

city of **San Bruno**

final environmental impact report
san bruno transit corridors plan



PREPARED BY: CITY OF SAN BRUNO

ASSISTED BY: WAGSTAFF/MIG

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1. INTRODUCTION

1.1 RELATIONSHIP BETWEEN DRAFT EIR AND FINAL EIR

The Final Environmental Impact Report (Final EIR) for the proposed San Bruno Transit Corridors Plan has been prepared by the City of San Bruno (City), the Lead Agency, in keeping with state environmental documentation requirements set forth in the California Environmental Quality Act (CEQA). The City has prepared the Final EIR pursuant to the CEQA Guidelines, including sections 15086 (Consultation Concerning Draft EIR), 15088 (Evaluation of and Response to Comments), and 15132 (Contents of Final Environmental Impact Report). In conformance with these guidelines, the Final EIR consists of the following **two volumes**:

- (1) the **Draft EIR**, which was circulated for a 45-day public and State agency review and comment period which began on March 29, 2012 and ended on May 14, 2012; and
- (2) this **Final EIR document**, which includes a list of all commenters on the Draft EIR during and immediately after the Draft EIR public review period; the minutes of the April 17, 2012 Planning Commission meeting; verbatim versions of all communications (letters and emails) received during and immediately after the Draft EIR review period; the responses of the EIR authors to all environmental points raised in these communications; and associated revisions to the Draft EIR.

Both volumes of the Final EIR are available for public review at the City of San Bruno Community Development Department, 567 El Camino Real, San Bruno.

The responses to comments included in this document are correlated to the Planning Commission public hearing minutes and letters by code numbers, which have been posted in the right hand margin of the letters.

1.2 PROPOSED PROJECT SUMMARY

This summary should not be relied upon for a thorough understanding of the details of the project. Please refer to Draft EIR Chapter 3 for a complete description of the project, and Chapters 4 through 16 for a complete description of identified environmental impacts, mitigation measures, and alternatives.

The City of San Bruno is proposing to adopt the San Bruno Transit Corridors Plan which sets forth a transformative new vision for the Transit Corridors Area, including downtown San Bruno, historically focused on San Mateo Avenue, as well as adjacent streets, including El Camino Real, San Bruno Avenue, and Huntington Avenue. The Transit Corridors Plan would establish a development framework, development standards and design guidelines for public and private realm improvements, transportation and infrastructure improvements, and implementation strategies to achieve that vision.

The basic objectives of the proposed Transit Corridors Plan include:

- to stimulate the economic revitalization of the Downtown and transit station areas;
- to reinvigorate the community's identity;
- to capture the potential for transit-oriented development;
- to strengthen the area's walkability and bikeability; and
- to create a cohesive implementation approach to enhance the character and development of the Transit Corridors Area.

The proposed Transit Corridors Plan is organized around five distinct planning subareas or "Character Areas": San Mateo Avenue, El Camino Real, San Bruno Avenue, Huntington Avenue and the future San Bruno Avenue Caltrain Station area. The Plan would establish mandatory land use and building height, setback, and stepback standards within specific zoning designations corresponding to each of the five Character Areas.

The Plan would also establish non-mandatory private realm design guidelines, including Overarching Design Guidelines (site layout and building design, parking and circulation design, and sustainability design) which would apply throughout the Plan area, as well as Character Area Design Guidelines specific to each of the five Character Areas. Similarly, the Plan contains a set of non-mandatory public realm design guidelines to guide future public improvements within the Plan area, including Overarching Guidelines that would direct streetscape design throughout the Plan area, Character Area Guidelines that would provide specific design guidance for the five Character Areas, and Open Space Guidelines that would outline design parameters for open spaces throughout the Plan area.

The Transit Corridors Plan also includes a number of vehicle, transit, bicycle, pedestrian, parking and transportation demand management (TDM) recommendations. These transportation recommendations have been developed to emphasize principles of "complete streets," which consider the complementary relationship between land uses and travel needs and are intended to promote increased access and mobility for transit users, bicycles and pedestrians while balancing the needs of vehicles.

The Transit Corridors Plan also highlights three Catalytic Opportunity Sites, identified in partnership with the private sector, that have the potential to significantly influence and transform the Transit Corridors Area and should be considered a top priority due to their prime location at key gateways and their ability to provide needed uses or services currently lacking within the Plan area:

- Catalytic Opportunity Site #1: Caltrain Station,
- Catalytic Opportunity Site #2: Southwest Corner of San Bruno and Huntington Avenues, and
- Catalytic Opportunity Site #3: San Mateo Avenue and El Camino Real Gateway.

The Transit Corridors Plan would provide for the development of up to an additional 1,610 dwelling units, 147,700 square feet of retail uses, 988,100 square feet of office uses, and 190

hotel rooms within the Transit Corridors Area over the next approximately 18 years, or by 2030. The maximum amount of new development allowed under the Transit Corridors Plan would represent an increase over the maximum amount of development allowed under the General Plan of approximately 890 housing units, 19,100 square feet of retail, 666,600 square feet of office, and 190 hotel rooms. Implementation of the Transit Corridors Plan would require the following City approvals:

- adoption of the Transit Corridors Plan itself;
- adoption of the General Plan amendments necessary to achieve consistency between the General Plan and the Transit Corridors Plan, including provisions for land use, housing, open space, and infrastructure within the Plan area;
- approval of the zoning amendments necessary to reflect and implement the land use policies, development standards, and design guidelines specified by the Transit Corridors Plan; and
- voter approval of the Plan by a majority of the City's electorate in order to permit development of buildings greater than three (3) stories or fifty (50) feet, increased residential densities, and possible multi-story parking structures, as required by City Ordinance 1284.

