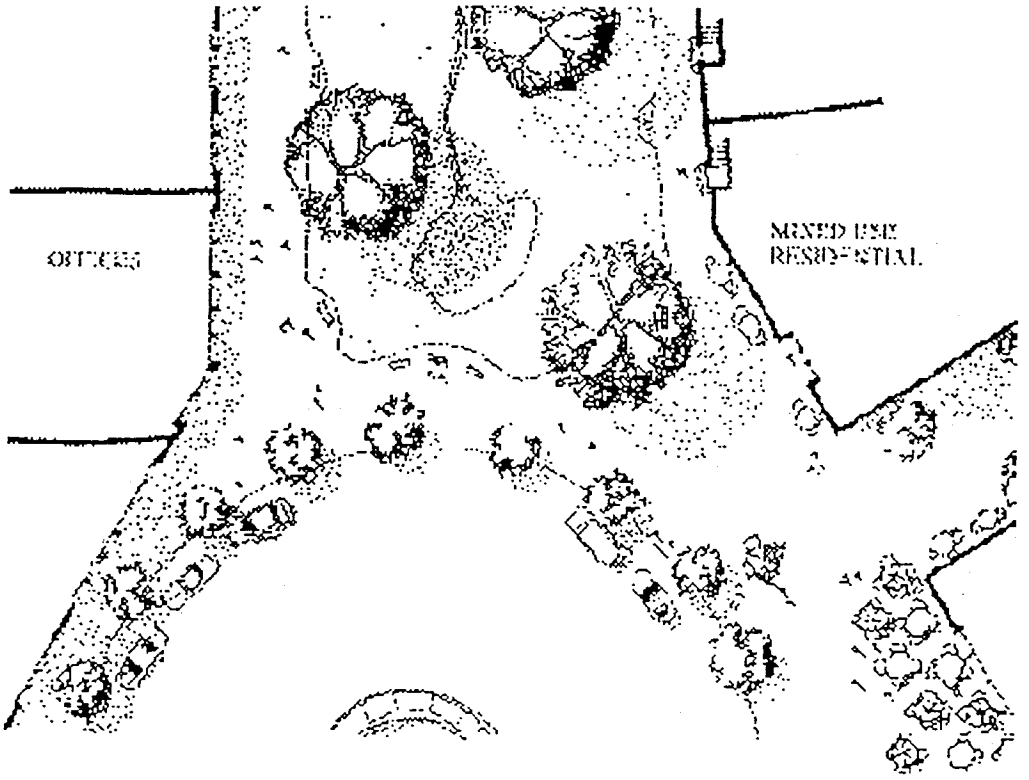
Total Right-of-Way	80 feet wide. Walkways shall be a minimum of 5 feet in width.

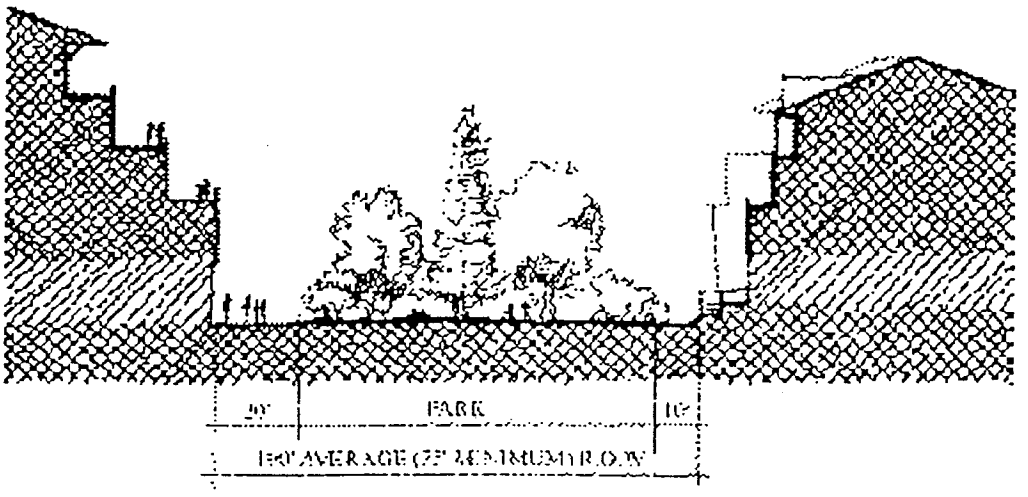
PEDESTRIAN CORRIDOR DESIGN STANDARDS





East/West Pedestrian Corridor





North/South Pedestrian Corridor

COMMUNITY DESIGN

The Community Design element provides a framework for the development of the Navy Site and environs by setting forth general criteria for the improvement of streets and open spaces and providing guidelines and development standards for future private development. From these Community Design details the Specific Plan emerges as a pedestrian-friendly environment with an interactive sense of place.

OBJECTIVE CD-1: Implement Design and Development standards to create a visually attractive gateway development based upon the principles of a pedestrian-friendly transit-oriented development.

The redevelopment of the Navy Site offers a unique opportunity to the City of San Bruno for the creation of a new gateway to the community as an attractive and safe environment that supports transit and the principles related to compact, pedestrian friendly development. While intentionally more intense in development than most of the City, the Specific Plan remains compatible with its surroundings and maintains the overall "small-town" character of San Bruno.

For purposes of project design, compatibility does not require that the massing of new development should be the same as existing buildings in the surrounding area, but that massing of new buildings in coordination with streetscape improvements are designed on the basis of physical and psychological comfort, human scale, presence of other people watching the street, protection from wind and noise, and access to sunlight at street level.

POLICY CD-1.1: Implement Design Policies which maintain a human scale and pedestrian-friendly environment.

The following general design standards shall be imposed to assure that the pedestrian experience within any development of the site shall be friendly, interactive, and positive:

DESIGN POLICIES

1. Housing development shall provide and maintain continuous sidewalks to accommodate residents walking to recreational facilities and/or to encourage walking within the residential environment and throughout the plan area. Appropriate security measures, including gates, may be provided.
2. To reduce conflicts with pedestrians, vehicular access to residential garages and parking areas shall be kept to a minimum and located so as to reduce conflicts with pedestrian corridors, amenities and seating areas.
3. Pedestrian access or outdoor pedestrian activity (such as a seating area for a restaurant or café) shall be encouraged along the hotel frontage adjacent to Road "A".
4. Pedestrian views shall be encouraged throughout the entire development, allowing pedestrians to observe the mix of uses, such as the hotel, offices, and housing as they walk about the site.
5. The area surrounding the parking structure shall be thoroughly landscaped and screened from view of the public right-of-way, wherever possible. Pedestrian friendly sidewalks leading to and from the parking structure shall be provided to the remainder of the site.
6. Loading docks, ancillary mechanical equipment and trash enclosures shall be screened from view and not be directly visible from any public right-of-way or pedestrian walkway.

POLICY CD-1.2: Implement Building Form Policies which assure that views from pedestrian level facilities are attractive, varied, and stimulating.

The following design standards for building forms shall be imposed to assure that building forms and facades complement the pedestrian experience:

Building Form Policies

1. Office buildings shall utilize windows, doors, and fenestration at grade level adjacent to pedestrian corridors, including the central walkway.
2. The hotel shall utilize windows, doors, and fenestration at grade level adjacent to all public street frontages (El Camino Real, Road "A" and Road "B").
3. All buildings within the project area shall maintain consistent materials and forms on the ground level so as to provide a cohesive look throughout the project area.
4. The multi-level parking garage shall be lower in height than adjacent buildings and shall utilize exterior materials consistent with adjacent buildings. The direct view of vehicles parked within shall be screened from pedestrian walkways and public right-of-way.
5. All communications devices and equipment shall be roof mounted, screened and integrated into the design of the building with appropriate materials matching the building's architectural style.
6. Ancillary mechanical equipment shall be screened from public view and integrated into the design of the building with appropriate materials matching the building's architectural style.

POLICY CD-1.3: Implement Building Design Standards to create a sense of mass and scale compatible with a pedestrian-friendly transit-oriented development.

Common to all developments within the planning area, the following building design standards shall be implemented to assure a development with a human scale, where pedestrians are central to the environment.

Building Design Standards

1. Massing of the development shall require building envelopes which are stepped or sloped at upper floor levels to maximize sunlight reaching public walks, plazas, and parks, and to reduce the amount of building facade that can be seen from the street. Buildings shall not cast shadows over more than 50% of the open space in the pedestrian corridors between the hours of 10 am to 2 pm on any day of the year.
2. Building facades at street level shall be designed in such a way to reduce the perceived scale. Windows shall create shadow lines; horizontal articulation shall be provided at 32-36" above pedestrian walk surface; and flexible space at commercial frontage shall include recessed entries, indentations for seating, display windows, awnings, and/or sidewalk café dining.
3. Office buildings with commercial retail frontage shall treat the first two levels with articulation or design elements to appear to be a series of different but strongly related ten to forty foot wide structures.
4. Facades of residential buildings shall be articulated at all floor levels
5. Multifamily buildings shall have stairways leading from the public way to the top of the podium levels. Where possible, these stairways should also serve as stoops or have seating next to them.
6. Podium walls shall have 25 % minimum open railings along public frontages.
7. Fenestration for all buildings shall be varied from left to right and bottom to top with variations of window size or proportion or mullion division variations.

8. Parking structures and parking podiums shall not present blank facades to the street. Vehicles shall be screened from view of pedestrians. Facades of such structures shall strongly relate to the design of adjacent buildings in design and character, or have commercial retail space separating parking areas from the sidewalk.

9. Balconies and decks with views of the public way are encouraged. All buildings shall have false balconies, real balconies, accessible window boxes and/or equivalent design element at the first two levels above the sidewalk. Equivalent design elements are those that seem to afford an exterior place which a person may occupy and from which they may view the street.

POLICY CD-1.4: Implement Streetscape Design standards to promote pedestrian-friendly development.

The following Streetscape Design standards shall be implemented to assure that the pedestrian experience is safe and friendly, and free as possible from adverse physical and visual conflict:

Streetscape Design

1. Landscaping shall include uniform street trees planted at regular intervals, or alternating trees at regular intervals. California Sycamores or London Plane trees along Road A shall be spaced a minimum of 35 feet on center.

2. The central pedestrian esplanade should retain as many of the existing specimen trees as possible, with additional trees used to augment the landscaping.

Fencing

3. Where necessary for security or privacy, fencing and gates shall be allowed. Such fencing or gates shall be a minimum 50% open surface area, with privacy screening, where desired, obtained with approved landscaping. Solid fences and gates shall not be allowed.

Sign Program

4. A Master Sign Program shall be created for the entire development and for each use within the development. The sign style, shapes, colors, etc. shall be coordinated to provide an overall complementary theme. Massing and location of buildings, as well as the use of tree-lined sidewalks shall help guide people throughout the development and reduce the need for massive signage within the development.

Lighting

5. General light standards throughout the development (except those on top of the parking garage) shall be between 10 and 15 feet in height. The light standards for the garage shall be reviewed as part of a comprehensive development package. These lights shall not adversely impact adjacent properties or development.

Street Furniture

6. Benches, seat walls, bicycle racks/lockers, newspaper stands, and other pedestrian amenities shall be located at strategic locations throughout the project. Newspaper stands shall be located at strategic locations.

Pedestrian Corridors and Plazas

Pedestrian corridors shall be developed as attractive, safe linkages between existing uses to the west, uses within the specific plan area, shopping areas and transit uses to the east. All uses along the pedestrian corridors and plazas shall be integrated into this space to create comfortable areas for people to meet, interact and enjoy open space amenities as well as to make it a safe and relaxing experience. To the extent possible, existing vegetation shall be incorporated in the design of corridors and plazas with new and appropriate landscaping to further enhance the spaces.

7. Sidewalks shall be a minimum of five feet wide, with key sidewalks being ten feet in width to support pedestrian-friendly development.

8. The central pedestrian esplanade must be a minimum of twenty feet wide, free of street furniture, in order to also be used as a required fire lane. All-weather surface to be provided.

9. Pedestrian routes shall be continuous, with vehicle routes transitioning to pedestrian space at crossings.

10. Seating shall be provided for rest or socializing at strategic locations along pedestrian routes and always within view of occupants of adjacent buildings

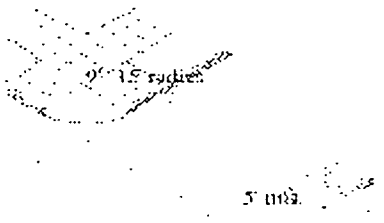
11. Pedestrian walkways should be separated from bicycle travel routes, where possible.

Pedestrian Crossing of El Camino Real

For the long term, the developer and the City should study feasible options for creating a pedestrian crossing of El Camino Real near its intersection with Road "A". This crossing would link development on the west side of El Camino Real as well as make it safer for new and existing residential development to walk to the BART and Caltrain stations. These options may include an elevated pedestrian crossing.

Traffic Calming

12. Curb radii shall be between 9 feet minimum to 15 feet maximum to reduce turning speeds.



13. Raised crosswalks of a contrasting and textured paving surface shall serve as speed bumps where possible.



14. On street parking may be allowed in specific areas as a method of slowing traffic speeds.

15. Regular spacing of street trees on all streets shall be used as a method of slowing traffic speeds.

16. Stripe wide streets into 11 foot to 12 foot wide lanes to keep speeds down.

Art in Public Spaces

17. Integrate art into key focal points of the development, such as at the ends and/or center of the pedestrian esplanade, at entrances to the office buildings, at a major pedestrian area of the hotel, and/or at the major entrance to the development at El Camino Real.

Landscaping

18. A minimum of fifteen percent (15%) for entire development, as well as minimum of fifteen percent (15%) for each of the major land use designated areas of hotel, office, residential, and senior assisted living (Excludes landscaping percentage requirement for multi-level garage other than required screening.)

19. A minimum of five percent (5%) of the gross area of surface parking must be provided. For commercial uses fronting El Camino Real, a minimum of five percent

(5%) of the gross area of surface parking must be provided, in addition to any landscaping which may be provided in any required setback area.

*POLICY CD-1.5: **Implement Urban Form and Site Design guidelines to promote a safe and pedestrian friendly development.***

The following design policies and guidelines shall be imposed to assure that the development is a manner that promotes pedestrian safety and a comfortable and friendly pedestrian environment.

Urban Form and Site Design Policies

1. Provide a high level of pedestrian safety and comfort to encourage walking and bicycling.
2. Design a human-scaled environment .
3. Design the streetscape and landscaping in the specific plan area for attractiveness, safety, to soften the urban setting, and to give outdoor comfort both day and evening.
4. Provide outdoor activity spaces for social interaction and passive recreation.

Design Guidelines

Pedestrian Safety and Comfort

In addition to physical factors such as temperature and wind speed, seating availability, and presence of water, several key elements determine a person's sense of safety and comfort on the street: traffic speed; physical separation between pedestrians and motor vehicles, distance to points of refuge from car traffic, and the sense that there are other people present and watching the activities on the street.

1. Reduce Traffic Speed

- Lower traffic speeds are associated with increased pedestrian comfort (and safety). In addition, reducing traffic speeds from 40 mph to 25 mph reduce traffic noise by a factor of ten.
- Traffic calming measures—methods of encouraging lower traffic speeds by manipulating driver's perceptual cues—are a proven and cost effective way of maintaining low speeds. The measures include using narrow traffic lanes and streets, reducing intersection corner radii, allowing parallel parking, avoiding one-way routes, minimizing the number of traffic stops (drivers try to make up lost time after stops), and regularly-spaced street tree plantings along the street or specific kinds of roadway edge striping.

Recommendations

- Reduce turning radii at intersections (9 feet min. to 15 feet maximum) to reduce turning speeds.
- Make streets two-way traffic access.
- Allow on street parking
- Minimize stop signs, avoid using speed bumps
- Special striping to narrow lanes, increase perceived speed
- Plant large specimen street trees at regular intervals along both sides of streets.

2. Separate Vehicle and Pedestrian Circulation

- Pedestrian comfort is increased by separating walkways from traffic lanes. Typical separation methods include parallel parking and landscaped buffers.

Recommendations

- Provide a pedestrian walkway over El Camino
- Separate traffic lanes from sidewalks with landscaping and parallel parking
- Elevate crosswalks to sidewalk level and texture their surface to identify them as pedestrian space.

3. Minimize Distance to Points of Refuge

- Crossing wide streets (six lanes and more at the crosswalk) is generally uncomfortable for pedestrians and more

so for those who cannot walk fast: children; senior citizens, disabled persons, and those walking dogs. The crossing distance can be reduced with curb extensions and median strips can serve as points of refuge for those who cannot cross in one cycle of the signal.