2. RESPONSES TO COMMENTS ON THE DRAFT EIR

After completion of the Draft EIR, the Lead Agency (the City) is required under CEQA Guidelines sections 15086 (Consultation Concerning Draft EIR) and 15088 (Evaluation of and Response to Comments) to consult with and obtain comments from other public agencies having jurisdiction by law with respect to the project, and to provide the general public with an opportunity to comment on the Draft EIR. Under CEQA Guidelines section 15088, the Lead Agency is also required to respond in writing to substantive environmental points raised in this Draft EIR review and consultation process.

The Draft EIR was circulated for public and State agency review and comment on March 29, 2012. The required 45-day public review period on the Draft EIR began on March 29, 2012 and ended on May 14, 2012. A public hearing to receive oral comments on the Draft EIR was conducted by the City of San Bruno Planning Commission at its regular meeting on April 17, 2012.

Comments on the Draft EIR were submitted in the form of public testimony received at the April 17, 2012 Planning Commission meeting, and 13 letters and emails received by the City during the Draft EIR review period.

CEQA Guidelines section 15132 (Contents of Final Environmental Impact Report), subsection (b), requires that the Final EIR include the full set of "comments and recommendations received on the Draft EIR either verbatim or in summary"; section 15132, subsection (c), requires that the Final EIR include "a list of persons, organizations, and public agencies commenting on the Draft EIR"; and section 15132, subsection (d), requires that the Final EIR include "the responses of the Lead Agency to significant environmental points raised in the review and consultation process." In keeping with these guidelines, this Responses to Comments chapter includes the following sections:

- a **list of Draft EIR commenters** (section 2.1) which lists each Planning Commission member and individual that testified during the April 17, 2012 Planning Commission meeting, and each individual and organization that submitted written comments (letters and emails) to the City during the Draft EIR review period;
- a **responses to Planning Commission meeting questions and comments** section (section 2.2), which includes the minutes of the April 17, 2012 Planning Commission meeting and public hearing on the Draft EIR, followed by a summary of and response to each comment pertaining to Draft EIR content adequacy; and
- a **responses to written comments** section (section 2.3), which includes copies of the 13 letters and emails received, followed by a summary of and response to each comment therein pertaining to Draft EIR content or adequacy.

2.1 LIST OF DRAFT EIR COMMENTERS

The Planning Commission members, individuals and organizations who commented on the Draft EIR at the April 17, 2012 Planning Commission meeting and in writing during the Draft EIR review period are listed below alphabetically. The Planning Commission meeting and each letter and email received is also identified by a code in parentheses--e.g., letters L 1, L 2, L 3, etc. The code numbers are chronological in the general order that the written comments were received.

2.1.1 Planning Commission Meeting

Aaron Aknin, Community Development Director
Rick Biasotti, Planning Commission Vice Chair
Kevin Chase, Planning Commissioner
Charles Duffy, resident on Linden Avenue
Mary Lou Johnson, Planning Commissioner
Jasmina Krsulich, resident on Cypress Avenue
Carolyn Livengood, resident on Cheryl Drive
Sujendra Mishra, Planning Commission Chair
Perry Peterson, Planning Commissioner
Diane Piquet, resident on Green Avenue
Mark Sullivan, Housing and Redevelopment Manager
Thomas Wells, resident on Easton Avenue

2.1.2 Responsible and Interested Agencies

Gary Arnold, District Branch Chief, Local Development-Intergovernmental Review, California Department of Transportation, District 4
John Bergener, Airport Planning Manager, San Francisco International Airport, Bureau of Planning and Environmental Affairs
Phillip Crimmins, Aviation Environmental Specialist, California Department of Transportation Division of Aeronautics
Scott Morgan, Director, State Clearinghouse, Governor's Office of Planning and Research, State of California
Jean Roggenkamp, Deputy Air Pollution Control Officer, Bay Area Air Quality Management District
Irina Torrey, AICP, Bureau Manager, San Francisco Public Utilities Commission, Bureau of Environmental Management

2.1.3 Individuals and Organizations

Robert Davis, resident at 774 Linden Avenue
Nicolle Judge, President, SkyPark
Kirti Kulkarni, Sustainable Land Use Intern, Sierra Club Loma Prieta Chapter
Diane Piquet, resident at 908 Green Avenue
Jennifer Rice, Law Offices of Jennifer Rice, representing Grace Honda
Adrien Salazar, Conservation Program Coordinator, Sustainable Land Use Committee, Sierra Club Loma Prieta Chapter
Jeffrey Tong

2.2 RESPONSES TO APRIL 17, 2012 PLANNING COMMISSION MEETING COMMENTS ON THE DRAFT EIR

The following section includes the minutes of the April 17, 2012 Planning Commission meeting and public hearing on the Draft EIR, followed by written responses to each comment pertaining to the content or adequacy of the Draft EIR or a substantive environmental point. The minutes also include City staff responses during the meeting to the comments made at the meeting. The comments and responses are correlated by code numbers added to the right margin of the minutes.



“The City With a Heart”

Sujendra Mishra, *Chair*
Rick Biasotti, *Vice Chair*
Mary Lou Johnson
Perry Petersen
Kevin Chase
Joe Sammut
Bob Marshall, Jr.

**MINUTES
PLANNING COMMISSION MEETING**

April 17, 2012

7:00 p.m.

Meeting location: Senior Center, 1555 Crystal Springs Road, San Bruno

CALL TO ORDER at 7:05 pm.

ROLL CALL

	<u>Present</u>	<u>Absent</u>
Chair Mishra	X	
Vice Chair Biasotti	X	
Commissioner Sammut		X
Commissioner Marshall		X
Commissioner Petersen	X	
Commissioner Chase	X	Arrived at 7:07
Commissioner Johnson	X	

STAFF PRESENT:

Planning Division:	Community Development Director: Aaron Akin City Attorney: Marc Zafferano Housing & Redevelopment Manager: Mark Sullivan Associate Planner: Laura Russell Assistant Planner: Matt Neuebaumer Contract Associate Planner: Tony Rozzi Recording Secretary: Shauna Williams
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Pledge of Allegiance: Vice Chair Biasotti

1. Approval of Minutes – March 20, 2012

2. Communication

E-Packets are available on line at www.sanbruno.ca.gov
 Draft Transit Corridor Plan is available on line at www.planbruno.org
 Rebuild Crestmoor website is available at www.rebuildcrestmoor.org

3. Public Comment

Charles Duffey; Resident at 782 Linden Avenue: I was unaware that the zoning had changed in my neighborhood until I received the notice in the mail for the meeting tonight. I would appreciate a better communication and notification process from the City.

4. Announcement of Conflict of Interest

None

5. Public Hearings

D. Draft Environmental Impact Report for the Transit Corridors Specific Plan

CD Director Akin: It is with excitement that I introduce to you tonight the Transit Corridor Plan for the City of San Bruno. Tonight's focus will be on the Environmental Impact Report of the Transit Corridor Plan. There will be a 45 day review period were will be accepting comments from the public. We will then be responding to those comments and they will be entered into the Final Environmental Report that will go to the Planning Commission as well as the City Council for approval.

Chair Mishra: Mark, before you start I would like you to give the public some direction on where to go to view the Draft Transit Corridor Plan.

Housing & Redevelopment Manager Sullivan: There are copies of the plan that are available to view at City Hall and San Bruno Library. The Draft Transit Corridor Plan is also available online at www.planbruno.org.

Housing & Redevelopment Manager Sullivan: Entered staff report and gave PowerPoint presentation.

CD Director Akin: I would like to note that this report reflects the times if traffic were to remain the same if the plan reaches full build out. If all of the housing units were built, all of the office space was built, all the retail was built, and the traffic pattern stayed consistently the same. This report includes the worst-case scenario of the impacts.

Chair Mishra asked Commission if there were any questions for staff.

Public Comment Opened.

Jasmina Krsulich; Resident on Cypress Avenue: I have lived in San Bruno for 40 years and I wanted to thank your staff for the open communication and good job on the plan.

PC 1

Carolyn Livengood; Resident on Sheryl Drive; I had attended some of the meetings in the past and there was talk of potentially building a new library or history museum. Are these projects still proposed?

PC 2

Chair Mishra: We will take note of all the questions and Aaron will address them after public comment.

Thomas Wells; Resident on Easton Avenue: Are there any plans to change the density requirements in the surrounding R-1 housing areas? Living along San Bruno Avenue, I am also concerned about larger developments on San Bruno Avenue as far as the scale and massing. I understand why the scale and building heights are increased for that area, but some of these larger developments can be visually deadly. Case in point, down on El Camino Real in Millbrae, there are 5 story buildings built over podium with some commercial space on the ground floor, but they are tough to look at. If you take a small piece, it can be visually appealing, but repeat that piece over and over again for a whole block and it gets pretty deadly visually. I would stress that in reviewing structures to require or encourage a lot of massing changes and material changes.

PC 3

PC 4

Diane Piquet; Resident on Green Avenue: I would like to know what TOD stands for, whom they report too, who funds them and why they need an office at the old San Bruno Lumber site?

PC 5

CD Director Aknin: I should have explained that earlier. TOD is not a company, it is a term used for Transit Orientated Development.

Diane Piquet; Resident on Green Avenue: Is there parking for the train station?

PC 6

CD Director Aknin: Yes, it is located underneath the building. The site will start out as a surface parking lot for the station and any development in the future will incorporate parking.

Diane Piquet; Resident on Green Avenue: I am concerned with the traffic on Euclid if the full build out reaches five stories. I feel our little neighborhood will be landlocked and we already experience problems getting in and out of that neighborhood. I'm not in favor of bump-outs on Huntington Avenues with those narrow streets. I would also like to know what a road diet is.

PC 7
PC 8
PC 9

Charles Duffey; Resident on Linden Avenue: I am concerned with proposed building heights next to the current residential neighborhoods. Right now a two-story building is four stories from my patio. Adding one story is like adding two stories when you compare it to the residences next door. What about parking for residential areas. I am concerned about the underground water. A motel was proposed on San Bruno Avenue in that area, and they said there was a pump and well close by, and the Planning Commission recommended against underground parking. I wanted to find out why the transit corridor didn't end at White Way, which is on the same level as El Camino Real; it's the alley behind San Bruno Plaza.

PC 10
PC 11
PC 12
PC 13

Public Comment Closed.

CD Director Aknin: To address Carolyn's question; we have brought up the idea of a new library. We can consider that in general terms, however, it goes to the City Council for final approval. To address Mr. Wells Comment; we do not plan to change any of the R-1 nor R-2 zoning requirements surrounding the Transit Corridor. I also agree that these larger buildings could be visually deadly and we have implemented some features to help the mass and look. Two important things that we have done are really stressing the form and the architecture over the actual density requirements. We have also considered allowing the designer to stagger the 15' foot setback. Each application will go through Architectural Review Committee so it is important for the Commissioners, staff and the public to attend these meetings for comments. To address Diane's comments; we will take a look at the plan and let you know of the potential impact it may cause. I agree that bulb outs don't necessarily make sense in certain areas because they could cause additional traffic. To address Mr. Duffy's comments; we will be paying close attention to the grade changes and that they don't have a large impact on the surrounding residences. The reason we included the area west of White Way is because it is all a commercial area right now. It makes sense from developers' standpoint to get lots with greater depths. The parking in general will be reduced.

Chair Mishra: What is the course of action now?

PC 14

CD Director Aknin: What we will do is collect all the comments and address them accordingly. If anyone who spoke here tonight would like more information, they can contact Mark or me. We will then put together the complete package for your approval at a future Planning Commission Meeting.

Chair Mishra: Does the Commission continue this item?

CD Director Aknin: You would just officially close the oral public comment period for the Draft EIR.

Vice Chair Biasotti: I think it would be a benefit to the community to have a residential parking permit to preserve that single-family feel. I would like to see this issue handled first rather than having the residents come back at a later date and complain.