Recommendations

- Use median strips on wide streets with enough room for pedestrians to stand out of traffic.
- Use curb extensions to reduce crosswalk length.
- Raise crosswalks to sidewalk level

4. Provide for the Presence of Others

People feel safer in the streets when others are present, particularly at night. A mixture of land uses, some of which occur at night, can draw people to the neighborhood. Additionally, the physical design of the area can encourage the presence of people. Design features such as balconies, and overlooks, a variety of places to sit outdoors, and open fences contribute to or support the presence of people who can see the public space. Features that suggest places where people might appear and see the street (balconies, false balconies at windows, doorways) contribute to a sense of personal security.

Recommendations

- Encourage activities that draw people throughout the day and evening.
- Design buildings with balconies, false balconies, window boxes, or other place where someone might appear within view of all public spaces.
- Provide opportunities for people watching.
- Use open fencing and balcony railings; use landscape screening where privacy is required
- Locate adequate s.eating along pedestrian routes, at waiting areas, and outdoor activity spaces.
- Provide water features.
- Give adequate sunlight access to outdoor spaces.
- Ensure building configurations and landscaping combinations that eliminate wind gusts.
- Design buildings to have operable windows.
- Include vending kiosks for newspapers, coffee, etc that are open day and evening in the plan.

5. Create a Walkable Neighborhood

The design of a neighborhood can encourage use by pedestrians and relieve some of the tendency to make short trips by car. Wide sidewalks that allow walking in groups, landscaping, numerous places to sit and rest for seniors, points of interest such as fountains, kiosks, or cafes, and soft, warm-colored lighting at night can make a neighborhood a desirable place to stroll.

Recommendations

- Encourage low on-site traffic speeds (25 mph or less).
- Separate walkways adjacent to streets with planted parkways.
- Make pedestrian routes continuous, vehicle routes transition to pedestrian space at crossings.
- Raise crosswalks to sidewalk level
- Make sidewalks at least six feet wide to allow two persons to walk comfortably side by side and one to pass.
- Separate pedestrian walkways from bicycle travel routes.
- Locate benches and seat walls for rest or socializing at strategic locations along routes.
- Provide secure bicycle parking near building entrances and bus stops.
- Use light standards that are between 10 and 15 feet in height with a color temperature between 3500 and 5000 degrees Kelvin.

- Night lighting levels should be the minimum necessary for circulation and should not shine onto nearby buildings or create glare conditions.

Design a Human-Scale Environment

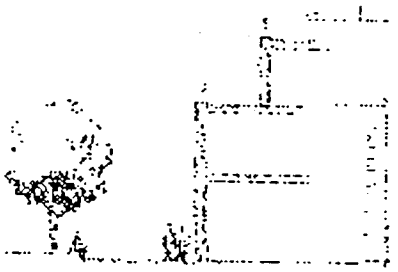
Human-scale design can be achieved even with large buildings. People's perception of scale is influenced by building massing, design of facades and fenestration, and degree of enclosure (ratio of width to height of space between buildings). Large buildings can appear to be a series of smaller buildings. Multi-story buildings can be stepped back so that only two story facades are visible to a person walking near them. Other important perceptual cues to scale include the distance between choices in route and points of interest.

1. Building massing

Building massing can reduce perceived scale by reducing the visible façade area, façade height, and mass that appears to be built as a single structure. The latter can be reduced with building articulation, changes in color and texture, and changes in design character.

Recommendations

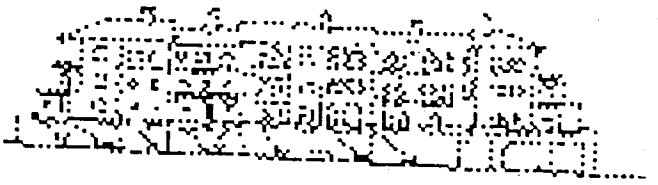
- Step or slope office building envelopes above the second story to reduce the amount of building façade that can be seen from the street.



- Articulate residential building facades at all floor levels.
- Treat the first two levels of office buildings with articulation or design elements that give the appearance the buildings are a series of different but strongly related smaller structures.
- For multi-family housing, build stairways or stoops from walkways to top of podium height at frequent intervals.
- Step the upper level of the hotel back on all sides.

2. Building facades and fenestration

Building facades can reduce building scale by several means. Scale of individual elements such as windows and doors give direct cues about human scale. Further cues are given by intricacy of design, shadow lines, and variety in fenestration.



Recommendations

- Recess windows and doors deeply to create shadow lines.
- Create horizontal articulation in facades at 32-36" above pedestrian walk surface.
- Vary facade depth at commercial frontage to provide some recessed entries, indentations for seating, display windows, awnings, and sidewalk café dining.
- Vary fenestration from left to right and bottom to top with variations of window size or proportion or muntin patterns. Provide the largest windows at street level. Beginning with smaller windows at the second level, increase windows size from the second story up.
- Articulate the hotel façade with bays of varied form
- Design parking structures to have commercial retail space separating parking areas from the sidewalk.
- Parking structures and parking podiums should not present blank facades to the street. Screen parked cars from pedestrian's view.
- Design parking structure facades to relate to the design and character of adjacent buildings.

3. Streetscape Scale

In addition to the factors discussed above, human scale can be achieved by maximizing route choices in a given distance, presence of points of interest or rest spots, landscaping, and scale of lighting fixtures and street furniture.

Recommendations

- Use light standards that are between 10 and 15 feet in height with a color temperature between 3500 and 5000 degrees Kelvin.

Create Attractive Social Activity Spaces

Providing outdoor spaces for social interaction enrich the quality of life for those in the neighborhood and can provide a sense of place along with people watching opportunities. Passive recreational space is needed to offset the effects of density in urban settings. An active social environment will draw the attention of people viewing from windows or balconies and give a measure of security to the place.

Recommendations

- Provide opportunities for filtered sun in summer, full sun in winter
- Provide frequent seating opportunities for resting and relaxing
- Include water features, public art, and vegetation
- Step or slope building envelopes at upper floor levels to maximize sunlight reaching public walks, plazas, and parks, and to reduce the amount of building façade that can be seen from the street. Buildings should not cast shadows over more than 50% of the park between the hours of 10 am to 2pm on any day of the year.
- Include vending kiosks for newspapers, coffee, etc.
- Use soft, warm colored street lighting at night
- Night lighting levels should be the minimum necessary for circulation and should not shine onto nearby buildings or create glare conditions.

DEVELOPMENT STANDARDS

The following development standards serve to implement the Land Use Policies contained within the Core Area of the Specific Plan and are intended to create a pedestrian-friendly Transit-Oriented Development environment which draw residents, employees, and patrons to the nearby San Bruno/Tanforan Park BART Station and SamTrans bus facility.

Under the requirements of local Ordinance No. 1284, a developer may submit a request for additional height and/or parking structures for voter approval, as provided for in the Specific Plan. Upon voter approval, the developer may choose to build at the maximum allowable height as provided for in each land use category, subject to the limitations and land use policies described herein.

OBJECTIVE DS-1: Create a cohesive and interactive mixed-use development based on the principles of transit-oriented development and the land use policies established herein.

Although development standards are listed individually for each type of land use envisioned in the Specific Plan, the uses are intended to be interactive and not merely "stand alone" developments. Furthermore, the entire development is geared to its surrounding neighborhoods, whether through walkways and open space, or shopping and entertainment, or transit alternatives. The development welcomes the resident, the worker, and the out-of-town visitor into an open environment where people live, work, visit, stroll or gather for company and conversation.

POLICY DS-1.1: Establish design guidelines for hotels which promote high quality private development that contributes to the visual identity and surrounding area.

Hotel
(400 to 500 rooms)

Design Guidelines

Building Orientation to Streets and Pedestrian Corridors: Any hotel building in the study area shall be designed to give the appearance of fronting on El Camino Real and the main access street (Road "A").

Ancillary commercial and restaurant uses should be focused towards the pedestrian, whether located at the corner of Road "A" and El Camino Real, toward the central esplanade, or on an upper level near a potential pedestrian overpass across El Camino Real. Any such ancillary components shall be designed to physically connect and relate to the main building but shall also be designed as a distinct part of the building facade, with materials and treatments that offer visual interest to the pedestrian. Clear display windows, awnings, outdoor dining areas and/or landscaped plazas shall be used to create attractive entryways.

The hotel building shall be designed to minimize shadows and encourage light and air exposure. It is envisioned that a connection to a future pedestrian overpass across El Camino Real could be incorporated into the design at the second or third level of the hotel.

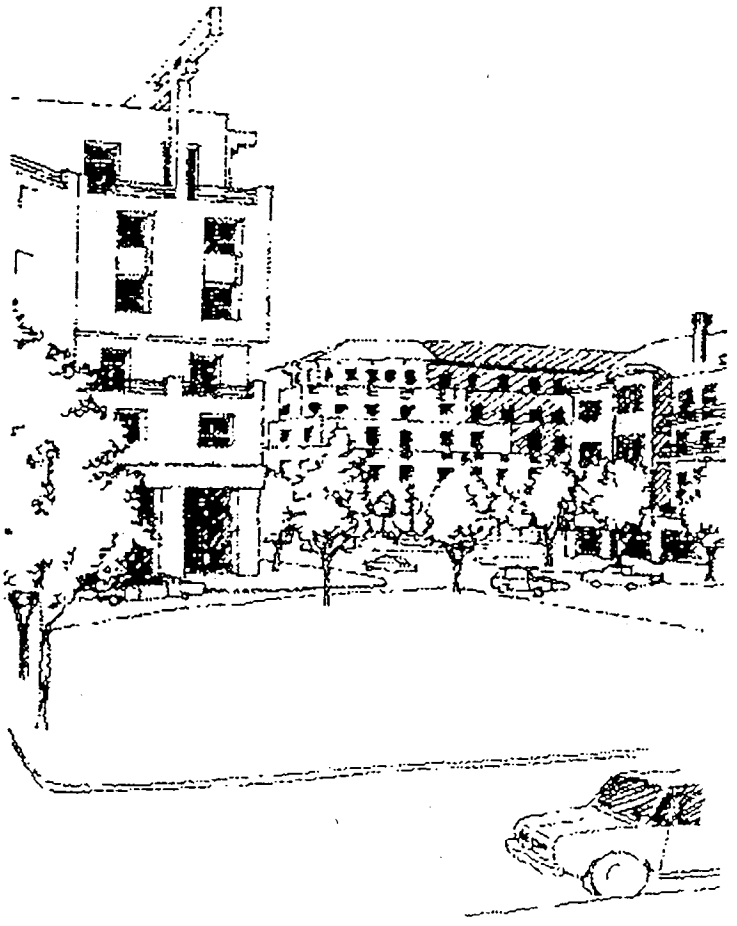
Parking shall not dominate the experience along any pedestrian route, but should be located to the rear of the main building near I-380 and should be shared with office uses. Below grade parking is a preferable design option.

Any above grade parking structures (with voter approval) shall be designed as an integral part of the main building or blend with the commercial building adjacent to it. All parking structures that are visible from the public right-of-way shall be heavily landscaped and screened. Passenger loading areas when feasible shall be designed as an integral part of the main building entry feature. Delivery or loading docks shall not be visible from a public

right–of-way and be obscured from view as dedicated loading zones. Fire access and fire lanes shall be designed according to standards of the San Bruno Fire Department and incorporated as an integral part of the site plan.

Building Design: Hotels shall be oriented to maximize views of San Bruno Mountain, the coast range, San Francisco International Airport and the San Francisco Bay. All sides of the buildings should be fully articulated, particularly areas facing El Camino Real, pedestrian plazas and streets within the Specific Plan area. Multi-story buildings should be designed to clearly express a strong building base, middle and cornice/roof treatment.

The ground floor should provide a strong architectural base for the building within which varied storefront and commercial treatments could occur. The primary building entrance shall be at ground level, accessible from, and oriented toward a street or plaza. The middle floors should be fully articulated with variations provided in both vertical and horizontal dimensions. The uppermost part of the building should be designed as part of the roof/cornice treatment for the building and may include loggias or terraces.



View of Project From Road "A", Facing South

Building materials must convey a sense of durability and permanence. All heating, ventilation, air-conditioning and generator units on the hotel shall be roof mounted and screened with materials matching the exterior of the building. Utility connections and transformers shall be screened from public view. All utilities shall be underground.

A landmark tower element is encouraged at or near the intersection of El Camino Real and Road "A".

Development Standards

Land Use Classification:
Major "Flagship" Hotel & Ancillary Uses

Number of Rooms: 400 - 500

Minimum Site Area: 3 acres

Maximum Height
(with voter approval): Ninety (90) feet
(including elevator penthouse and ancillary mechanical equipment - measured from existing grade

Maximum # of floors
(with voter approval): Six (6), plus potential half level of underground. At least the top floor must be setback or of different yet compatible design or building texture.

Building Setbacks
New buildings should be brought to the sidewalk's edge, except that along El Camino Real a minimum ten (10) foot wide landscaping area is required. Larger setbacks of up to twenty (20) feet are conditionally allowed for small plazas, entryways, and outdoor eating areas.

Landscaping
A minimum of 15% of the total site are shall devoted to landscaping.

Parking
One (1) space per room with fifteen percent (15%) reduction for transit-oriented development and shared parking.

Signage
A Master Sign Program, as regulated by the City of San Bruno Sign Ordinance, shall be developed for the entire development. Individual coordinated sign plans shall be provided for each building, consistent with the Master Sign Program, and must show sign placement, size, lettering style, and materials. Wall signs must be integrated in the design of the building with appropriate and compatible colors and materials.

POLICY DS-1.2: Establish design guidelines for multiple-family residential which create a vibrant residential setting and facilitates interaction with other uses within and adjacent to the entire site.

Multiple Family Residential
(40 du/ac - up to 50 du/ac permitted with 25% bonus density for affordable housing)

Design Guidelines

Building Orientation to Streets and Pedestrian Corridors. Residential buildings shall have a strong street presence and orientation towards the major streets and pedestrian corridors within the Specific Plan Area. Buildings should have front entries oriented towards the street and the pedestrian plaza. Ground floor living units should be no more than six (6) feet above grade.

Parking for multi-family residential units shall be provided in below grade podium parking areas that are designed to appear as an integral part of the main residential structure. In general, parking areas should not face any public streets or corridors. Primary entrances to parking for high density development shall be oriented away from major corridors (Road "A" and El Camino Real) and at no greater frequencies than 100 foot intervals.

Limited amounts of surface parking or parking adjacent to a minor street may be necessary to

provide visitor parking.

Building Design: In order to increase housing opportunities within walking distance to transit, the preferred housing type for a transit-oriented multi-family residential development is a four (4) story building with lofts over podium-style parking. Buildings should be designed to maintain a human scale typical of smaller buildings along street frontages and to create pedestrian interest. Buildings shall be designed so that buildings that face any public street or pedestrian corridor are treated in a similar fashion as the front building facades and relate to the pedestrian environment they face.

In order to provide a break in the horizontal plane of a project, the architecture shall incorporate building facades and roofs with sufficient articulation and variation to create an impression of individual units or clusters of units. The use of sloping roofs, decorated parapets, varying floor plans, different but related ornamental elements, balconies, porches, bay windows and other architectural elements are encouraged to achieve variety and articulation. All mechanical equipment should be screened from public view.

Development Standards

Land Use Classification
Multiple-Family Dwelling Units (Rental or Condominium), including stacked townhouses, plus recreational amenities and limited commercial space.

Maximum Density

Base density:	40 d.u./acre
Low/mod density bonus:	+ 10 d.u./acre max
Maximum density:	50 d.u./acre

Minimum Site Area: 2 acres

Maximum Height

(with voter approval)	Four (4) levels of living units over podium parking and a maximum building height of 65 feet, including elevator and ancillary mechanical equipment.
Maximum # of Floors:	4 stories over podium parking

Mix of Units

Studio Units:	Not more than 10% of total units.
1-Bedroom Units:	Not more than 60% of total units
2-Bedroom Units:	Not more than 60% of total units
2+Bedroom Units:	Not more than 10% of total units

Building Setbacks
A minimum of five (5) feet and maximum of fifteen (15) feet from the public right-of-way. Porches, decks and stairways may encroach into this setback up to a maximum of 60% of the total setback area. A minimum of ten (10) feet shall be maintained between buildings with a minimum setback of fifteen (15) feet for corridors. Setbacks and corridors shall be well landscaped with low hedges, trees and flowering shrubs that create diversity and interest along the street while providing for security.

Recreational Space
Recreational amenities shall be provided on-site for residents or with in-lieu fees paid by developer, with credit for on-site amenities.

Landscaping
A minimum of 15% of the total site area shall devoted to landscaping.

Parking

Studio unit:	1.0 space/unit
1 bedroom:	1.5 space/unit
2 bedroom :	2.0 spaces/unit
2+ bedroom:	2.0 spaces/unit

Note: Represents a reduction of 0.5 space per each studio unit and each 1-bedroom unit from the current zoning requirement for Transit-Oriented Development (TOD).

Additional visitor parking must be provided at a ratio of 0.1 spaces per unit and can be shared with other uses on site by written agreement.