PC 15

CD Director Aknin: There actually is a policy related to that within the Plan.

Commissioner Petersen: The Caltrans project has produced a large amount of uneven pavement and a tremendous amount of traffic. I have noticed that a lot of the traffic goes through the residential streets. There should be a "No Through Traffic" sign to protect the residential streets during the construction

PC 16

phase. The Transit Corridor Plan will cause more traffic to the neighboring residential neighborhoods and on El Camino. The traffic times listed within the report seem unrealistic. Was there a traffic study done?

PC 17
PC 18

CD Director Akin: Yes. Fehr & Peers Transportation Consultants conducted the traffic study. I believe they based the traffic on evening peak averages.

Commissioner Petersen: There are evening peaks that are way worse than what is indicated in the traffic study. I believe the impact on the human beings will be more than the report suggests. Lastly, the attendees at the Steering Committee Meetings may have thought these 5-6 story building were a great idea. However, I don't believe it was fully thought out how the general public would accept these changes. I feel a lot of the San Bruno residents like Ordinance 1284 to restrict building heights to 3 stories. I feel the EIR is great and addresses all of the factors it is meant to address.

PC 19
PC 20

Commissioner Johnson: I support Commissioner Petersen's comments. I think it would be helpful for the public to know what times the traffic study was conducted to help them understand. I feel the current traffic situation for the Caltrans project could be unsafe and I encourage you to look into some alternative methods and solutions for managing traffic for the larger and more long-term projects.

PC 21
PC 22
PC 23

Vice Chair Biasotti: I would like to thank staff for the detailed report. This report represents a lot of hard work. Job well done.

PC 24

Commissioner Chase: I was fortunate enough to sit on the Steering Committee for the TCP and I fully support the plan. There were several comments made in regards to the change in building heights and from what I understood, many of those people were in favor of the project.

PC 25

CD Director Akin: We did get comments from people who wanted to keep the height limit the same or those who thought we shouldn't go over 3-4 stories. We took all of those comments into consideration and implemented most of them into developing the plan.

Chair Mishra Closed the Oral Public Comment Period for the Draft Environmental Impact Report for the Transit Corridors Specific Plan.

6. Discussion

7. Adjournment

Meeting was adjourned at 8:48 pm

Aaron Akin
Secretary to the Planning Commission
City of San Bruno

Sujendra Mishra, Chair
Planning Commission
City of San Bruno

NEXT MEETING: May 15, 2012

PC Approved Minutes, Planning Commission Meeting and Public Hearing; April 17, 2012

- PC 1 Jasmina Krsulich, resident on Cypress Avenue – Ms. Krsulich, a 40-year resident of San Bruno, thanked staff for the open communication and good job on the plan.

Response: Comment acknowledged. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

- PC 2 Carolyn Livengood, resident on Sheryl Drive – Ms. Livengood asked whether a new library or history museum is proposed?

Response: A new library is not proposed as part of the Transit Corridors Plan nor does the Plan preclude the development of a new library within the Transit Corridors Area. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

- PC 3 Thomas Wells, resident on Easton Avenue – Mr. Wells asked whether residential densities in adjacent areas zoned R-1 would be changed.

Response: The Transit Corridors Plan does not propose any changes to zoning designations or regulations, and no changes to residential densities, in adjacent residential areas zoned R-1. The Transit Corridors Plan would be consistent with the City's Redevelopment Plan, which established these areas as Residential Conservation Areas for the purpose of preserving and enhancing their residential character and strengthening property values. The Transit Corridors Plan would promote revitalization of the Downtown and key commercial corridors, while the use, density, height, setback and stepback provisions of the Plan would conserve established R-1 residential neighborhoods adjacent to these corridors. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

- PC 4 Thomas Wells, resident on Easton Avenue – Mr. Wells expressed concern about the scale, massing and architectural design, and resulting aesthetic impacts of the more intensive development proposed for San Bruno Avenue, and requested particular attention to massing and material changes in the review of projects.

Response: A key objective of the Transit Corridors Plan is to enhance the visual quality and distinct character of the Transit Corridors Area, including San Bruno Avenue. The Plan's development standards and design guidelines seek to improve the visual quality of development. The Transit Corridors Plan contains mandatory development standards, including development standards specific to San Bruno Avenue, that establish land use, height, setback, and stepback regulations. The Plan also contains non-mandatory design guidelines, including Overarching Design Guidelines that pertain throughout the Plan area, as well as Character Area Design Guidelines specific to each of five Character Areas, of which one is San Bruno Avenue. The Private Realm Overarching Design Guidelines include guidelines for site layout and building design, massing and scale, building heights and stepbacks, building façade articulation, building and roof materials, lighting and awnings. The Character Area Design Guidelines specific to San Bruno Avenue encourage

pedestrian-oriented and scaled architectural elements, and distinctive features to emphasize the gateway nature of this corridor. The Plan also proposes that architectural features promoting high-quality urban design which extend beyond setbacks and height limits may be advocated or authorized through the Planning Commission design review process.

- PC 5 Diane Piquet, resident on Green Avenue – Ms. Piquet asked what TOD stands for, to whom they report, who funds them and why they need an office at the former San Bruno Lumber site.

Response: TOD is an acronym for Transit Oriented Development. Transit Oriented Development can be described as a compact, walkable, mixed-use residential or commercial neighborhood designed to maximize access to public transit, and often incorporates features to encourage transit ridership. A TOD neighborhood typically has a center with a transit station or bus stop, surrounded by relatively high density development with progressively lower-density development spreading outwards from the center. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

- PC 6 Diane Piquet, resident on Green Avenue – Ms. Piquet asked whether there will be parking for the new Caltrain station.

Response: The new Caltrain Station currently under construction within the Transit Corridors Area will contain a total of 201 parking spaces and a “kiss and ride” lot will serve the station at the site of the former San Bruno Lumber, according to the Caltrain San Bruno Grade Separation Project website. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

- PC 7 Diane Piquet, resident on Green Avenue – Ms. Piquet expressed concern about traffic impacts on Euclid Avenue and access to the surrounding residential area.

Response: The information in Chapter 14, Transportation, of the Draft EIR is based on a Transportation Impact Analysis prepared by Fehr & Peers, transportation planners, which is available for review at the City of San Bruno Community Development Department. Traffic operations were analyzed at eight intersections, including, in the vicinity of Euclid Avenue, the intersections at El Camino Real/San Bruno Avenue, San Mateo Avenue/San Bruno Avenue, Huntington Avenue/San Bruno Avenue, and the El Camino Real/Eastbound and Westbound I-380 Ramps. Of these intersections in the vicinity of Euclid Avenue, the Draft EIR determined that significant impacts would occur at the El Camino Real/San Bruno Avenue and the El Camino Real/Westbound I-380 Ramps intersections.

At the El Camino Real/San Bruno Avenue intersection, during the evening traffic peak hour, the intersection is currently operating at a level of service (LOS) D, and would be functioning at LOS F if the Plan area is fully built out in accordance with the Transit Corridors Plan. This means that on average, a driver would wait 1 minute 40 seconds longer at the traffic signal than today. The existing wait is 40 seconds, so the total average waiting time would be 2 minutes and 20 seconds. Compared to future development without the Transit Corridors Plan (current General Plan build

out), the driver would wait 65 seconds longer. This delay is the result of more drivers being on the road and proposed intersection improvements that include bulbouts, which eliminate a turn lane. If the bulb-outs are not constructed, traffic would be delayed to a lesser degree. The significant impact only occurs during the evening peak hours; the morning peak and off-peak time would not be significantly impacted.

At the El Camino Real/Westbound I-380 Ramp intersection, during the evening traffic peak hour, the El Camino Real/Westbound I-380 Ramp intersection is currently operating at LOS D and would operate at a slightly worse LOS D as a result of the Plan. This means on average a driver will be delayed 12 additional seconds at this intersection as compared to current conditions. The existing wait is 40 seconds, so the total average wait time would be 52 seconds. Compared to future development without the Transit Corridors Plan (current General Plan build out), conditions would actually improve slightly (1 to 2 seconds) because of circulation improvements associated with the Transit Corridors Plan. The significant impact only occurs during the evening peak hours; the morning peak and off-peak time would not be significantly impacted.

In the long-term, the Plan recommends evaluating a possible reduction of travel lanes from four lanes to two lanes to provide bicycle and pedestrian amenities on San Bruno Avenue and Huntington Avenue north of San Bruno Avenue. In the case of San Bruno Avenue, roadway capacity might not be reduced, because the road diet would enable left-turning vehicles to have a dedicated turn lane rather than having to stop in a through lane before executing the left turn. As explained in Chapter 14, Transportation, of the Draft EIR, overall travel speeds within the corridor would not degrade substantially, while transit, pedestrian and bicycle access would be improved.

PC 8 Diane Piquet, resident on Green Avenue – Ms. Piquet noted that she is not in favor of bulb-outs on Huntington Avenue.

Response: The Transit Corridors Plan does not propose any bulb-outs on Huntington Avenue. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

PC 9 Diane Piquet, resident on Green Avenue – Ms. Piquet asked what a road diet is.

Response: A road diet is a term used to describe a roadway modification where the number of travel lanes is reduced to provide features such as wider sidewalks, landscaping, medians, bicycle facilities, or on-street parking. In the long-term, the Plan recommends evaluating a possible reduction of travel lanes from four lanes to two lanes to provide bicycle and pedestrian amenities on San Bruno Avenue and Huntington Avenue north of San Bruno Avenue. In the case of San Bruno Avenue, roadway capacity might not be reduced, because the road diet would enable left-turning vehicles to have a dedicated turn lane rather than having to stop in a through lane before executing the left turn. As explained in Chapter 14, Transportation, of the Draft EIR, overall travel speeds within the corridor would not degrade substantially, while transit, pedestrian and bicycle access would be improved. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

PC 10 Charles Duffy, resident on Linden Avenue – Mr. Duffy expressed concern about proposed increased building heights on the south side of San Bruno Avenue west of White Way, which is adjacent to existing single-family residential homes on Linden Avenue. The Plan would allow building heights of up to 70 feet (5 stories) on San Bruno Avenue West immediately adjacent to homes on Linden Avenue, where the lots are already approximately one story below the elevation of the lots on San Bruno Avenue West.

Response: The Draft EIR determined that visual impacts of the Plan-proposed increases in maximum permitted building heights, which exceed the current citywide 3-story building height maximum, would be minimized by Plan-proposed building setback and stepback requirements. The proposed building setback and stepback requirements have been specifically formulated to reduce shade and shadow impacts and perceptions of building height and mass incompatibilities on the Plan area edges adjacent to lower intensity residential and other uses.

Permitted new multi-story buildings along Plan corridor frontages and Plan area edges would for the most part be separated from the nearest adjacent residential uses by existing roadway rights-of-way, and would be subject to greater minimum setbacks at ground level as well as additional building “stepback” requirements above the fourth floor (above 50 feet). In the case of the TOD-MXD2 (Higher-Density Mixed-Use) designation along the south side of San Bruno Avenue west of White Way, new buildings up to 70 feet (5 stories) in height would be permissible directly adjacent to the rear yards of roughly eight or nine single family residential properties fronting on Linden Avenue. The Plan-proposed minimum ground level rear yard setback of 10 feet and minimum stepback of 15 feet above 4 stories would reduce this potential impact, but not assuredly to a less-than-significant level.

Staff recommends amending Impact 4-1 to include the additional “transition area” for Mitigation 4-1 along this particular residential edge where building heights within the first 20 feet of adjacent rear yard depth and first 10 feet of adjacent side yard depth would include a minimum stepback of 10 feet above the third floor. The visual effect would be no different from the three story building which is permitted under the existing zoning. The addition of this provision to the Transit Corridors Plan would reduce this potential impact to a *less-than-significant level*.