POLICY DS-1.3: Establish design guidelines for specialized senior assisted living, allowing the most flexibility in design and development, but which assures that such housing will be an integral part of the entire development while serving the specialized needs of the residents.

Senior Assisted Living
(100 du/acre)

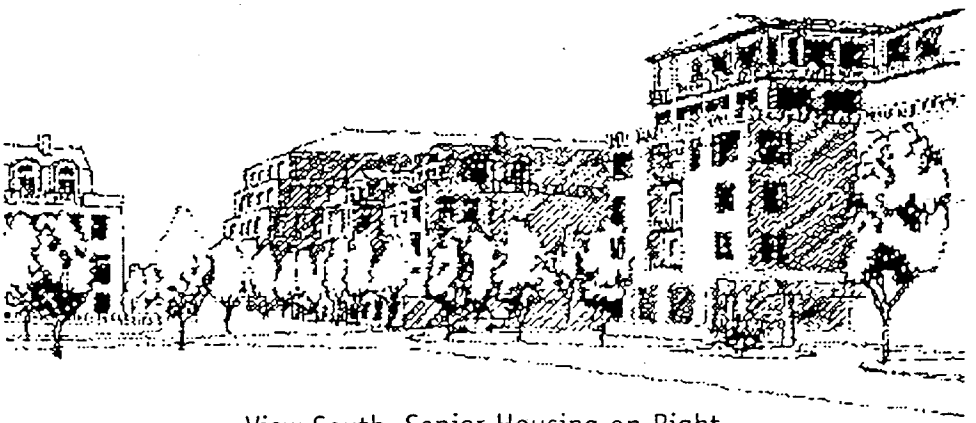
Design Guidelines

Building Orientation to Streets and Pedestrian Corridors: The senior assisted living use shall be designed to reflect the style and scale of adjacent high-density multi-family residential uses. It shall have a strong street presence and orientation towards the major streets and pedestrian corridors within the Specific Plan Area. The senior development shall be designed to enhance the opportunities for senior residents to be an active part of the community, with full access to public and private transit, community uses, and retail and personal service uses.

Senior assisted living shall also have a greater amount of flexibility in design to accommodate special needs for seniors and the handicapped, including parking and drop-off facilities. While parking for residents and staff is encouraged to be located in a below-grade podium parking structure designed to appear as an integral part of the main residential structure, it is acknowledged that the number of parking spaces required for residents can be significantly reduced for senior assisted living. However, the specific parking requirements will be based on the type of senior assisted living being provided, the type and amount of ancillary and support services proposed, and the degree to which any ancillary and support services are open to outside users.

Building Design: The preferred housing type for specialized senior housing is a six (6) story building over podium-style parking to maximize units, provide necessary support services, and increase landscaping. Residential buildings, as well as any separate or adjacent support facilities, should be designed to maintain a human scale typical of smaller buildings.

Buildings shall include architectural treatment of building facades and roofs that include sufficient articulation and variation to create an impression of individual units or clusters of units. The use of



View South, Senior Housing on Right

sloping roofs, decorated parapets, varying floor plans, different but related ornamental elements, balconies, porches, bay windows and other architectural elements are encouraged to achieve variety and articulation. All mechanical equipment shall be screened from public view and additional care shall be taken as part of the construction standards to acoustically insulate the buildings for seniors as sensitive receptors.

Development Standards

Land Use Classification
Assisted Senior assisted living, plus health and service amenities.

Maximum Density:	100 d.u./acre
Minimum Site Area:	2 acres
Maximum Height (with voter approval)	Six (6) stories or 75 feet, including elevator penthouse and ancillary mechanical equipment, with potential fourth or fifth floors and above required to be setback or different building texture or design.
Maximum # of floors:	4 stories over podium parking

Mix of Units

Studio Units:	Not more than 60% of total units
1-Bedroom Units:	Not more than 60% of total units
2-Bedroom Units:	Not more than 60% of total units
2+Bedroom Units:	Not more than 10% of total units

Building Setbacks
A minimum of five (5) feet and no more than fifteen (15) feet from the public right-of-way, exclusive of any necessary drop-off facility. Porches, decks and stairways may encroach into this setback up to a maximum of 60% of the total setback area. A minimum of ten (10) feet shall be maintained between buildings with a minimum setback of fifteen (15) feet for corridors. Setbacks and corridors shall be well landscaped with low hedges, trees and flowering shrubs that create diversity and interest along the street while providing security.

Landscaping
A minimum of 15% of the total site area shall be devoted to landscaping.

Parking
One half (0.5) space per unit.

The senior assisted living facility shall maintain a shuttle bus service as an integral part of the services offered to its residents.

POLICY DS-1.4: Establish design guidelines for office uses which promote transit use and emphasize pedestrian friendly development.

Office
(FAR: 1.0 max)

Design Guidelines

Building Orientation to Streets and Pedestrian Corridors: Office buildings shall be oriented to maximize views of San Bruno Mountain, the Coast Range, San Francisco International Airport and the San Francisco Bay. Office buildings and any associated parking structures can be oriented to buffer noise impacts from I-380.

Building entrances shall be located to enhance pedestrian opportunities and integration into the remainder of the development on the Navy site. Individual ground floor uses may have separate entrances for access, especially for the child care facility to accommodate safe drop-off areas for children and to accommodate required outdoor play space.

Building Design: All building facades facing El Camino Real, pedestrian plazas and streets within the Specific Plan shall be fully articulated. The

facade facing I-380 should also be articulated and incorporated into any parking structure located along I-380.

Buildings should be designed to clearly express a strong building base, middle and cornice/roof treatment. The ground floor should provide a strong architectural setting for the building within which varied storefront and commercial treatments could occur. Outdoor sitting areas and plazas shall be incorporated within the ground floor level of buildings facing pedestrian walkways. The middle floors should be fully articulated with variations provided in both vertical and horizontal dimensions. The uppermost part of the building should be designed as part of the roof/cornice treatment for the building and may include loggias or terraces. Primary entrances shall be accessible from ground level, oriented toward and visible from streets, plazas or parks. Building materials must convey a sense of durability and permanence.

Any associated parking structure(s) (with voter approval) shall be designed to physically connect and relate to the main building(s), or appear as an integral element of the office buildings. Any parking structure shall not dominate the frontage adjacent to a street or to a pedestrian corridor.

Below grade podium-style parking may be possible, but shall not interfere with at-grade building entrances. Surface parking may be provided adjacent to I-380, between the freeway and the buildings. Sharing of surface parking is highly encouraged, especially for child-care facilities and guest parking for residential uses.

All heating, ventilation, air-conditioning and generator units shall be roof mounted and screened with materials matching the exterior of the building. Utility connections and transformers shall be screened from public view. The ability to accommodate a day care facility shall be incorporated into the first floor of the office building farthest away from noise sources, if possible.

Development Standards

Land Use Classification
Office Buildings and Ancillary Uses/Space. The ability to provide child car facilities shall be incorporated into the design.

Minimum Site Area:	3 acres
Maximum Height (with voter approval):	Core Area - Ninety (90) feet, including elevator penthouses and ancillary mechanical equipment. Along Sneath Lane - Fifty (50) feet
Maximum # of floors (with voter approval):	Core Area - Five (5) stories. At least the top floor must be set back or of different, yet compatible, design or building texture. Along Sneath Lane - 3 Stories
Floor Area Ratio:	1.0 for office uses, plus separate ancillary space.

Landscaping
A minimum of 15% of the total site area shall be devoted to landscaping.

Building Setback
A minimum twenty (20) foot setback shall be maintained from any street right-of-way. Setbacks shall be fully landscaped with trees, shrubs and groundcover. No structures are permitted on the San Francisco City and County water easement right-of-way; this area will be used for permanent open space through the development of a pedestrian corridor.

Parking
One (1) space per 300 sq. ft. with fifteen percent (15%) reduction for transit-oriented development and shared parking, plus additional parking for

other uses, as appropriate.

Signage
A Master Sign Program, as regulated by the City of San Bruno Sign Ordinance, shall be developed for the entire development. Individual coordinated sign plans shall be provided for each building, consistent with the Master Sign Program, and must show sign placement, size, lettering style and materials. Wall signs must be integrated in the design of the building with appropriate and compatible colors and materials.

Ancillary Commercial

Land Use Classification
All ancillary service and commercial land uses shall require public review and approval and be limited to the following uses: general retail, restaurants and cafes (including outdoor seating/dining), car rental facilities, medical and health care, child care, personal services, and public and quasi-public uses.

Development Standards

Not applicable; located within or adjacent to hotel or office buildings, or on ground floor level of multiple family development along "Road B", or as free-standing one-story building (or building wing) within office or hotel designated land use area, or as a support service to the senior assisted living complex.

Parking
Per Zoning Ordinance requirements for uses not integrated into a primary use or building; no additional parking shall be required for ancillary service and commercial uses contained fully within other buildings (such as hotel, office building, multiple-family housing, or senior assisted living), with the exception of car rental facilities which provide on-site storage, in which case additional parking must be required, as appropriate.

General Commercial

(fronting on El Camino Real)

Design Guidelines

Building Orientation to Streets and Pedestrian Corridors: Retail commercial uses may be developed along the El Camino Real frontage of the project. Building design shall emphasize pedestrian orientation. All commercial uses should have their primary entrances oriented to the street and entrances should not vary more than two (2) feet from side elevation.

Building Design: Ground floor commercial spaces should be designed as integral parts of the entire building, but should be articulated as distinct parts of building facades, with materials and treatment that offer visual interest to pedestrians and people traveling in vehicles (including buses) along roadways. Materials along storefronts should be carefully selected to be of a high quality and appropriate to the pedestrian realm. Materials and colors should be pleasant to view and touch and offer color variation such as masonry, stucco or pre-case concrete. For retail uses, clear, untinted glass should be used to allow for maximum visual interaction between exterior public areas and activities within. The ground level should avoid areas of blank walls. The use of awnings is encouraged to provide shelter and shade along storefronts and make them more inviting. The fenestration above ground level should be varied and recessed to offer shade and complexity in building design. Parapets and roofs should be designed with decorative elements to provide for additional articulation and interest.

All mechanical equipment shall be screened from public view and architecturally integrated within the roof treatment of the building. Loading areas should be strategically placed behind buildings and not be visible from the street.

Development Standards

Land Use Classification
General retail and service commercial uses, including,

but not limited to, retail, office, medical and dental, veterinary facilities, gas stations (including ancillary car washes and convenience stores).

Minimum Site Area: 5000 sq. ft.

Maximum Height (with voter approval): 65 feet, including elevator penthouses and ancillary mechanical equipment.

Maximum # of Floors: 3 stories

Maximum Lot Coverage for Structures: 80%

Landscaping
A minimum of 15% of the total site area shall be devoted to landscaping.

Building Setbacks
Ten (10) feet along El Camino Real and Road "A".

Parking
As stated in the San Bruno Zoning Ordinance, with a fifteen percent (15%) reduction for shared parking and Transit-Oriented Development.

Parking Garage

(requires voter approval)

Maximum Height
Thirty (30) feet, excluding elevator and stairway penthouses, as well as lighting fixtures and standards.

ADDITIONAL GUIDELINES AND DEVELOPMENT STANDARDS

Transit-Oriented Guidelines

Developer shall pay proportionate share of traffic impacts to North Areawide Traffic Improvements, as well as on-site and off-site specific impacts.

Developer shall participate in the program of "Recommended Guidelines for the Implementation of the Land Use Impact Analysis Component of the 1999 Congestion Management Program" prepared by the City/County Association of Governments (CCAG), including but not limited to the activities listed below.

1. Developer shall help fund and actively participate in the Alliance's Transportation Demand Management Program, including Shuttle Bus Service to BART/SamTrans and to CalTrain facilities, Guaranteed Ride Home Program, car/van pooling, ride-share programs, transit information kiosks, etc.
2. Hotel operator shall provide bus service to BART and to Airport.
3. Developer shall provide and maintain bike racks near office space.
4. Developer shall provide showers and changing room in each office building.
5. Hotel operator shall provide showers and changing room for hotel workers.

UTILITIES AND PUBLIC SERVICES

The Navy Site is located within the City of San Bruno's Urban Service Area and is currently served by all major utilities, including sanitary sewers, storm sewers, water, electricity, gas, and telecommunications. The new and more intensive hotel, office and residential development replaces the less intensive uses of the Core Area and, therefore, new distribution lines may need to be installed and some of the existing facilities may require upgrading, replacement and/or excavation. In addition, the level of development proposed will have impacts on the public services provided by the City and appropriate infrastructure improvements and impact fees will be assessed.

UTILITIES

OBJECTIVE UPS-1: Provide for the construction and implementation of utility improvements necessary to support new development. Developer to pay cost of upsizing adjacent water main if required for the development.

The Specific Plan establishes policies for the orderly upgrading and construction of utilities, in accordance with the long term goals and objectives for the planning area. In this way, the Specific Plan provides the developer and property owners with the framework of improvements that will be necessary for the overall improvement and buildout of the planning area. The Implementation Section establishes the policies related to the phasing and financing alternatives for the construction and maintenance of these facilities.

POLICY UPS-1.1.: Establish a water supply distribution system that is adequate to serve the potable and fire protection needs of new development.

The City has hired the consulting firm of Brown and Caldwell to conduct a "Master Water Plan" for supply and distribution. That study should be completed by the end of 2000.

Water distribution lines shall be constructed and/or upgraded beneath new and existing streets in the plan area. Water consumption shall be reduced through a program of water conservation measures on the site to reduce overall demand. Drought tolerant and native landscaping shall be utilized where feasible.

POLICY UPS-1.2.: Establish a wastewater collection, treatment, and disposal system to serve the needs of new development. Developer to pay proportionate share of the City's cost for collection system improvements.

The City completed a Sewer (Wastewater) Master Plan in April 2000, which identified the deficiencies for wastewater facilities within the Specific Plan area. All recommendations in that plan relating to the Specific Plan area will be implemented when the affected properties are developed. Wastewater collection lines shall be constructed and/or upgraded beneath new and existing streets in the plan area consistent with the findings of the Sewer Master Plan.

POLICY UPS-1.3: Establish a stormwater collection and disposal system to serve the needs of new development. Developer to pay proportionate share of the City's cost collection system.

Storm drainage facilities within the plan area must be designed and installed to adequately meet new development and comply with current City standards and Best Management Practices. Discharge points shall be used to reduce the risk of localized and downstream flooding. High infiltration measures shall be used at the Navy site to reduce storm water discharge to the greatest extent feasible. Dispersed stormwater from the Navy Site developments shall be directed into landscaped areas or natural vegetation where feasible.

POLICY UPS-1.4 Provide adequate electrical, gas, telephone and telecommunication systems (including CATV) to support future development and encourage a program of energy conservation.

All utility lines serving the Specific Plan site shall be undergrounded at the owner's expense and be designed to support future development. To the extent possible, programs should be established to reduce demand or conserve the use of public utilities.

PUBLIC FACILITIES

Parks, Open Space and Recreational Services

The City of San Bruno maintains 21 developed park and recreational areas encompassing 97.25 acres that are managed by the San Bruno Public Works Department. The San Bruno 1984 General Plan established a citywide goal of 2.5 acres of parkland per 1,000 residents based on a population of 35,417 and a projected population of 32,700 in 2000 when the total parklands averaged an estimated 2.7 per 1,000 persons. Based on a current population estimate by the Association of Bay Area Governments of 42,000 for the year 2,000, the City of San Bruno would be providing a citywide average of 2.3 acres per 1,000 residents.

OBJECTIVE UPS-2: Provide adequate public and private recreational space and services to all residents and users of the Specific Plan site.

The Navy Site and environs is most directly served by Commodore Park, a four (4) acre park located within easy walking distance at Commodore Drive and Cherry Avenue. In addition, the Land Use Plan for the Navy site calls for additional passive open space, private recreational facilities for the multi-family development, child care facilities within the office complex, and recreational and social support services for the specialized senior assisted living.

POLICY UPS-2.1: Implement established policies for private recreational space and in-lieu park fees.

The increase in population resulting from the new residential development in the Specific Plan area could result in approximately 650 additional residents, based on the 1990 Census estimate of 1.63 persons per dwelling unit (same census tract as Peninsula Place). However, it is anticipated that the actual number of residents in the senior assisted living facility may be less, since the average household size for this type of unit may be less.

Additional demand for park and open space could occur from office workers. Many employees from the Bayhill Office Park use Commodore Park as passive open space during lunchtime.

Demand for off-site open space by residents of the senior assisted living facility would be negligible, as would demand by hotel guests. It is anticipated that the senior assisted living facility will provide on-site open space and recreational activities for its residents.

With the primary impact coming from residents of the multi-family development on the Specific plan site, there would be a demand for less than one acre of parkland. The Specific Plan requires that developers of multi-family uses provide recreational amenities on-site for residents; or pay in-lieu fees for public facilities, with credit for on-site amenities. This is consistent with existing policies and requirements contained within the San Bruno City Code. In addition, the open space within the pedestrian corridors will provide office workers, residents and hotel guests with a valuable passive recreational area.