PC 11 Charles Duffy, resident on Linden Avenue – Mr. Duffy expressed concern about parking in surrounding residential areas.

Response: Parking supply is not considered part of the physical environment and thus is not an environmental issue requiring analysis under CEQA. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required. Nonetheless, parking conditions may be of interest to the public and decision-makers and are discussed here for informational purposes only.

The Transit Corridors Plan includes the creation of a Parking Benefit District to ensure sufficient parking turnover for businesses and sufficient parking for local residents. The Plan (Implementation Action Plan, Action IA-24) identifies

development of a Parking Management Plan as an action to be implemented in the mid term, or in approximately 4 to 6 years following adoption of the Plan.

- PC 12 Charles Duffy, resident on Linden Avenue – Mr. Duffy expressed concern about potential impacts related to existing groundwater contamination.

Response: The Draft EIR determined that future development in accordance with the Transit Corridors Plan could expose construction workers and occupants to existing hazardous materials contamination, which represents a potentially significant impact (Impact 8-1 in Chapter 8, Hazards and Hazardous Materials). Records indicate there are 11 active and 15 closed hazardous materials sites within the Plan area. The majority of hazardous materials sites within the Plan area are leaking underground storage tank cleanup sites associated with gasoline stations and automobile service uses, as well as other uses that use on-site underground storage tanks. Mitigation 8-1, which requires demonstrated compliance by future individual development projects with established local, State and federal environmental site assessment procedures, would provide adequate assurance that potential risks to human health or the environment due to existing hazardous materials contamination would be less than significant.

- PC 13 Charles Duffy, resident on Linden Avenue – Mr. Duffy asked why the Plan area boundaries do not end at White Way and not include San Bruno Avenue West immediately adjacent to homes on Linden Avenue, where the lots are already approximately one story below the elevation of the lots on San Bruno Avenue West.

Response: The Transit Corridors Area boundary was established in a process that involved a steering committee and community workshops. A guiding principal of the boundary was to incorporate the General Plan Transit-Oriented Development Land Use Classification, which extends west on San Bruno Avenue to Elm Street. Inclusion of San Bruno Avenue west of White Way will allow the City to plan and implement streetscape improvements, and increases the chances of qualifying for grants from potential funding sources, such as the Focus Program. Inclusion of this area in the Transit Corridors Plan will also encourage redevelopment and revitalization of older commercial properties. The additional mitigation provision described in PC 10 will reduce the potential impact of taller buildings on the adjacent single family properties on Linden Avenue.

- PC 14 Sujendra Mishra, Planning Commission Chair – Chair Mishra asked about the remaining steps in the EIR and plan approval process.

Response: The Planning Commission will be asked to make a recommendation to the City Council on certification of the Final EIR and adoption of the Transit Corridors Plan, probably at its July 17, 2012 meeting. Because the Plan proposes to permit development of buildings greater than three (3) stories or fifty (50) feet and/or construction of multistory parking structures, voter approval by a majority of the electorate of the Plan will be necessary, as required by City Ordinance 1284. The City Council may consider certification of the Final EIR and adoption of the Transit Corridors Plan in July or August, contingent on the outcome of a ballot measure to amend City Ordinance 1284 in November or later.

- PC 15 Rick Biasotti, Planning Commission Vice Chair – Vice Chair Biasotti felt that a residential parking permit program for surrounding residential areas should be included in the plan.

Response: The Transit Corridors Plan proposes the creation of a Parking Benefit District to ensure sufficient parking turnover for businesses and sufficient parking for local residents. The Plan (Implementation Action Plan, Action IA-24) identifies development of a Parking Management Plan as an action to be implemented in the mid term, or in approximately 4 to 6 years following adoption of the Plan. Parking supply is not considered part of the physical environment and thus is not an environmental issue requiring analysis under CEQA. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

- PC 16 Perry Peterson, Planning Commissioner – Commissioner Peterson noted that surrounding residential streets should be protected from diverted through traffic during construction.

Response: As explained in Draft EIR Chapter 14, Transportation and Circulation, following common practice, for each future individual development project that would disrupt street traffic, a project traffic control plan would be developed and implemented by the City to maintain access to properties and emergency access to and through the area, and to minimize traffic disruption and congestion, and traffic safety hazards. The need for traffic lane reductions or street closure due to individual project construction would be short-term, temporary and localized, and adequately managed through standard traffic management practices implemented in the project traffic control plan.

- PC 17 Perry Peterson, Planning Commissioner – Commissioner Peterson noted that the plan would result in more traffic in surrounding residential neighborhoods and on El Camino Real.

Response: See response to comment PC 7 above.

- PC 18 Perry Peterson, Planning Commissioner – Commissioner Peterson noted that the traffic times identified in the Draft EIR seem unrealistic and asked whether a traffic study was done.

Response: See response to comment PC 7 above.

- PC 19 Perry Peterson, Planning Commissioner – Commissioner Peterson felt that existing congestion during some evening peak hours is much worse than what is identified in the Draft EIR.

Response: See response to comment PC 7 above. Also, as explained on pages 14-6 and 14-7 of the Draft EIR, intersection operations were evaluated during the morning (AM) and evening (PM) commute periods, when traffic volumes are highest. 2008 intersection counts from other traffic studies in the area were used for five of the eight study intersections. New traffic counts were collected for the El Camino Real/I-380 Westbound Ramp and El Camino Real/I-380 Eastbound Ramp

intersections. The counts were conducted for two-hour periods, 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, in early December 2010. The highest one-hour measured volumes during each of these periods (the AM and PM peak hour volumes) were used in the intersection analysis. These AM and PM peak hour volumes, as well as intersection lane configurations and traffic control devices (stop signs or traffic signals), are shown in Figure 14.2 of the Draft EIR. Traffic volumes may vary from day to day but, with the exception of holidays or special events, traffic volumes generally do not vary by more than 10 percent from day to day. Intersection operations were defined by the average delay per vehicle (measured in seconds). Intersection levels of service were determined by calculating how long a driver has to wait at the intersection. Average delay is calculated for the intersection overall to determine level of service; the average delay experienced in the peak direction may be longer than average delay for the intersection overall.