POLICY UPS-2.2: Require developer to provide space for child care services as part of a development agreement for the office projects.

Demand continues to be strong for child care services near large offices. The Specific Plan requires the developer to provide space for child care services; it does not require that the developer himself provide the service. The Specific Plan provides an incentive to the developer to provide the space for child care services, since this space would be excluded from the allowable office space. If the space is not devoted to child care services, the developer would not be entitled to that space as additional offices.

POLICY UPS-2.3: Retain existing specimen trees within the plan area and consider retaining the key groves of existing Eucalyptus trees to preserve and enhance the environment.

On October 12 and 13, 1999, Environmental Science Associates (ESA) conducted a tree survey at the U.S. Navy site. The existing specimen trees which run east/west through the site would

become the nucleus of the tree-lined pedestrian esplanade and open space area of the Specific Plan.

Key groves of Eucalyptus trees could also be saved to reduce visual impacts and screen parking garages or provide mature trees in limited surface parking lots.

Fire and Health and Rescue Services

The San Bruno Fire Department provides fire protection and emergency medical services in the City of San Bruno. The Fire Department operates two fire stations and employs 24 full-time firefighters, one chief, three battalion chiefs, and six captains. In addition it maintains approximately 25 "Paid Called Reserves" who are trained on-call firefighters that are paid on an hourly basis.

In 1998, the Department had an average response time of two to three minutes, which was considered by the Public Protection Classifications (PPC) of the Insurers Services Office as an overall rating of three, a top rating. The Department addresses its staffing needs by emphasizing compliance with the Uniform Building Code and Uniform Building requirements for sprinklers and smoke detectors. Additionally, the Department has recently joined the County of San Mateo's county wide system which provides it with access to extensive mutual aid.

OBJECTIVE UPS-3: Assure that all new development at the Navy Site will be adequately served by fire and emergency services and will not cause an additional burden to existing facilities.

The Navy Site and environs are served by Station #51 located on the south side of City Hall Complex on El Camino Real. Station #51 is staffed by the chief, one battalion chief, one captain, and four firefighters and is equipped with one first-line engine and one reserve engine, one first line truck, the battalion chief's vehicle and the chief's vehicle.

The San Bruno Redevelopment Project Area Plan EIR determined that the buildout of Project Area "A" where the Navy Site is located may increase the population in this area by 935 to 1410 persons and that there would be the possible addition of 2,000 to 2,400 hotel rooms. These factors could increase the need for police, fire and emergency service. The Navy Site would result in an added population of approximately 650 persons and up to 500 hotel rooms.

POLICY UPS-3.1: Require that all construction within the plan area meet Uniform Building and Uniform Fire codes to reduce potential fire hazards and overcrowding.

All construction within the Specific Plan area will meet current building codes, including sprinklering and adequate fire access.

POLICY UPS-3.2: Require developer to pay proportionate share of space needed for adequate fire and rescue facilities.

Build out of the Navy site will place an additional burden on the Fire Department to provide persons and equipment for fire and rescue services. The developer would be required to pay their proportionate share of the additional facilities necessary to provide adequate services to the entire community.

Police and Security

The San Bruno Police Department provides police services in the City of San Bruno. The Department station is currently located in the San Bruno Civic Center at 567 El Camino Real. A new 27,000 square foot joint San Bruno and BART police facility will be constructed adjacent to the BART station at Tanforan Park Shopping Center.

The Department deploys officers in a beat management system which divides the city into three beats. From 6:30 AM to 4:30 PM, at least one patrol car (one officer) is assigned to each beat. The two evening shifts overlap so that from 9 PM to 2 AM and briefly each morning, each beat has two patrol cars. Reserve officers (volunteers who have graduated from the Police Academy) often provide a second officer for patrol cars. Traffic officers on motorcycles and bicycles provide assistance where needed.

OBJECTIVE UPS-4: Assure that the new development will maintain a safe environment consistent with the Mission Statement of the San Bruno Police Department.

The Police Department's mission statement emphasizes its dedication "to maintaining public peace and providing a quality of life whereby people within the City have a sense of safety, security and freedom in their daily activities..." In addition, it stresses its commitment to prevention of criminal activities through a highly visible police force and vigorous enforcement of laws and regulations throughout the City.

The Navy Site and environs is located in Beat One. Patrolling for the Tanforan Park and Towne Center constitutes a separate beat during the hours of 11:00 AM and 9:00 PM In 1998, Tanforan Park and Towne Center constituted 75% of the calls to the Police Department, 55% of all crime reports, 80% of all incident reports, and 75% of all accident reports in Beat One.

POLICY UPS-4.1: Review the Police Department's beat system and implement appropriate measures to assure a safe environment.

The intensification of uses in the Navy Site may result in a need to reconfigure the beat system. Any changes in the beat system must assure a safe environment for all parts of the City consistent with the Department's Mission Statement, not merely the developments in Beat One.

POLICY UPS-4.2: Require the developer, or specific uses within the development, to provide private security measures to augment local Police services.

The Police Department has required the use of private security at large developments within the City, such as Towne Center and Tanforan Park Shopping Center. This policy should be extended to require on-site private security for the hotel and office uses and shall be coordinated with the San Bruno Police Department.

Public Library Services

The San Bruno Public Library was constructed in 1955, with the Children's wing and Community Room added in 1960. The building contains approximately 15,600 square feet, which includes a 2,100 square foot Community Room in the basement and a 2,750 square foot mezzanine.

The existing square footage is insufficient to provide proper services to the existing community or to new development. The building lacks adequate parking for the public and access for persons with disabilities is not consistent with current codes. A Public Library and Community Meeting Facility of approximately 42,500 square feet, plus parking, would be required to meet current and foreseeable Library needs.

OBJECTIVE UPS-5: Provide adequate Public Library and Community Meeting Facilities to all segments and age groups of the community, including residential and non-residential users.

The proposed development of the U.S. Navy site will add additional demand for Library services, as well as for community meeting space. The residential component of the Land Use Plan could add approximately 650 residents.

In addition, the San Bruno Public Library offers numerous services to commercial uses in the City, including research facilities, public internet access, reading rooms, and meeting space, in addition to other Library services offered as part of the Peninsula Library System.

The development of the Navy site will add several hundred office workers and hotel guests who could potentially use the San Bruno Public Library.

POLICY UPS-5.1: Assure that any development of the U.S. Navy site is adequately served by the San Bruno Public Library and that development of the Specific Plan Area will provide its proportionate share of funds for adequate Library and Community Meeting Facilities through implementation of impact fees.

Implementing a policy of impact fees for the Library and Community Meeting Facility will help assure that any resident, worker, or guest of the Specific Plan development will have adequate Library and related services and will not be subsidized by existing local residents. Likewise, fees that are proportionate to the use of the Library services will assure that the Specific Plan development does not pay for Library services which are rightfully the responsibility of other users.

IMPLEMENTATION

The implementation of the Navy Site Specific Plan will occur over several years and will require on-going cooperation between property owners and the City of San Bruno. It is anticipated that development will occur incrementally as market demand grows for each planned use. In order to ensure that development occurs in a cohesive manner, it is necessary to develop a framework for the phasing and financing so that the community and the city of San Bruno can be assured that key infrastructure components are in place and that facilities are well integrated with the larger community.

Overall, the Specific Plan has been developed to represent a clarification of intended goals and policies of the General Plan and Zoning requirements for this area. In addition, it includes more specific and restrictive land use categories and design standards than are typically found in the General Plan and Zoning Ordinance while providing flexibility to help achieve the desired character for this new planning area.

The implementation chapter provides a framework related to the regulatory process, phasing and financing of the Navy Site Specific Plan. This framework contains three (3) major components:

- Planning Actions and Project Approvals
- Phasing of Improvements
- Required Improvement and Financing Options

PLANNING ACTIONS AND PROJECT APPROVALS

General Plan Amendments

In accordance with State Law, the Specific Plan must be consistent with the locally adopted General Plan. This requires that the text and maps for the Land Use and Circulation elements of the San Bruno General Plan be amended to ensure internal consistency with the Navy Site Specific Plan.

Zoning Ordinance Amendments

The San Bruno Zoning Map shall be amended to create a Specific Plan Zone Designation for the Plan area. The Specific Plan shall supercede the Zoning Ordinance requirements for these properties and the design standards and guidelines included in the plan shall be utilized in the review of projects. Additionally, the City has established a minimum parcel size area of three (3) acres for all new parcels to discourage subdividing the larger parcels into smaller, less developable lots. Consolidation of the existing commercial parcels along El Camino Real is encouraged but not required.

Development Approval Process

All plans for proposals shall be submitted by the applicant to the City of San Bruno Community Development Department for site development and design review approval as a Planned Development Permit. Plans shall include all information required by the Community Development Department necessary to determine that the project is in conformance with the standards and design guidelines included in the Specific Plan. Any submittal must demonstrate how it fits within the build-out projections evaluated in the Environmental Impact Report. The Community Development Director may require additional environmental studies or information if issues arise that were not fully addressed by the EIR or if the proposal differs substantially from the uses evaluated in the EIR.

A special design review board may be established for the purpose of reviewing the projects within the Specific Plan to ensure greater level of review to determine consistency with the goals, objectives and design policies of the Specific Plan.

Non-Conforming Uses

It is anticipated that several uses, particularly along El Camino Real, will remain until such time as the Specific Plan Core area transitions to the full build out as envisioned in the Specific Plan. The San Bruno Zoning Ordinance regulates the development of nonconforming uses. However, it is important that these uses be carefully monitored to ensure that long term opportunities are not lost to fully implement the policies for development along El Camino Real.

Redevelopment Policies

The Plan is located within the San Bruno Redevelopment Project Area and is therefore required to conform to the Redevelopment Plan. It can, however, be implemented with or without the powers associated with a Redevelopment District as the land use and design policies stand on their own. It is anticipated that most parcel acquisition and development will take place through private means, however, the Redevelopment Agency may be needed to acquire and consolidate parcels (i.e. El Camino Real) for purposes of larger development projects or to gain required vehicular access to El Camino Real.

Amendments to Specific Plan

Projects that are determined to be inconsistent with the Specific Plan's land uses, design standards and guidelines may request an amendment to the Specific Plan through the amendment process included in the San Bruno Zoning Ordinance. Specific Plan Amendments require approval by the Planning Commission and City Council.

Voter Initiative (Ordinance 1284)

A voter initiative must be approved by a majority of the electorate in order to develop a building greater than three (3) stories/fifty (50) feet and/or construct above-grade parking structures as established by Ordinance 1284. The cost of any such voter initiative shall be incurred by the developer.

PHASING OF IMPROVEMENTS

Given the existing and projected strong market conditions in the Bay Area, it is anticipated that the development of the Navy Site will take place over the next 10 years. In addition, because of the mixed-uses planned for the area, it is reasonable to expect that the development will occur in a phased manner to accommodate market conditions and the ability of developers to secure funding for development of infrastructure to support new development.

In order to ensure that development occurs in a cohesive manner, a phasing plan and a parcelization map will be required with the first development project that is submitted for approval by the City. The phasing plan will include a plan for the staged construction of streets and utilities. Infrastructure necessary to support each development will need to be constructed prior to the occupancy of any buildings.

FINANCING OPTIONS

The costs of design and construction of public improvements will be borne by the developer of the project. The following financing principles are recommended to guide the City in future decisions regarding financing of plan area infrastructure:

1. The developer of the Navy Site shall enter into a development agreement with the City of San Bruno.
2. The developer of the Navy Site shall bear the cost of constructing the infrastructure and public improvements required by the new development.
3. The cost of infrastructure and public facility improvements shall be distributed among properties within the Specific Plan area in a manner that is fair and equitable based on the benefits received and/or impacts created by each new development.

4. Existing developments shall not be charged for the cost of new infrastructure, unless they expand or otherwise impose additional impacts onto the City's infrastructure.

5. All new development within the Specific Plan area shall pay development and impact fees levied by the City of San Bruno based on the level of impact.

Required Infrastructure Improvements

The following discussion describes each major category of infrastructure or public facility necessary to implement the Specific Plan and a range of options for the financing of construction for each item.

Required Traffic Improvements

Traffic improvements required to mitigate the impacts of new construction in the Specific Plan area include:

1. Construction of streets within the project area;

2. One half ($^1/_2$) the total cost of the new intersection at El Camino Real and Road "A", including the traffic signal, modifications to the roadway of El Camino Real, and any special requirements imposed by CalTrans;

3. Installation of traffic signal at Commodore Ave. and Sneath Lane;

4. Proportionate share of traffic impact fees, based on increased share of traffic for improvements listed in the North Areawide Traffic Study and its updates;

5. Any specific requirements from C/CAG as a result of determination of traffic impacts on the regional roadway system; and

6. Fire lanes, including the combined central fire lane and pedestrian esplanade.

The construction of street improvements within the Specific Plan area will be the financial responsibility of the developer. Properties fronting on each street will be required to construct the street and utilities at the time of development. The Redevelopment Agency, through a variety of structures, can utilize the tax increment from the project area to fund a range of projects, including the acquisition of property to construct the major access road to El Camino Real.

The construction of the new intersection and installation of the traffic signal at El Camino Real and Road "A" will be the responsibility of the City of San Bruno. The developer of each property within the project area will be responsible for payment of a prorated share of the cost of the improvements, and any associated mitigations, up to one half of the total cost. The Tanforan Park Shopping Center will be responsible for the remaining half.

Likewise, the developer of each property within the project area will also be responsible for payment of prorated shares of the cost of improvements appropriate for the North Areawide Traffic Study and its updates, and for any regional improvements required by C/CAG.

The cost of construction of a signal at Commodore and Sneath Lane will be the sole responsibility of the developer of the project and installation will be required as warrants are met. Fire lanes, including the central pedestrian esplanade, will be the sole responsibility of the developer.

On-Going Maintenance

Through a Development Agreement, the developer will agree to specific exactions for funding and maintenance of street improvements in exchange for protection against zoning or land use changes that might potentially impact the viability of a project.

No additional funds will be required of the developer to fund the ongoing maintenance of the traffic signals. Caltrans will be responsible for maintenance of the signal on El Camino Real and the City of San Bruno will be responsible for maintenance of a signal on Sneath Lane at Commodore Drive.

Pedestrian Connections

The Specific Plan considers the potential construction of a pedestrian overpass that connects the specific plan area to Tanforan Park Shopping Center and the public transit corridor (BART and SamTrans bus facility) across El Camino Real.

It is anticipated that this feature would be constructed by the city. This pedestrian connection would enhance the safety for pedestrians across El Camino Real and would provide a benefit to the residents of the planned area and neighboring uses to the west as it would improve access to the public transit corridor. Therefore, some funding sources may be available to the City that are oriented toward regional transit facilities.

One potential source of funds would be the Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA funds are generally available for the construction of a wide variety of transportation facilities including bike trails and pedestrian walkways. In order to qualify for ISTEA monies, the City would have to demonstrate that the project would result in a strong regional benefit.

This walkway could result in opening a safe pedestrian access across El Camino Real to help connect the new high density residential development within the project and the existing high density residential development to the new BART station and SamTrans bus facility. This could make the proposed pedestrian walkway a good candidate for use of ISTEA monies, or similar transit-oriented development grants.

Ongoing Maintenance

The pedestrian overpass could become part of an assessment district for purposes of maintenance. However, any assessment should include all user categories, including the Tanforan Park Shopping Center and the general public.

Streetscape Improvements

The Specific Plan requires that streetscape improvements be made along streets and sidewalks throughout the planning area, such as landscaping, paving and lighting, as well as street furniture such as benches, drinking fountains, and waste paper containers.

It will be the responsibility of the developer to install all streetscape improvements in accordance with design plans approved by the City of San Bruno.

On-Going Maintenance

Maintenance of the streetscape improvements shall be provided through annual fees assessed to the development as provided for in the Development Agreement for the project. The City may consider the creation of an assessment through the adoption of area benefit fees. As with development impact fees, the City may adopt benefit fees without voter approval, but they must clearly relate to the defined benefit.

Utilities

It is anticipated that most of the existing infrastructure (water, storm water, wastewater, telecommunication (CATV), gas & electric) will need to be upgraded and/or relocated to accommodate the new development.

It will be the responsibility of the developer to finance the installation of infrastructure improvements as required for development of each property. The Redevelopment Agency may consider the use of tax increment financing, if available, for critical infrastructure improvements that will help enhance the image and potential development of the planning area. In addition, the developer shall be required to pay sewer and water impact fees for offsite improvements based on anticipated volumes.

Ongoing Maintenance
No additional fees shall be charged to the developer for maintenance, except for those utilities which are located on private property and serve only that development.

Community Facilities
(Parks, Fire, Police, Library and Schools)

Parks
Residential developments will be required to provide on-site recreational facilities for each project. In addition, the developer will pay in-lieu park fees as required by the City to off set the impacts associated with the new development. Credit shall be given to the developer for any on-site recreational facilities.

Fire
The developer will be responsible for the installation of improvements as required by the Fire Department and for payment of development fees, as appropriate. Additional fees may be required in accordance with mitigation measures identified in the Environmental Impact Report for the project.

Police
The developer may be required as part of the Development Agreement to participate in area-wide requirements to address deficiencies in policing for Beat One, as determined by the Environmental Impact Report. In addition, the hotel and office uses may be required to provide private security for their buildings.

Public Library
The individual developers of the uses in the Specific Plan will pay impact fees for the Public Library services and facilities, including residential and non-residential uses.

Schools
The developer is responsible for payment of School Impact Fees as determined by the School District to offset the impacts associated with the new development.

Ongoing Maintenance
No additional funds will be required except as provided for in the Development Agreement for the project, or which are customary and usual fees and taxes imposed by the City.

ACKNOWLEDGMENTS

San Bruno City Council

Larry Franzella - Mayor
Irene O'Connell - Vice-Mayor
Ken Ibarra - Council Member
Chris Pallas - Council Member
Jim Ruane - Council Member

San Bruno City Clerk

Terri Rasmussen - City Clerk

San Bruno City Treasurer

Karen Hornung - City Treasurer

San Bruno Planning Commission

Terry Birt - Chair
Mary Johnson - Vice-Chair
Bob Marshall, Jr. - Commissioner
Perry Petersen - Commissioner
Joe Sammut - Commissioner
Bob Schindler - Commissioner
Mark Tobin - Commissioner

Citizens Advisory Group

Terry Birt - Planning Commission Representative
Bob Marshall, Jr. - Planning Commission Representative
Dr. Donna Elder - Superintendent, San Bruno Park School District
Dr. Constantine Glafkides - Property Owner, 1001 Sneath Lane (represented by Sia Glafkides)
Mike Halper - Owner, 881-901 Sneath Lane
Scott Pritchett - Property Manager, Airport Trade Center, Sneath at Cherry
Dr. John Russo - Property Owner, 1101 El Camino Real
Ann Shea - Property Manager, Peninsula Place Condominiums
Mark Vranes - Bishop, Church of Latter Day Saints
Alice Barnes - Interested Resident
Gary Fleming - Interested Resident
Teresa McIntosh - Interested Resident
Eve Schindler - Interested Resident (former Member - Senior assisted living Site Selection Committee)

City Administrative Staff

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Steven R. Rogers - Assistant City Manager
Jonathan P. Lowell - City Attorney

City Department Heads

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George D. Foscardo - Community Development Director
William Graham - Fire Chief
Terry Jackson - Library Services Director
Scott T. Munns - Public Works Director
James H. O'Leary - Finance Director
Dave Thomas - CATV Director
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Dyett & Bhatia (Graphics)

APPENDICES

APPENDIX "A"

Findings of Consistency with General Plan Objectives and Policies

FINDINGS OF CONSISTENCY WITH GENERAL PLAN POLICIES

The land use designations of the Navy Specific Plan are based on policies found in the City's General Plan, with development standards tailored to the Specific Plan area. While the proposed upper range of high density residential and senior housing land uses will require an amendment to the General Plan land use policies, it meets the intent of current affordable housing policies in achieving an increase in the availability of housing opportunities for the City of San Bruno.

The Navy Specific Plan (S.P.) Is guided by the following General Plan policies:

Housing Policies:

Policy 7: ***Ensure the continued availability of affordable housing for low and moderate income persons, the elderly, handicapped, minorities, and families with children, and without discrimination as to marital status.***

Target: ***Development of potentially vacant or reusable areas suitable for possible residential use to address projected regional housing need and to increase the availability of new affordable housing in San Bruno.***

Target: ***The City's short-term target (by 1989) for providing its fair share of affordable housing needs is 51 very low units, 46 low income housing units, 63 moderate income units, and 71 below moderate income units.***

S.P. Action: The US Navy site provides the City with one of its last opportunities for development of high density housing, particularly for the northern portion of the City given the ALUC height restrictions. The Specific Plan provides for the development of 200 to 250 new multi-family units and additional senior units and requires that all housing development include 25% of units for low and moderate income families provides a density bonus of up to 25% over the designated limit in accordance with State Law. This will contribute significantly to the City's ability to meets its regional fair share of affordable housing needs and to meet the above listed Targets.

Policy 8: ***Encourage affordable housing specifically designed for the elderly and the handicapped.***

S.P. Action: The Navy Specific Plan provides for and encourages the development of housing for seniors. A significant amount of flexibility as well as reduced development regulations such as parking, recreational facilities and open space requirements are built into the Specific Plan as an incentive to development of housing for seniors and handicapped. The reuse of the Navy Site will provide housing opportunities in close proximity to public transit facilities, as well as retail and service establishments, that are available to a wide range of persons with special needs.

Policy 9: *Encourage clustered residential development, smaller units and fewer amenities with flexible development standards (parking, open space, densities, etc.) To reduce construction costs while protecting the neighborhood integrity.*

S.P. Action: The Navy Site Specific Plan provides for the development of a cohesive mixed-use neighborhood that offers flexibility in standards (densities, height, setbacks, parking, etc.)and provide for the enhancement of a critical entry into the City through the reuse of the Navy Site while complementing existing adjacent residential and institutional uses.

Policy 11: *Maintain a balanced residential environment with access to employment opportunities, community facilities, and adequate services.*

S.P. Action: The development of the Navy Site will provide a wide range of housing and employment opportunities as part of a Transit Oriented Development (TOD) in close proximity to the new San Bruno/Tanforan Park BART Station and SamTrans bus facility. Its location offers the opportunity to create a neighborhood that is uniquely located with immediate access to public transit, commercial and service business, institutional uses, and recreation opportunities. The development itself will offer a mix of uses that will contribute to the diversity of uses within the new neighborhood and offer opportunities to existing surrounding neighborhoods. The Specific Plan includes an implementation strategy that will ensure that development occurs in a planned and efficient manner with adequate services.

Policy 12: *Disperse new affordable housing throughout the community on available vacant or reusable land.*

S.P. Action: The U.S. Navy site is one of the last large parcels of reusable land that is potentially available for the development of housing at densities that will support construction of affordable housing.

Community Development Policies:

Policy 1: *Encourage income generating development that is economically beneficial to the City and fulfills community as well as regional needs.*

Policy 2: *Encourage innovative design and site planning in new development and renovation projects which enhance the community's appearance. Assure compatibility with the surrounding scale, character, and intensity of land uses.*

S.P. Action: The Navy Site is defined by El Camino Real to the east and I-380 to the south. This offers a unique opportunity for the development of a high quality TOD that takes advantage of high visibility along major corridors and access to public transit facilities nearby. A key objective of the plan is to avoid piecemeal develop-

ment of this area and encourage the creation of a mixed-use district that complements existing uses yet is able to generate development that is economically beneficial to the City.

Policy 4: ***Assure that new development mitigates impacts on existing services including traffic circulation, water, sewer, and storm drainage systems, parks and recreational facilities, transit service, etc.***

S.P. Action: The Specific Plan contains specific provisions that ensure that private development, to the greatest extent possible, will pay for incremental public costs generated by this development.

Commercial Policies:

Policy 1: ***Encourage ancillary uses in office complexes primarily to serve employee needs (i.e. café, health club, cleaners, sundries, etc.)***

S.P. Action: The Specific Plan provides for the inclusion of ancillary uses within office commercial development to serve the resident and employee population.

Policy 2: ***Encourage clustered commercial development with cohesive design and combined parking.***

S.P. Action: The Specific Plan encourages the development of combined parking facilities for office, hotel and commercial uses and provides for reduction in parking requirements when sharing or combining facilities. This provides for a more efficient use of land and serves to reduce the percentage of impervious surfaces over the entire site.

Policy 4: ***Support upgrading of commercial and office structures city wide, particularly along El Camino Real and San Bruno Avenue, with setbacks, sign controls and attractive facade and landscaping.***

S.P. Action: Landscaping will be required with the development of the hotel site to enhance the frontage along El Camino. Design criteria are also included that provides for the enhancement of building facades and landscaping for new retail/commercial land uses along El Camino Real and reduces visibility of parking lots.

GENERAL PLAN TRANSPORTATION AND CIRCULATION POLICIES AND ACTIONS

The following describes how the program of transportation improvements proposed for the redevelopment of the U.S. Navy Site will contribute to its emergence as a vital mixed-use, transit-oriented community of the City while meeting General Plan circulation and transportation policies:

Policy 1. ***Provide for public safety and efficient operation in the planning, construction and maintenance of circulation facilities. Improve existing facilities before building new ones.***

S.P.Action: The circulation plan for the U.S. Navy Site builds upon and reinforces the existing pattern of streets within the area and Navy Site. The planned configuration of streets is designed to allow for the safe and efficient internal distribution of traffic with minimal additional traffic loaded onto streets that provide access to the existing residential and institutional uses to the west of the Navy Site. To this end, the plan calls for Road A (formerly B Road) to be extended to intersect with El Camino Real to provide primary east-west circulation; Commodore Drive will provide north south access from Sneath Lane in its existing configuration and will connect with Road A to provide a secondary access road for the Navy Site and to continue to service the existing uses along Sneath Lane; and, Road C (formerly 3rd Street West) will provide access to the western portion of the site and will connect with Commodore Drive West, the existing roadway that provides access to the institutional uses to the west of the site. Road C is designed to provide a connection with the neighborhoods to the west and secondary access to the office uses in the western section of the site. However, project circulation will rely primarily on Road A and Commodore Drive. Only one new street is proposed, Road B, that will provide access to the hotel and office uses proposed for the south east section of the site.

Policy 2. ***Anticipate specific circulation needs and make improvements***

SP Action: The planned improvements to the roadway system accommodated projected traffic volumes associated with the project and address key circulation issues in the surrounding area. However, improvements have been carefully balanced to ensure that vehicular through movement is not provided at the expense of livability and a pedestrian friendly-environments and that the transit-oriented emphasis of the development is maintained. Pedestrian features such as enhanced sidewalks and a major pedestrian walkway through the site will enhance the roadway system.

Policy 3. ***Through the environmental review process, identify and analyze traffic impacts and circulation needs associated with new development. Mitigate identified impacts.***

SP Action: Traffic impacts and circulation needs resulting from the redevelopment of the Navy Site have been identified in the Specific Plan Environmental Impact Report. The following mitigations have been incorporated into the project:

Policy 4. ***Design transportation programs and parking facilities to be compatible with adjacent land uses to minimize social and economic disruptions to residential and commercial neighborhoods, and to traffic circulation.***

SP Action: Even though planned transit improvements in the proximity of the site should reduce reliance on automobile use, parking is needed in sufficient amounts to satisfy the demands of futures residents and employees. The plan calls for parking in conformance with City on-street parking standards but also provides opportunities for shared parking. Many individual projects that occur within the Navy Site will include a range of uses that may have differing peak-load demand for parking and/or that will promote pedestrian rather than auto access from one activity to another. Within specific commercial development proposals a 25% reduction may be permitted based on TOD development and shared parking with adjacent office uses in Specific Plan Area. However, this will done on a case-by-case basis and after a demonstrated parking analysis is completed to ensure that the development contains sufficient accessible parking and TSM/TDM programs in order to avoid impacts on existing neighborhoods and uses. Within residential uses, parking requirements vary from those requirements contained within the San Bruno Zoning Ordinance to reflect standards and requirements for Transit-Oriented Development.

Policy 5. ***Attempt to reduce reliance on private automobile, and encourage alternative transportation modes including pedestrian, bicycle, ride-sharing and transit.***

SP Action: The introduction of more intensive uses within the Navy Site will be important in promoting greater transit ridership because of its proximity to BART and primary bus transit facilities. In addition to the vehicular circulation network, the plan proposes that sidewalks be wide enough to accommodate pedestrians, trees and distinctive light fixtures to add amenities and identity to the area.

The plan includes the creation of an active and secure pedestrian corridor that will help link the existing neighborhoods to the west of the Navy Site and the new office and residential developments in the southern portion of the site to the Tanforan Park Shopping Center and the BART Station. In addition, the plan calls for a grade-separated (overpass) pedestrian connection between the Navy Site and the Tanforan Park Shopping Center that is designed to tie into the new development proposals on each site. It is anticipated that the connection would be located in the vicinity of the intersection of El Camino Real and Road A. This will connection will help enhance safety for pedestrian. The linkage should also meet design standards stipulated in the Americans Disability Act.

APPENDIX "B"

C/CAG Recommended Guidelines for Implementation of the Land Use Component of the 1999 Congestion Management Plan

GUIDELINES FOR IMPLEMENTING THE LAND USE COMPONENT OF THE CONGESTION MANAGEMENT PROGRAM

All land use changes or new developments that require a negative declaration or an Environmental Impact Report (EIR) and that are projected to generate a net (subtracting existing uses that are currently active) 100 or more trips per hour at any time during the a.m. or p.m. peak period, must be reported to C/CAG within ten days of completion of the initial study prepared under the California Environmental Quality Act (CEQA). Peak period includes 6:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Although projects that generate less than 100 peak hour trips are not subject to these guidelines, local jurisdictions are strongly encouraged to apply them to all projects, particularly where the jurisdiction has determined that the impacts of the project will have an adverse effect on traffic in that jurisdiction.

These guidelines are not intended to establish a Countywide level of significance of 100 peak hour trips for CEQA purposes. The determination of what level of traffic results in a significant impact is left in the first instance to the local jurisdiction. These guidelines do contemplate, however, that all trips resulting from projects that are reviewed by C/CAG and fall under these guidelines will be mitigated, whether or not it rises to a level of significance under CEQA.

Local jurisdictions must ensure that the developer and/or tenants will reduce the demand for all new peak hour trips (including the first 100 trips) projected to be generated by the development. The local jurisdiction can select one or more of the options that follow or may propose other methods for mitigating the trips. It is up to the local jurisdiction working together with the project sponsor to choose the method(s) that will be compatible with the intended purpose of the project and the community that it will serve. The options identified in these guidelines are not intended to limit choices. Local jurisdictions are encouraged to be creative in developing options that meet local needs while accomplishing the goal of mitigating new peak hour trips. The additional measures that are not specifically included in these guidelines should be offered for review by C/CAG staff in advance of approving the project. Appeals to the decisions by C/CAG staff will be taken to the full C/CAG Board for consideration.

When considering land use projects, local jurisdictions may either require that mitigation for impacts to the Congestion Management Program roadway network be finally determined and imposed as a condition of approval of the project, or may conditionally approve such project, conditioned on compliance with the requirements to mitigate the impacts to the Congestion Management Program roadway network. In those instances where conditional approval is given, a building permit may not be issued for the project until the required mitigation is determined and subsequently imposed on the project.

Some of the choices for local jurisdictions include:

1. Reduce the scope of the project so that it will generate less than 100 net peak hour trips.

Transportation Demand Management Measure	Number of Trips Credited	Rationale
Bicycle lockers and racks.	One peak hour trip will be credited for every 3 new bike lockers/racks installed and maintained.	Experience has shown that bicycle commuters will average using this mode one-third of the time, especially during warmer summer months.
Showers and changing rooms.	Two peak hour trips will be credited for each new combination shower and changing room installed.	Two bicyclists can sequentially use one shower/changing room during the peak commute time.
Operation of a dedicated shuttle service during the peak period to a rail station or an urban residential area.	One peak hour trip will be credited for each peak-hour round trip seat on the shuttle. Increases to two trips if a Guaranteed Ride Home Program is also in place. FIVE ADDITIONAL TRIPS WILL BE CREDITED IF THE SHUTTLE STOPS AT A CHILD CARE FACILITY ENROUTE TO/FROM THE WORKSITE.	Yields a one-to-one ratio (one seat in a shuttle equals one auto trip reduced); utilization increases when a guaranteed ride home program is also made available.
Charging employees for parking.	One peak hour trip will be credited for each parking spot charged out at $20 per month for one year.	Yields a one-to-one ratio (one parking spot charged out equals one auto trip reduced.
Subsidizing transit tickets for employees.	One peak hour trip will be credited for each transit pass that is subsidized at least $20 per month for one year. ONE ADDITIONAL TRIP WILL BE CREDITED IF THE SUBSIDY IS INCREASED TO $75 FOR PARENTS USING TRANSIT TO TAKE A CHILD TO CHILDCARE ENROUTE	Yields a one-to-one ratio (one transit pass equals one auto trip reduced).

transit or vanpool).