- PC 20 Perry Peterson, Planning Commissioner – Commissioner Peterson felt that, despite support expressed in Steering Committee meetings for taller building heights, the general public may not support a change in the 3-story maximum height allowed by Ordinance 1284.

Response: Implementation of the Transit Corridors Plan would require voter approval by a majority of the electorate, in a general or special election, of the Plan proposal to permit development of buildings greater than three (3) stories or fifty (50) feet and/or construction of multistory parking structures, as required by City Ordinance 1284. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

- PC 21 Perry Peterson, Planning Commissioner – Commissioner Peterson noted that the Draft EIR is great and addresses all of the factors it is meant to address.

Response: Comment acknowledged. No further response is required.

- PC 22 Mary Lou Johnson, Planning Commissioner – Commissioner Johnson commented that it would be helpful to let the public know what times the traffic study was done.

Response: As explained on pages 14-6 and 14-7 of the Draft EIR, intersection operations were evaluated during the morning (AM) and evening (PM) commute periods, when traffic volumes are highest. 2008 intersection counts from other traffic studies in the area were used for five of the eight study intersections. New traffic counts were collected for the El Camino Real/I-380 Westbound Ramp and El Camino Real/I-380 Eastbound Ramp intersections. The counts were conducted for two-hour periods, 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, in early December 2010. The highest one-hour measured volumes during each of these periods (the AM and PM peak hour volumes) were used in the intersection analysis. These AM and PM peak hour volumes, as well as intersection lane configurations and traffic control devices (stop signs or traffic signals), are shown in Figure 14.2 of the Draft EIR. Traffic count summaries are included in the San Bruno Transit Corridors Plan Transportation Impact Analysis prepared by Fehr & Peers, transportation planners, which is available for review at the City of San Bruno Community Development Department.

PC 23 Mary Lou Johnson, Planning Commissioner – Commissioner Johnson commented that construction period traffic management for the new Caltrain Station project currently under construction could be unsafe and encouraged consideration of alternative methods for larger and longer-term projects.

Response: As explained in Draft EIR Chapter 14, Transportation and Circulation, following common practice, for each future individual development project that will disrupt street traffic a project traffic control plan would be developed and implemented by the City to maintain access to properties within the project limits and emergency access to and through the area, and to minimize traffic disruption and congestion, and traffic safety hazards. The need for traffic lane reductions or street closure due to individual project construction would be short-term, temporary and localized, and adequately managed through standard traffic management practices implemented in the project traffic control plan.

PC 24 Rick Biasotti, Planning Commission Vice Chair – Vice Chair Biasotti thanked staff for a detailed, well done Draft EIR.

Response: Comment acknowledged. No further response is required.

PC 25 Kevin Chase, Planning Commissioner – Commissioner Chase, who was a member of the Transit Corridors Plan Steering Committee, recalled many public comments in support of taller building heights at the Steering Committee meetings.

Response: Comment acknowledged. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

2.3 RESPONSES TO WRITTEN COMMENTS RECEIVED ON THE DRAFT EIR

The following section includes copies of letters and emails received during the Draft EIR public review period, each followed by written responses to each comment on the content or adequacy of the Draft EIR or on a substantive environmental point. The comments and responses are correlated by code numbers added to the right margin of each letter or email.

Mark Sullivan

From: Nicolle Judge [njudge@skypark.com]
Sent: Thursday, April 05, 2012 7:19 AM
To: Mark Sullivan
Cc: Tina Tseng; Klara Fabry; Wayne Parker
Subject: RE: San Bruno Transit Corridors Plan Draft EIR

Hi Mar ,

Thanks for keeping us updated on the Transit Corridor Project. I have one question: it was my understanding that there would be dedicated right turn lanes on San Mateo Avenue southbound for turning west onto San Bruno Avenue and on San Bruno Avenue for traffic turning north onto San Mateo Avenue. I don't see those lanes in the draft EIR. Have those dedicated right lanes been changed?

L1.01

Regards,

Nicolle Judge
 President, SkyPark
 1000 San Mateo Avenue, San Bruno CA 94066
 O: 650.875.6655 x 32 C: 415.412.5125
www.skypark.com



From: Mark Sullivan [mailto:MSullivan@sanbruno.ca.gov]
Sent: Wednesday, March 28, 2012 3:39 PM
To: Mark Sullivan
Subject: San Bruno Transit Corridors Plan Draft EIR

To All Interested Parties:

A Draft Environmental Impact Report (Draft EIR) has been prepared for the San Bruno **Transit Corridors Specific Plan**.

The Plan will guide future residential and commercial development in the area centered on the new San Bruno Avenue Caltrain Station along portions of El Camino Real, San Bruno Avenue, and San Mateo Avenue.

You can review the Draft EIR at www.planbruno.org, at the City Clerk and Community Development counters in City Hall at 567 El Camino Real, and the Public Library.

You can submit comments on the Draft EIR until May 12, 2012. Send your comments to me at the address or email below.

The Planning Commission will hold a public hearing to review the proposed Transit Corridor Plan and to hear public comments on the DEIR on April 17, 2012 at the San Bruno Senior Center, 1555 Crystal Springs Road, at 7:00 p.m. Please call me if you have questions.

L 1 Nicolle Judge, President, SkyPark, April 5, 2012

Comment L 1.01: Ms. Judge asked whether the project includes a dedicated right turn lane on southbound San Mateo Avenue turning west onto San Bruno Avenue and on westbound San Bruno Avenue turning north onto San Mateo Avenue.