Implementation of a parking cash out program.	One peak hour trip will be credited for each parking spot where the employee is offered a cash payment in return for not using parking at the employment site.	Yields a one-to-one ratio (one cashed out parking spot equals one auto trip reduced.
Implementation of ramp metering.	Three hundred peak hour trips will be credited if the local jurisdiction in cooperation with CalTrans, installs and turns on ramp metering lights during the peak hours at the highway entrance ramp closest to the development.	This is a very difficult and costly measure to implement and the reward must be significant.
Installation of highband width connections in employees' homes to the Internet to facilitate home telecommuting.	One peak hour trip will be credited for each connection installed.	Yields a one-to-one ratio.
Installation of video conferencing centers that are available for use by the tenants of the facility.	Twenty peak hour trips will be credited for a center installed at the facility.	Assumes that there will be one teleconference per day that includes twenty people.
Implementation of a compressed workweek program.	One peak hour trip will be credited for every 5 employees that are offered the opportunity to work four compressed days per week.	The workweek will be compressed into 4 days; therefore the individual will not be commuting on the 5th day.
Provision of assistance to employees so they can live close to work.	If an employer develops and offers a program to help employees find acceptable residences within five miles of the employment site, a credit of one trip will be given for each slot in the program.	This assumes that a five-mile trip will generally not involve travel on the freeways.

OR MAY PROVIDE THIS SERVICE INDEPENDENTLY	DEVELOPED WITH THE DEVELOPER/PROPERTY OWNER THAT MAKES THE CHILD CARE ACCESSIBLE TO THE WORKERS AT THE DEVELOPMENT.	
Join the Alliance's guaranteed ride home program.	One peak hour trip will be credited for every 2 slots purchased in the program.	Experience has shown that when a Guaranteed Ride Home Program is added to an over-all TDM program, the average ridership increases by about 50%.
Combine any ten of these elements and receive an additional credit for five peak hour trips.	Five peak hour trips will be credited.	Experience has shown that offering multiple and complementary TDM components can magnify the impact of the overall program.
Work with the Alliance to develop/ implement a Transportation Action Plan.	Five peak hour trips will be credited.	This is based on staff's best estimate.
The developer can provide a cash legacy after the development is complete and designate an entity to implement any (or more than one) of the previous measures before day one of occupancy.	Peak hour trip reduction credits will accrue as if the developer was directly implementing the items.	Credits accrue depending on what the funds are used for.
Encourage infill development.	Two percent of all peak hour trips will be credited for each infill development.	Generally acceptable TDM practices (based on research of TDM practices around the nation and reported on the Internet).
Encourage shared parking.	Five peak hour trips will be credited for an agreement with an existing development to share	Generally acceptable TDM practices (based on research of TDM practices around the

APPENDIX "C"

List of Properties within the Specific Plan Area

LIST OF PROPERTIES WITHIN THE SPECIFIC PLAN AREA

Peninsula Place Condos:

Assessor #'s:	020-441-000 (Condominium Common Area) 101-400-010 thru 480 (Individual Units) 101-410-010 thru 480 (Individual Units) 101-420-010 thru 400 (Individual Units)
Address:	1126 Cherry Avenue
Owner:	Peninsula Place Homeowners Association 136 Other Individual Unit Owners
Acreage:	3.326 acres
Land Use:	Existing - Multi-Family Residential Proposed - Same (No Change)

Commodore Park:

Assessor #'s:	020-013-030 and 020-013-040
Address:	Commodore Drive
Owner:	City of San Bruno
Acreage:	.553 acres and 3.32 acres respectively
Land Use:	Existing -Neighborhood Park Proposed - Same (No Change)

Palos Verde Special School:

Assessor #:	020-010-660
Address:	1290 Commodore Drive
Owner:	San Mateo County Board of Education
Acreage:	3.091 acres
Land Use:	Existing -Special Education Facility Proposed - Same (No Change)

El Portal Vocational Center:

Assessor #:	020-010-670
Address:	1280 Commodore Drive
Owner:	San Bruno Elementary School District
Acreage:	3.087 acres
Land Use:	Existing -Special Education Facility Proposed - Same (No Change)

Federal Archives:

Assessor #:	020-010-590
Address:	1000 Commodore Drive
Owner:	United States of America
Acreage:	6.69 acres
Land Use:	Existing -Federal Archives Proposed - Same (No Change)

Federal Archives Parking Area and Portion of Navy Property:	Assessor #:	020-013-050
	Address:	1000 Commodore Drive
	Owner:	United States of America
	Acreage:	2.51 acres
	Land Use:	Existing -Federal Archives Parking Lot, Vacant Proposed - Archives Parking, Offices on Navy Portion
Navy and Navy Reserves Site:	Assessor #:	020-013-060
	Address:	900 Commodore Drive
	Owner:	United States of America
	Acreage:	22.376 acres
	Land Use:	Existing - Military Facility Proposed - Offices, Hotels, Residential, Retail
Portion of Navy Property Adjacent to Latter Day Saints:	Assessor #:	020-010-580
	Address:	900 Commodore Drive
	Owner:	United States of America
	Acreage:	1.92 acres
	Land Use:	Existing - Military Facility Proposed - Residential
Sneath Office Building:	Assessor #:	020-010-720
	Address:	901-903 Sneath Lane
	Owner:	San Bruno Office Associates LLC
	Acreage:	1.537 acres
	Land Use:	Existing - Offices Proposed - Offices
Sneath Office Building:	Assessor #:	020-013-120
	Address:	881-883 Sneath Lane
	Owner:	San Bruno Office Associates LLC
	Acreage:	1.435 acres
	Land Use:	Existing - Offices Proposed - Offices

Shell Gasoline Service Station:

Assessor #:	020-013-110
Address:	1199 El Camino Real
Owner:	Equilon Enterprises LLC
Acreage:	.534 acres
Land Use:	Existing - Gasoline Service Station
	Proposed - General Retail

White-Ivie Small Animal Hospital:

Assessor #:	020-013-100
Address:	1151 El Camino Real
Owner:	Harold Ivie
Acreage:	.558 acres
Land Use:	Existing - Veterinary Hospital
	Proposed - General Retail

South Bay Health Center Building:

Assessor #'s:	020-013-070, 020-013-080, 020-013-090
Address:	1101 El Camino Real
Owner:	Richard Gold Trust
Acreage:	.219, .105 and .064 acres respectively
Land Use:	Existing - Medical Building
	Proposed - Hotel/General Retail

APPENDIX "D"

Keyser Marsten Hotel Market Study - July 1999

Hotel Market Evaluation
Navy Site Specific Plan
San Bruno, California

Prepared for:

City of San Bruno

August 1999

Keyser Marston Associates, Inc.

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INTRODUCTION

The following report is an evaluation of hotel development potential on sites located in a proposed Specific Plan area in San Bruno. The City of San Bruno is drafting a Specific Plan to guide the redevelopment of an area that includes parcels that the U. S. Navy and other federal governmental agencies will be selling in the near and longer term future. Before adopting a plan that designates two parcels for hotel development, the City has asked Keyser Marston Associates, Inc. to confirm that market potential exists for the two sites consistent with the development program called for in the Specific Plan. This report summarizes a limited scope evaluation that addresses the market feasibility of hotel development and related issues.

The designated projects in the Specific Plan are hotels 300 to 500 rooms in size plus a large scale convention space. By definition hotels of this size with meeting spaces must be full service hotels. As a result, this evaluation examines the site conditions and room night demand for hotel "products" of this type. The report provides conclusions on the likelihood of the City achieving the desired type of development and on other options the City might wish to consider.

The report is presented in four sections:

- Section I – discusses the sites, access and projects affecting the marketability of the sites.
- Section II – summarizes room rates, occupancy and market demand over the past seven years and projected demand.
- Section III – addresses where the projected demand will likely result in the development of new hotels given the relative strengths of alternative locations in the northern Peninsula.
- Section IV – summarizes the options for the San Bruno Specific Plan sites, and development program recommendations.

The report has been compiled from sources deemed to be correct and reliable; however, such information cannot be guaranteed. As a result, Keyser Marston Associates, Inc. assumes no liability from conclusions drawn from information provided by other sources. Further, due to the rapid change and complex factors that influence the real estate industry, conclusions and recommendations contained in this report should be viewed as best judgment as of the report date and should not be relied upon as the sole input for final decisions.

SECTION I – SITE, ACCESS AND ENVIRONS

Sites

Two adjacent sites in the Specific Plan area have been designated for hotel development in the near term future. Other sites may be available in the longer term. The two near term development sites are:

- The South Site – approximately 15 acres of which 4 to 5 acres are being designated for a 500 room hotel plus an 85,000 sq. ft. exhibit hall/convention facility. The Navy, through the GSA, expects to sell this site within the next six months in a competitive bid type sale.

- The North Site – approximately 5 acres for a 300 room hotel. This site will be sold by the Navy at a later date. It is currently occupied by an old brick structure and mature trees.

The South Site fronts directly on the El Camino across from Tanforan Shopping Center and is bounded by Interstate 380 on the south side. The North Site is set back from the El Camino by a narrow strip of privately owned parcels. The North Site is bounded by Sneath Lane on the north. Both Sneath Lane and I-380 are large scale traffic carriers that separate the site from the uses on either side.

At the current time the important advantages of the sites for hotel use are:

- Proximity to the San Francisco International Airport (SFO), one of the largest and most active airports in the world.

- Excellent access to I-380 which connects the sites to Highway 101, SFO, San Francisco to the north, and the San Francisco Peninsula/Silicon Valley to the south. I-380 also links into I-280 just west of the site, I-280 also serves as a north-south transportation spine for the Peninsula.

- Proximity to Bayhill Office Park on the south side of I-380. This is a high profile office park that will contain 1.7 million square feet of Class A office space once the Gap, Inc. project is built out. Bayhill also has a Marriott Courtyard Hotel which has performed very well.

- Proximity to the northern Peninsula business and industrial base.

At the current time, the following site factors are neutral to negative insofar as development potential for large scale first class hotels is concerned:

- The image of the City of San Bruno as viewed from the freeway heading west on I-380. Since the length of 380 from Highway 101 over to I-280 is so short, the visual image is very fleeting. Most drivers are so focused on the on and off ramp maneuvers, they have little opportunity to see the City below beyond a quick impression that is predominantly of large scale industrial uses.

- Tanforan Shopping Center also visible from I-380 now reads as a tired, older style suburban mall. It has little landscaping and the large parking areas appear vacant much of the time. Tanforan does not signal vitality or retailing one would want to explore from a nearby hotel.

At this time there are four large scale projects under construction and in planning that will increase the advantages of the proposed sites for hotel use.

1. SFO Expansion – The Master Plan expansion program is now midway through construction. This program will enable international passenger traffic to increase from 7 million passengers in 1997 to 12 million passengers by 2006, or nearly double. Pacific Rim travelers will increase by more than 70%, inducing overnight hotel stays from passengers originating from other parts of the U.S. and beyond. Total passenger traffic will increase from 40 million to 51 million. Completion is expected in the year 2000.

2. Bay Area Rapid Transit (BART) Extension to the Airport. San Bruno will be a major benefactor of the long awaited BART extension from downtown San Francisco to SFO. The San Bruno stop will be on Huntington Ave., adjacent to the east side of Tanforan Shopping Center, or approximately one-third of a mile from the hotel sites. The San Bruno Station will be only one stop from the SFO Station less than a mile away. There will be one stop south of SFO at Millbrae, the last stop of the extension as currently planned and funded. Completion is projected for year 2001.

3. The Expansion and Renovation of Tanforan Shopping Center. An aggressive expansion and renovation program for Tanforan Shopping Center could turn this center which is something of a liability to the hotel sites (for a first class convention type facility) into an asset. A new mid to upper-end department store, Dillards, is currently proposed and long-term plans include more mall shops, a multi-plex cinema, 400,000 square feet of office space, and a 400 room hotel. In addition to the new space and uses, the renovation will include visual upgrading, modernization, and a pedestrian walkway through the center from the El Camino to the BART station. This project is still in the planning stages.

4. Airport Rail Transit System (Air Train) Construction. To link the SFO BART station to the airport terminals, a new Air Train system is currently under construction. The phase currently funded will include 10 stations throughout the airport at the various airline terminals and at the new car rental facility north of the terminal area and near I-380. This modern high capacity system will efficiently move people around the airport area with minimum waiting times. Later phases, currently in planning could include a stop in San Bruno linked to either the Caltrain or BART station, and possibly up to the El Camino near the hotel sites. The portion of the project under construction is expected to be fully operational by 2001.

The BART extension is probably the single most important project for San Bruno. Staying at a hotel near the BART station will mean rapid transit access to both SFO and downtown San Francisco. The distance from the hotel sites to the BART stations in San Bruno is close enough to be considered a walk for hotel guests without baggage but too far for those with baggage. As a result the hotels will need to operate a shuttle for the short distance from the hotel to the BART station and the airport. Without the upgrading of Tanforan Shopping Center, the walk will be viewed as long, uninviting and generally unacceptable. As a result, the BART line benefits to the Specific Plan sites will be highly contingent upon the renovation project at Tanforan and the creation on an attractive, easy and inviting passageway through the shopping center to the BART station. A pedestrian bridge over the El Camino would be an enhancement of the linkage to BART, assuming the bridge is well designed and integrated into the Tanforan Center at one end and/or the hotel at the other end. With an attractive pedestrian route the hotel can market its walking distance to BART and downtown San Francisco as well as to SFO.

The Air Train extension to stops in San Bruno will probably be viewed as too long term and uncertain to be a major benefit in marketing the sites for hotel use in the near term.

Section III provides more discussion of the relative desirability of the San Bruno sites vis-à-vis other market area options.

SECTION II – HOTEL MARKET CONDITIONS

The market area for hotel uses in San Bruno is the northern San Francisco Peninsula, alternatively called the SFO Airport submarket of the greater San Francisco Bay Area market. People seeking lodging near SFO or the northern Peninsula business and industrial activities generally look at the communities from Burlingame on the south through the north end of the county – currently South San Francisco because there are no hotels in Brisbane. For the purposes of this evaluation we have examined the area from Burlingame through Brisbane.

Existing Inventory

Lodging facilities that could be considered competitive with hotels on the proposed Specific Plan sites in San Bruno are summarized in Table 1. The inventory counts over 7,000 hotel rooms in hotels that are either full service (with food and beverage), suites, or limited service. In the economy group, we have noted only the larger or newer establishments.

The hotels are classified by type of operation with the First Class hotels being the top tier in terms of quality level and room rate. Some of the Suites Hotels have similar room rates to the First Class but do not provide the same level of food service. The group of hotels designated Other Full Service in Table 1 are generally older and have lower room rates.

A significant portion of the inventory of rooms in the SFO market area was built during the 1980's through 1991 until the overbuilding and recession cycle. At the current time another building cycle is underway with several projects recently completed, several under construction, and many in active planning. Table 2 provides a summary of announced projects. In addition, it is known that there are sites and potential projects in other cities, such as Burlingame. The majority of the proposed projects are in South San Francisco in projects of 100 to 150 rooms of a more limited service type. See Section III for more discussion of future competition.

Market Area Performance Overall

The historic performance of occupancy level and room rate is of critical importance in evaluating the potential for new development. Two sources were utilized for this evaluation.

First, data published in industry newsletters by PKF Consulting provides information on the San Francisco Airport submarket. PKF defines this area as all of San Mateo County. Historic occupancy and room rate from 1992 through 1998 are presented in Exhibit 1. The occupancy level for this market has been 70% or more even through the early 1990's recession. In recent years it has risen to nearly 85%, an extremely high level for the hotel industry which views 70% as viable. The Airport Area occupancy level has consistently outperformed the other Northern California submarkets, including San Francisco proper, often exceeding the averages by 6 to 7 percentage points. It is viewed as a very strong submarket.

Room rates are also strong, with impressive gains registered over the period since 1992. At the beginning of the period the average was slightly under $70 per night. By the end of the period in 1998 the average room rate had increased to $121 per night, or a hefty 70% rise. Again, the increase was considerably stronger than the Northern California average, which was slightly over a 50% gain. However, the Airport area ranks 5th in room rate achieved, behind San Francisco city, San Jose, Monterey, and Marin County. California in general is considered a high room rate area by the hotel industry and the Airport Area is a strong participant.

Market Performance by Market Tier

The second data source used in the evaluation was Smith Travel Service, a firm that tracks monthly performance from participating properties and sells the data in aggregated formats. For this San Bruno evaluation, we purchased the performance of what we called the First Tier and Second Tier hotels in the market area. The First Tier group consists of the First Class and Suites hotels on Table 1. The Second Tier group is the Other Full Service cluster of older properties in our trade area. This segregation allows us to understand how the different sectors of the market are performing.

When the occupancy levels of the two Tiers are compared (Exhibit 2), the first important finding is that two groups have been performing at a very similar level over the period since 1992. Until 1996 the First Tier operated at about two percentage points higher; in 1996 they were identical and since then the Second Tier group has out performed the First Tier. When examined with room rate differences in Exhibit 3, it is interesting to find that the spread between the room rates has grown from $20 per night in 1992 to about $40 per night in 1998. One interpretation is that as the savings offered by Second Tier hotels over the First Tier Hotels induced a higher occupancy level as the savings grew larger. By 1998 the First Tier was commanding nearly $140 per night on average while the Second Tier a little under $100 per night.

If hotels in the Specific Plan area are to have large scale meeting or exhibit spaces, they must have banquet service capacity. By definition, these hotels must be full service. Because they must support the cost of new construction, they must also compete with the newer or higher price establishments in the market area. For these reasons the performance of the First Tier hotels is most directly relevant to the market potential for hotels designated in the Specific Plan.

Seasonality of Performance

One very attractive feature of the San Bruno/SFO market area for hotels is the absence of typical seasonal fluctuations in performance. Like the industry at large, December is the weakest month and the summer months are the peaks, but the differences are less than for the industry overall. Room rate variations follow occupancy. In the First Tier, there appears to be minimal adjustment by the season. In the Second Tier there is more room rate variation by

month, as may be expected because the Second Tier caters more to the leisure traveler who is generally more rate sensitive than the commercial traveler.

Existing Room Night Demand

Room night demand is the measure of demand for room nights per year. Unlike the occupancy measure which can be heavily affected by changes in supply of rooms, room night demand reflects the overall demand irrespective of new rooms added. Demand levels in existing facilities can, however, be suppressed by lack of capacity for higher occupancies which we believe to be the case in this market. Table 3 presents a summary of the demand for the First Tier and Second Tier properties in the San Bruno/SFO Market Area.

Table 3
Historical Room Night Demand
SFO / San Bruno Market Area
Hotel Market Evaluation
Navy Site Specific Plan, San Bruno
(In Thousands)

Year	Tier I	Tier II	Total	% Change
1992	937.9	532.4	1470.3	
1993	973.5	524.5	1498.0	+1.9%
1994	1018.2	553.9	1572.1	+4.9%
1995	1026.7	520.6	1547.3	-1.6%
1996	1056.0	547.8	1603.8	+3.7%
1997	1068.6	566.4	1635.0	+1.9%
1998	1041.7	546.6	1588.3	-2.9%
			Approx. Ave.	+1.3%

Source: Smith Travel Service and Keyser Marston Associates Inc.

Since occupancy levels at the start of the period were already a healthy 71% to 72%, opportunities to rise beyond the mid-80% were constrained because hotels were booked to capacity several days of the week most months of the year. As a result the annual average increase in demand only registered 1.3%.

The measurement of "pent-up" existing demand is always imprecise and ultimately judgmental, based on several inputs. One approach is to look at the same level of room night demand distributed among hotels averaging 70% or 75% occupancy. In the case of this market, we would find that instead of the 5,580 rooms in the First and Second Tier inventories combined, the room night demand would support 6,220 rooms at 70% or 5,810 rooms at 75%, or 230 to 630 additional rooms. Pent-up demand is also influenced by room rates and occupancy levels

in neighboring market areas. Specifically, room rates in San Francisco city have risen so substantially that many travelers consider other options such as the East Bay and near SFO. In addition, there are other dynamics within the local market place in the preference of travelers for newer hotels, new types of products and new locations, although these forces usually result in shifts away from existing properties to newer ones. In our judgment, given the age and location of the existing inventory, there is pent-up demand for at least 500 to 1,000 new rooms before taking into account growth in demand.

Projected Demand

In hotel analysis, room night demand is typically projected ahead using rates of growth for each component sector of demand. The sectors of demand are commercial, group and leisure; the commercial and group sectors, in combination represent 60% to 75% of the total demand in this market. The commercial and group sectors are expected to grow by about 2.5% per year and the leisure sector by about 1.5% per year, not taking into account the SFO expansion program. As a blended growth rate, we utilize a 2% annual growth in demand.

In addition to the annual growth in demand from the expanding regional economy and other national demographic trends (more older people free to travel, etc.), the expansion program at SFO will result in additional increases. With the completion of the current master plan, total passengers serviced by SFO will increase by 2006 (from 40 million passengers to 51 million) and international travel will grow by 70% over the period. Therefore additional growth will be experienced in the 2001 to 2003 period with the rate of increase tapering after then. To reflect these increases we have projected an additional 5% per year during this period. Altogether these growth rates produce a 38% increase over the eight year period to 2006.

Room night demand for higher service level hotels is projected as follows in Table 4, with the number of rooms supported at 75% occupancy level also indicated.

Table 4
Projected Room Night Demand and Rooms Supported
Higher Service Level Hotels
San Bruno / SFO Market Area
Hotel Market Evaluation
Navy Site Specific Plan, San Bruno

Year	Room Night Demand (000)	Projected Growth Rate	Rooms Supported at 75% Occ.	Incremental Rooms (Cumulative)
1998	1,590		5,808	
1999	1,622	2%	5,924	116
2000	1,654	2%	6,043	235
2001	1,737	7%	6,466	658
2002	1,823	7%	6,918	1,110
2003	1,915	7%	7,402	1,594
2004	1,972	3%	7,625	1,817
2005	2,031	3%	7,853	2,045
2006	2,072	2%	8,010	2,202

Source: Keyser Marston Associates Inc.

The projection time frame to 2006 is an approximate planning horizon for the Navy Site Specific Plan hotel sites. Assuming the property is sold by GSA in fall 1999, the earliest a hotel would likely be planned, financed and constructed would be for a January 2002 opening. With the BART operation date projected at spring 2002, year 2002 is clearly the earliest potential hotel opening. Hotels generally look to three to four years for stabilization, meaning 2004 or 2005. A buyer of the Navy site that is confined to hotel use would be interested in near term development as opposed to longer term speculation.

The projection indicates that over 2,200 additional rooms in higher quality or higher service level hotels will be supported by 2006. The 2,200 are additional rooms over and above the 500 to 1,000 rooms of existing pent-up demand, which places the total incremental rooms supported at 2,700 to 3,200 rooms in the First and Second Tier type operations. On balance, we believe the 2,700 to 3,200 rooms of incremental demand to be a sound projection for these planning purposes.

To satisfy this incremental demand, many new lodging projects are in some phase of the planning process, and some under construction. From the projects listed on Table 2, there appear to be 751 rooms under construction at this time, all of them limited service, suites, or extended stay types of operation, technically not directly competitive with full service hotels. In

various stages of planning there appear to be approximately 1,200 rooms that will be full service or higher quality suites (Hampshire in Millbrae, the two in Brisbane and the Hilton Hotel in South San Francisco). In addition, it is known that there are additional sites available in Burlingame and other cities that may not have announced projects but could be added to the picture at any time. Typically projects that are not under construction or fully financed and ready to proceed are heavily discounted in projections; however, given the strength of the local market and the availability of financing, a large proportion of those proposed probably will proceed to development. The residual demand would therefore calculate to 1,500 to 2,000 additional full service hotel rooms by 2006.

The role of the limited service sector in the overall demand picture is highly significant in assessing the potential for full service hotels. Limited service hotels encompass several subsets such as the extended stay suites products, as well as operations which offer breakfast but no real restaurants and regular food service. This sector of the market has been exceedingly strong in the current hotel building cycle and has represented the majority of new construction to date. By comparison, construction of new first class full service hotels has been largely limited to resorts and premier destination markets such as downtown San Francisco. In markets where there is excess capacity, the limited service sector has been successful in drawing business away from the full service hotels by virtue of the new facilities at attractive room rates.

In the San Bruno/SFO Market Area many limited service hotels are under construction and in planning, as has been noted. The current inventory (Table 1) by contrast is notably thin in limited service options in the Airport area. It is quite possible that some of the planned hotels designated as full service, such as those in Brisbane, could ultimately be built as limited service. If the market is heavily built with new limited service hotel rooms, there will likely be a transfer of demand from the full service sector as has occurred elsewhere. The net result will be that residual demand level for 1,500 to 2,000 full service hotel rooms will be reduced by perhaps a third or a half, to under 1,000 rooms or two to three full service hotels of 300 to 500 rooms each.

Table 1
Existing Lodging Facility Inventory
San Bruno/SFO Market Area
Hotel Market Evaluation
Navy Sity Specific Plan, San Bruno

	Location	Number of Rooms	Year Built	Number of Stories	Quoted Room Rates
First Class					
SF Airport Marriott	Burlingame	684	1985	11	$109-199
Hyatt Regency SFO	Burlingame	793	1959	11	$225-300
Sheraton Gateway (formerly Crowne Plaza)	Burlingame	405	1983	15	$139-219
Doubletree SFO	Burlingame	291	1985	8	$109-229
Park Plaza	Burlingame	303	1975	10	$170-250
Westin Hotel SFO	Millbrae	393	1987	7	$199-234
Hilton SFO	SFO	527	1960	3	$159-199
Total		**3,396**			
Other					
Ramada Inn	Burlingame	145	1987	3	$120-150
Red Roof Inn	Burlingame	212	1994	5	$89-119
Best Western El Rancho Inn	Millbrae	307	1940	2	$120-145
Clarion	Millbrae	435	1959	6	$85-169
Ramada Inn	S San Francisco	175	1960s	2	$149-159
Airport Executive Inn	S San Francisco	224	1970s	5	$130-159
Best Western Grosvenor	S San Francisco	206	1969	8	$99-169
Total		**1,704**			
Suite Hotels					
Embassy Suites SFO	Burlingame	340	1986	9	$209-249
Summerfield Suites	San Bruno	92	1991	3	$230-270
Comfort Suites	S San Francisco	166	1990	3	$109-179
Embassy Suites South SF	S San Francisco	312	1998	10	$159-219
Oyster Point Manna Inn	S San Francisco	30	1991	3	$159-209
Total		**940**			
Limited Service Hotels/Motels					
Comfort Inn	Millbrae	100	1989	3	$98-105
Courtyard by Marriott	San Bruno	147	1986	3	$159-179
Total		**247**			
Economy Motels (1)					
Airport Inn	S San Francisco	34	1999 (Feb.)	2	$85-95
La Quinta Inn	S San Francisco	174	1984	4	$109-119
Quality Inn	S San Francisco	45	1999 (Mar.)	3	$89-139
Super 8 Lodge	S San Francisco	117	1979	3	$79-85
Thriftlodge	S San Francisco	103	1974	2	$55-80
Travelodge SFO	S San Francisco	200	1960s	2	$89-99
Ramada Limited	San Bruno	54	1999 (Jul.)	3	N/A
Days Inn	San Bruno	48	1999 (Oct.)	3	N/A
Total		**775**			
Grand Total		**7,062**			

(1) Economy motels only include motels built since 1994 or with more than 100 rooms.
Sources:
1998 AAA California/Nevada TourBook; 1997 Mobil Travel Guide - California and the West
1997 Hotel and Motel Companies -American Hotel & Motel Association
Phone Survey, June 9, 1999.

Table 2
Planned Lodging Facility
San Bruno / SFO Market Area
Hotel Market Evaluation
Navy Site Specific Plan, San Bruno

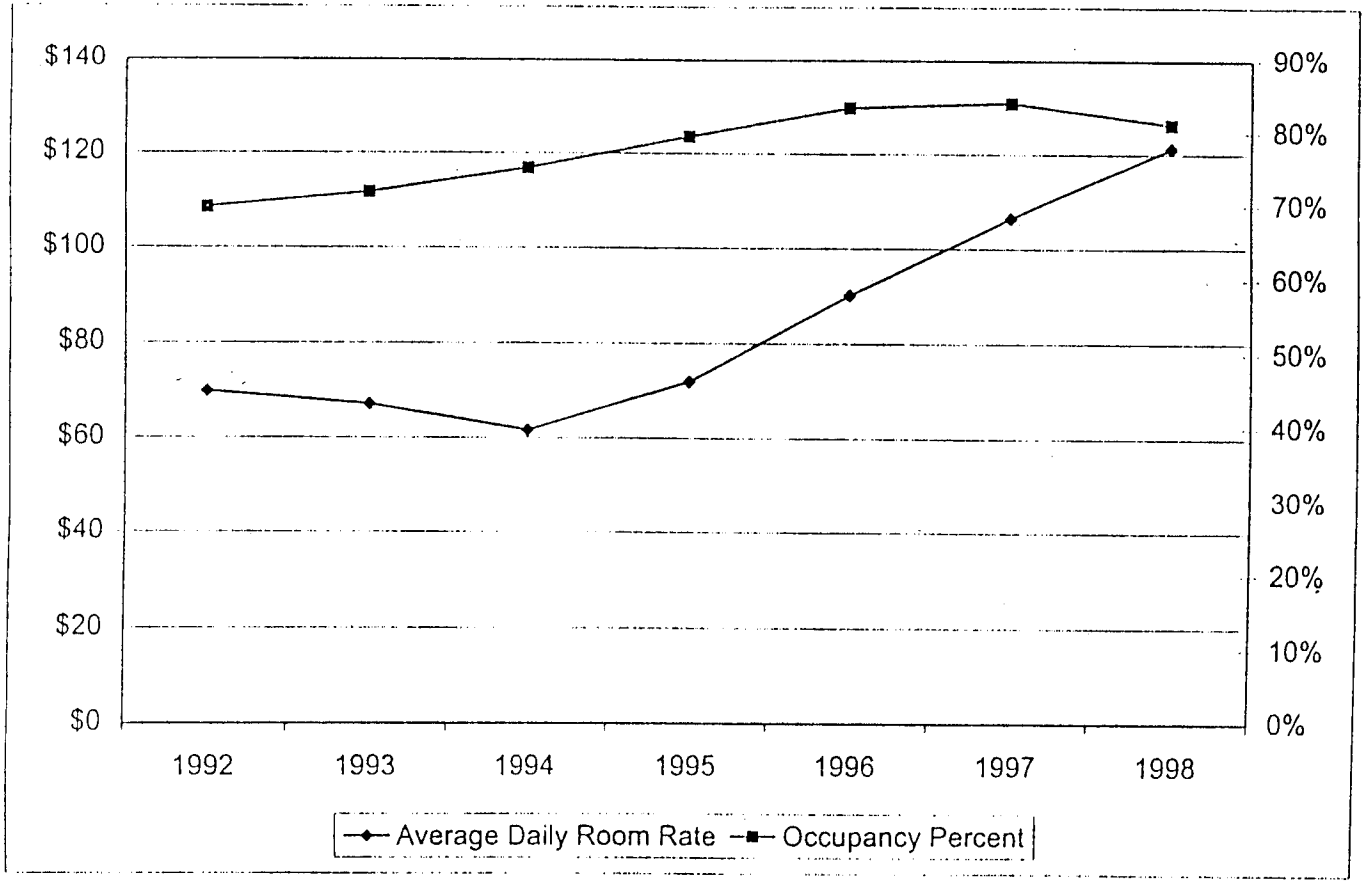
Current Hotel Projects

Project Name	Location	Street/Cross Street	Number of Rooms	Current Status
W Suites	Brisbane	2000 Shoreline Court	179	Approved
Radisson	Brisbane	5000 Sierra Point/ South Railroad	210	Approved
Quality Suites	Millbrae	250 El Camino	89	Completion (April 2000)
Hamphshire Hotel	Millbrae	25 South El Camino	500	Approved
Airport Plaza Inn	S San Francisco	721 Airport Blvd./ Hillside Blvd.	45	Approved
Clarion	S San Francisco	264 South Airport Blvd./ Utah Ave.	101	Under Review
Courtyard	S San Francisco	Bay West Cove Blvd./ Oyster Point Blvd.	198	Construction
Hampton Inn	S San Francisco	450 Gateway Blvd./ East Grand Ave.	100	Completion-Summer '99
Hilton Hotel	S San Francisco	Lots 3&9 Oyster Point, Marina Park	325	Under Review
Homestead Village	S San Francisco	550 Gateway Blvd./ East Grand Ave.	111	Approved
Howard Johnson Express	S San Francisco	Sylvester Road	72	Under Review
Larkspur Landing/ Hilton Garden Inn	S San Francisco	750 Gateway Blvd./ East Grand Ave.	111	Construction
			169	
Opus/ Sierra Point	S San Francisco	Sierra Point	152	Approved
Oyster Point Marina Resort	S San Francisco	Marina Way & Oyster Point Blvd.	102	Approved
Residence Inn	S San Francisco	Bay West Cove Blvd./ Oyster Point Blvd.	152	Construction
Sheraton	S San Francisco	264 South Airport Blvd./ Utah Ave.	101	Construction
Terrabay Specific Plan	S San Francisco	West side of 101, North of Hillside Blvd.	150	Under Review
Total			2,867	

Sources:
City of South San Francisco Planning Division, Summary Sheet, April 1999.
City of Millbrae, Planning Division, June 9, 1999.
City of San Bruno, Planning Division

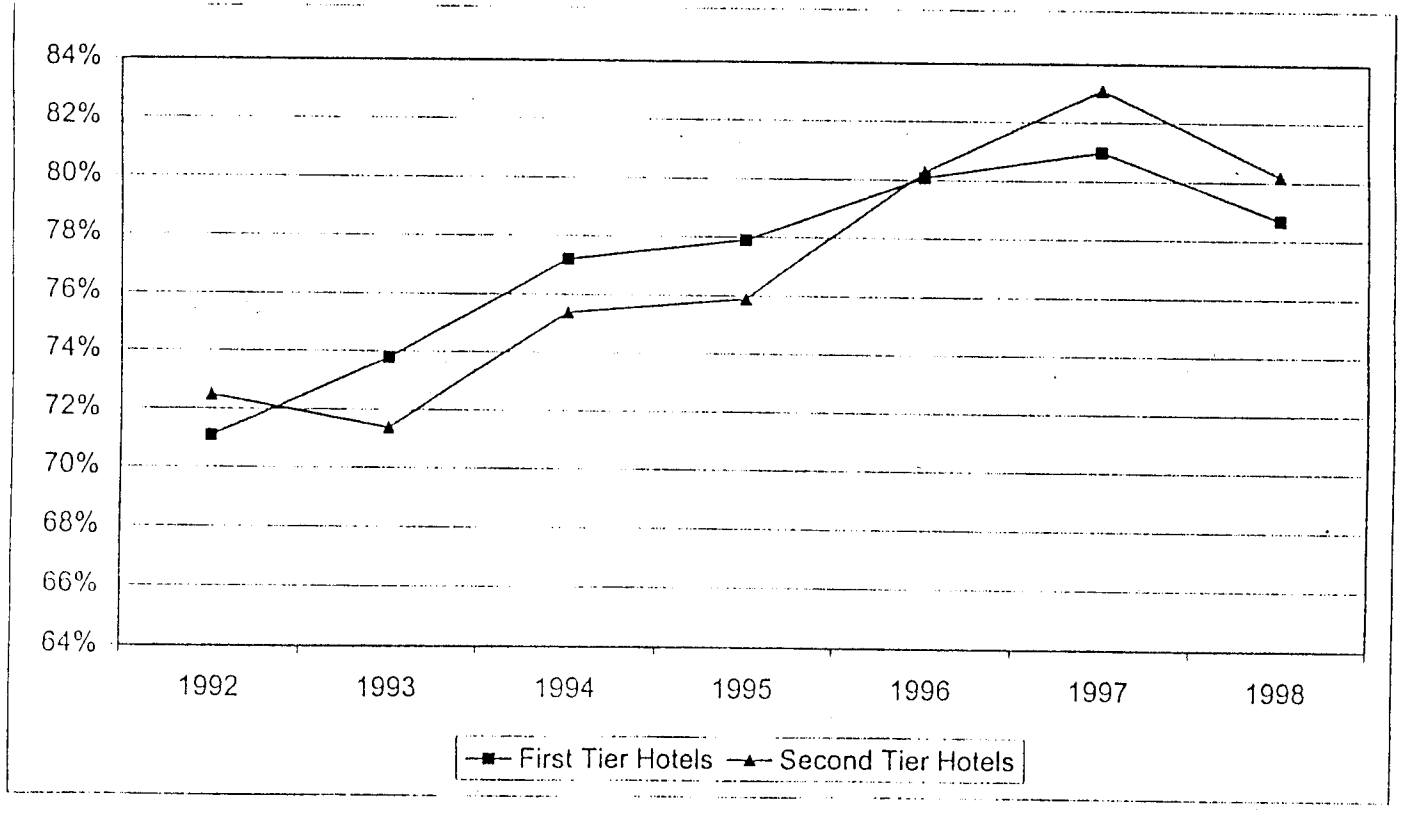
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Exhibit 1
San Francisco Airport Area / San Mateo County
Hotel Market Evaluation
Navy Site Specific Plan San Bruno



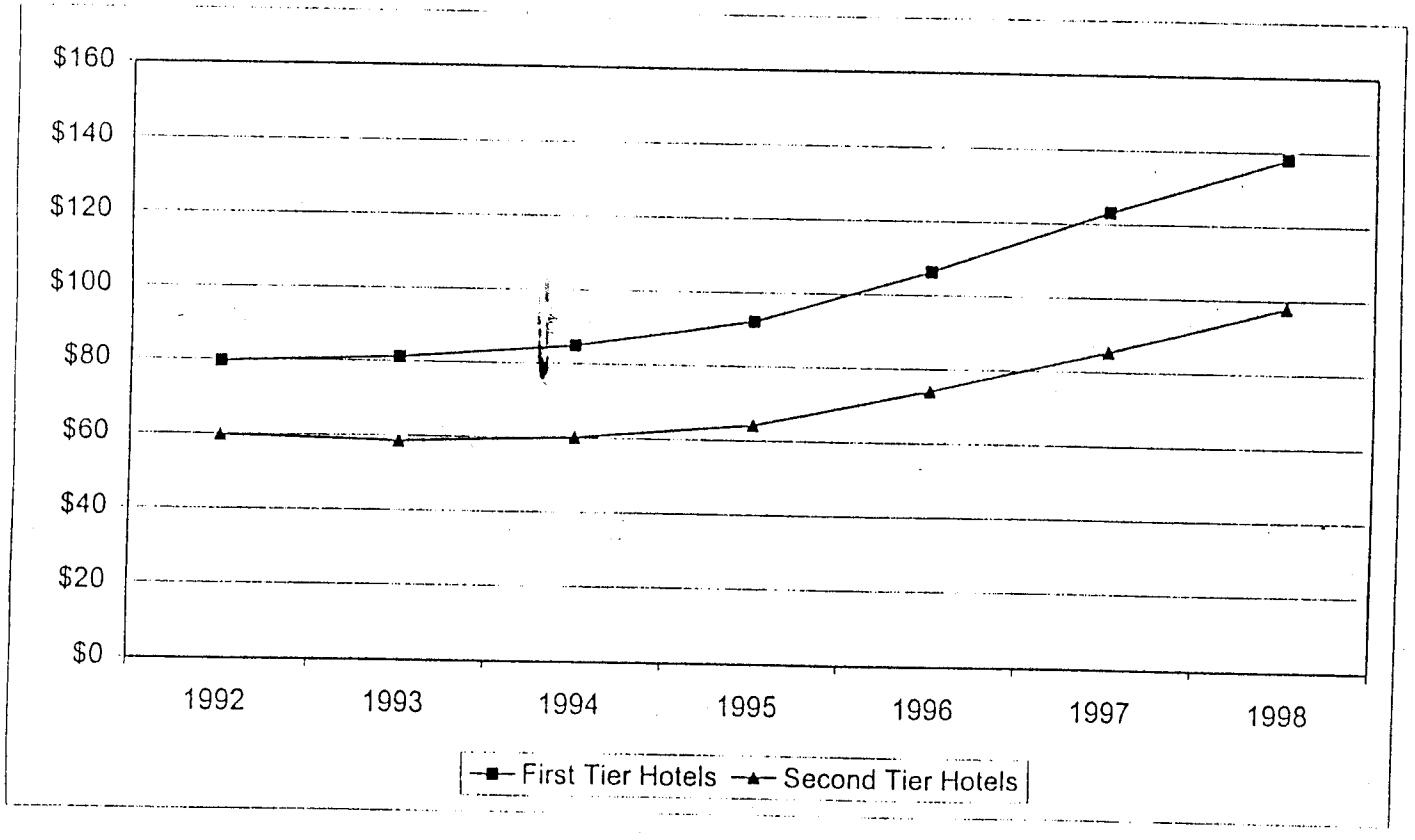
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Exhibit 2
Occupancy Performance Comparison
San Bruno / SFO Hotel Market Area
Navy Site Specific Plan San Bruno



Source: Smith Travel Service
Prepared by: Keyser Marston Associates, Inc., 19025.001\001-002.xls, 8/6/99

Exhibit 3
Room Rate Performance Comparison
San Bruno / SFO Hotel Market Area
Navy Site Specific Plan San Bruno



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SECTION III – COMPETITIVE LOCATIONS WITHIN THE MARKET AREA

San Bruno has not historically been a significant player in the SFO Hotel Market Area, as noted previously, but large scale transportation projects will change the competitive environment. As described in Section I, the new BART extension in combination with the Air Train link-up within SFO to the individual terminals and rental car complex has the potential to alter preferred locations for hotels.

The Burlingame shore area, with the northern tip in the Millbrae jurisdiction, has been the location of a large number of hotels. During the 1980's, most of the First Class hotels in Table 1 were built in this area. The advantages of this area have been not only proximity to SFO and available large sites, but also absence of industrial, storage and manufacturing type activity that so characterizes much of the Northern Peninsula. An added advantage politically has been that all the traffic and other impacts are separated from the rest of the City, allowing the City to reap the tax benefits without typical opposition.

In the future, the Burlingame shore area will have the disadvantage of not being directly served by the new BART/Air Train transit linkage. Hotels on the shoreline will continue to offer shuttle service to SFO and the BART/Air Train station and will probably be able to market the links effectively. But the Burlingame shoreline will become less desirable than other locations for travelers seeking lodging where they can get into San Francisco easily. For travelers with southern Peninsula or Silicon Valley destinations, the Burlingame shore will continue to be a convenient, uncongested option. As a suitable physical environment for first class, high room rate hotels, the Burlingame shoreline will continue to be superior.

South San Francisco has long been the location of smaller economy type operations around Highway 101. The Gateway Project with its high-rise office buildings and corporate image has paved the way for more substantial hotels such as the new Embassy Suites. Looking ahead at all the planned projects, South San Francisco will become a major player with mid-size limited and mid-service hotels as that City continues to establish itself as a center of biotech R&D and other higher end uses. South San Francisco will not however be well served by the new BART extension, particularly in the vicinity of Highway 101.

In the past San Bruno and Millbrae (except for the shoreline site next to SFO) have not been able to offer competitive sites for hotels despite being the two cities closest to SFO. They have been handicapped by not having direct frontage on Highway 101 and lacking vacant parcels in suitable environments. Industrial and lower quality commercial uses are not generally considered desirable neighboring uses for hotels unless access advantages are truly superior. As a result the El Camino in the northern and mid-Peninsula cities has not attracted hotel development in the past. At this time there appear to be a number of smaller and mid-size motels planned and under construction along the El Camino.

The key question for San Bruno (and Millbrae) is whether the combined strength of the market and new access provided by BART will make the El Camino an acceptable location for larger and higher quality lodging development. To date the character of the existing development along the El Camino has not been viewed by the industry as suitable for such lodging, and other options have been available. The El Camino does possess numerous "soft sites," or sites where the improvements are of low value relative to the land, and thus candidates for redevelopment. The recent proposal for a full service Hampshire Hotel, although not yet a definite project, is at least an indicator of new market interest. Once the El Camino has proven workable with the successful development and operation of a large (over 200 rooms) or full service hotel, many others will likely follow.

The most desirable sites on the El Camino will be those with the new BART access and with vehicular access. In this regard the San Bruno Specific Plan area should be one of the best opportunities along the El Camino in the SFO Market area. The two Specific Plan sites have exceptional access to I-380 with its linkages to the freeway system serving the Peninsula, Silicon Valley, and San Francisco. An additional advantage of the Specific Plan site is the proximity to the Bayhill office park and its high image.

The major disadvantage of the Specific Plan sites is the Tanforan condition and uncertainty surrounding the extent of remodeling and upgrading. In its current condition, Tanforan is an uninviting separator of the hotel site from the BART station.

In summary, the new BART/Air Train transportation system and SFO expansion will create far stronger opportunities for San Bruno and for the Northern Peninsula along El Camino than have existed before. Of the locations along the El Camino, the two Specific Plan sites will be among the best. But the El Camino will still be considered pioneering and Tanforan is a major factor. All in all, the opportunities for achieving development of a full service hotel are very good.

Number of Hotel Rooms

The market evaluation has concluded that market support does appear to exist for the 800 proposed hotel rooms, of which 500 are designated for near term development on the South Site. Market support will be available for the full service sector, but the key variable is whether the El Camino site will be acceptable. Should a first class hotel successfully pioneer the El Camino location in Millbrae, opportunities should be enhanced, although there could be some uncertainty until that hotel has been operating for a while. The other major variable for achieving the development of a full service hotel on the Specific Plan site is Tanforan – the extent and quality of the upgrading and the certainty that it will be implemented in a timely manner that assures completion by the time the hotel is open. It should be noted that financial feasibility testing of first class (or any type) hotels is beyond the scope of this evaluation.

A fallback option for San Bruno is to permit the site to be built with lodging of the more limited service category. Instead of a 500 room hotel, two to three operations in the size of 125 to 250 rooms each could be an alternative that would be compatible with market forces. In some markets single developers are building 2 or 3 hotels simultaneously, each hotel representing a differentiated hotel product, on a single parcel of land.

The development of the North Site, now designated for a 300 room hotel, will be affected by the precedent and image set by the development of the South Site. If the South Site is successfully developed with a single large full service hotel, then a single 300 room facility on the North Site will be a possibility. If the South Site is built with limited service types of operations, the North Site will likely draw more of same. Since the North Site lacks direct frontage on the El Camino, it is weaker and probably will be viewed as more suitable for a mid to limited service hotel product in any case. Of course, assembly of one or more frontage parcels to at least create a front door on the El Camino would improve the site.

The Conference Center

The Specific Plan currently designates an 85,000 square foot convention/exhibit space. This is an extraordinarily large space for private sector construction. Most convention facilities and exhibit halls of this size are financed by the public sector because they are not economically justifiable projects unless viewed in the context of their favorable economic impacts. Net revenues from operations do not begin to cover the costs of construction. A more viable size to compliment a hotel of 500 rooms would be a conference facility in the size range of 20,000 to 30,000 square feet. This size range would allow for a ballroom in the 10,000 to 12,000 square foot range, plus a range of smaller meeting rooms. With conferencing near airports an increasingly attractive option, given the savings in ground transportation time, the site plan including a conference facility should be maintained. As indicated at the outset, the conference

business requires a full service hotel; conversely a full service hotel would likely want the conference capacity.

Building Height

Mid-rise construction of six to eight stories would be appropriate for the market and type of operation likely to locate at the Specific Plan site. Restriction to low-rise would not preclude development, but would depress land values and require larger sites.

Parking

With the BART/Air Train linkages to SFO and downtown San Francisco, a hotel at this location will require less parking than elsewhere in the market area. As an initial judgement, 0.75 spaces per room is recommended.

Other Sites in the Specific Plan

We recommend that other commercial sites in the Specific Plan allow hotel as an alternative use (assuming traffic and other issues permit). This recommendation is made with the observation that hotels work well in clusters. If the El Camino sites become established hotel locations, there could be an opportunity to add more operations of a complementary character in the Specific Plan Area. By the same logic, a hotel on the Tanforan property should be regarded as a welcome reinforcement of a hotel "node" near the San Bruno BART station, assuming the hotel rooms do not all come on line at the same time.

Public Sector Costs and Revenues

Development of first class hotels, except in premier market locations, is still difficult in terms of financial feasibility, even in this strong current economic cycle. To facilitate the development of a first class full service hotel, or of a conference center larger than the private market would build on its own, many cities assist the development in some manner. They provide financial assistance because of the desirable economic impacts on the local economy and attractive fiscal impacts to the local jurisdiction. For example, a 500-room hotel in San Bruno, doing the average room rate of $125 per night at 78% occupancy and the 10% Transient Occupancy Tax (T.O.T.) would yield the City nearly $1.8 million in annual T.O.T. revenue alone. In addition, there would be substantial sales tax revenues, plus business license tax and other revenues to the City. (As indicated previously, a financial feasibility analysis of hotels on the Specific Plan sites has not been part of this evaluation. The revenue projection is therefore provided as an illustration rather than an indication of feasibility.)

APPENDIX "E"

Definitions

DEFINITIONS

Floor Area Ratio (FAR) – The gross floor area of all building on a lot divided by the lot area.

Level Of Service (LOS) – The operational conditions within a traffic stream as perceived by users of the traffic facility. There are six (6) levels of service: A, B, C, D, E. and F with an LOS A meaning that there is little or no delay of vehicles to LOS F which means delays of more than 60 seconds, traffic not clearing the intersection in one signal cycle, high volume to capacity ratio.

Setbacks – The minimum distance required by zoning to be maintained between two structures or between a structure and a property line.

Trip Generation – The total number of one way vehicle trips produced by a specific land use or activity.

Building Height – Defined in the San Bruno Zoning Ordinance as the vertical distance from the average level of the highest and lowest point of that portion of the lot covered by the building to the topmost point of the roof.

Senior Assisted Living – A residential style development that provides seniors (age 55 and older) with meals, living quarters, transportation services, and other daily support services in a community type setting.

Flagship Hotel – A hotel that provides the full range of guest support services including conference and meeting space, dining facilities, personal services and business support services.

Avigation Easement – An easement upon a property to permit imposition upon such property of vibration, discomfort, inconvenience, interference with the use and enjoyment, and any consequent reduction in market value all due to the operation of aircraft to and from San Francisco International Airport.

APPENDIX "F"

Ordinance 1284 and Voter Initiative Process