Response: Dedicated right turn lanes on southbound San Mateo Avenue turning west onto San Bruno Avenue and on westbound San Bruno Avenue turning north onto San Mateo Avenue are not proposed as part of the Transit Corridors Plan. The existing lane configurations would be adequate to accommodate future traffic with build out of the Transit Corridors Plan and maintain an acceptable level of service. In addition, in the long-term, the Plan recommends evaluating a possible reduction of travel lanes from four lanes to two lanes to provide bicycle and pedestrian amenities on San Bruno Avenue. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

P. O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY 711



*Flex your power!
Be energy efficient!*

April 16, 2012

Mr. Mark Sullivan
City of San Bruno
Community Development Department
567 El Camino Real
San Bruno, CA 94066

*Clear
5/14/12
e*



Dear Mr. Sullivan:

Re: Draft Environmental Impact Report for the San Bruno Transit Corridors Specific Plan;
SCH# 2010122029

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise, and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports. The following comments are offered for your consideration.

The proposal is for a Transit Corridors Plan for the City of San Bruno. The planning area site is located approximately one-half mile east of the San Francisco International Airport (SFO).

The Transit Corridors Plan contains a framework for development of the planning area that will preserve and revitalize the downtown core, create mixed use development around new and established transportation centers, and make improvements to roadways for pedestrians and bicyclists while improving the overall visual character of the area. It would also provide for the development of 1,600 dwelling units, new retail and business space as well new hotel rooms. The plan will require amendments to the general plan and zoning requirements as well as voter approval of specific parts of the plan.

In accordance with CEQA, Public Resources Code Section 21096, the California Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within airport land use compatibility plan boundaries or if such a plan has not been adopted, within two miles of an airport. The Handbook is a resource that should be applied to all public use airports and is available on-line at www.dot.ca.gov/hq/planning/aeronaut/documents/AirportLandUsePlanningHandbook.pdf

L2.01

The project appears to propose construction of new residential units within SFO's 65 decibel (dB) Community Noise Equivalent Level (CNEL) contour. Allowing new residential development within this noise contour is inconsistent with Public Utilities Code (PUC) 21670 (a)(1) and the Airport Noise Standards (California Code of Regulations, Title 21, Chapter 6, Section 5000 et seq.). PUC 21670 (a)(1) states that it is in the public interest "to promote the overall goals and objectives of the California airport noise standards...and to prevent the creation of a new

L2.02

Mr. Mark Sullivan
April 16, 2012
Page 2

noise...problems.” The Noise Standards, in part, state that the “standard for the acceptable level of aircraft noise for persons living in the vicinity of airports is hereby established to be a community noise equivalent level of 65 decibels.”

L2.02

New residential development within the airport’s 65 dB CNEL contour would most likely result in an increase, rather than the required decrease, in the size of the airport’s noise impact area. Consistent with the Airport Noise Standards, new residential development is not an appropriate land use within the airport’s 65 dB CNEL contour. However, should residential be approved within the airport’s 65 dB CNEL contour, all units should be constructed to ensure an interior CNEL due to aircraft noise of 45 dB or less in all habitable rooms. Additionally, to prevent this project from increasing the airport’s noise impact area, each residential unit must grant to the airport proprietor an avigation easement for aircraft noise.

In accordance with California Public Utilities Code (PUC) Section 21676 *et seq.*, prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission (ALUC), the local agency shall first refer the proposed action to the ALUC. In addition to submitting the proposal to the ALUC, it should also be coordinated with airport staff to ensure that the proposal will be compatible with future as well as existing airport operations.

L2.03

Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353 address buyer notification requirements for lands around airports and are available on-line at <http://www.leginfo.ca.gov/calaw.html>. Any person who intends to offer subdivided lands, common interest developments and residential properties for sale or lease within an airport influence area is required to disclose that fact to the person buying the property.

L2.04

These comments reflect the areas of concern to the Division with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact our District 4 office concerning surface transportation issues. Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-6223, or by email at philip_crimmins@dot.ca.gov.

L2.05

Sincerely,

Original Signed by

PHILIP CRIMMINS
Aviation Environmental Specialist

c: State Clearinghouse, San Mateo County ALUC, San Francisco Int’l Airport

L 2 Phillip Crimmins, Aviation Environmental Specialist, California Department of Transportation Division of Aeronautics, April 16, 2012

Comment L 2.01: In accordance with CEQA, Public Resources Code Section 21096, the California Airport Land Use Planning Handbook must be used as a resource in the preparation of environmental documents for projects within airport land use compatibility plan boundaries.

Response: In accordance with CEQA, Public Resources Code Section 21096, the California Airport Land Use Planning Handbook was used as a resource in the preparation of the Draft EIR. No further response is required.

Comment L 2.02: The Transit Corridors Plan would allow new residential development within the San Francisco International Airport 65 decibel (dB) Community Noise Equivalent Level (CNEL) contour; new residential development is not an appropriate land use within the airport's 65 dB CNEL contour. However, should residential development be approved within the 65 dB CNEL contour, all units should be constructed to ensure an interior CNEL due to aircraft noise of 45 dB or less in all habitable rooms, and each unit must grant to the airport an avigation easement for aircraft noise.

Response: Impact 11-5 (Plan-Related Airport Noise Impacts) in the Draft EIR explains that aircraft operations at San Francisco International Airport (SFO) expose portions of the Plan area to noise levels exceeding 65 dB CNEL. Transit Corridors Plan zoning designations for new residential inside the 65 dBA CNEL noise contour and noise-sensitive uses commercial uses such as hotels inside the 70 dBA CNEL noise contour would not be consistent with the ALUCP land use/noise compatibility standards and therefore represent a potentially significant impact.

Mitigation 11-5 would require that new residential construction not be undertaken in Plan area locations within the 70 dB CNEL contour. Proposed future individual residential or other noise-sensitive development at locations where the projected noise exposure due to SFO aircraft operations ranges from 65 to 70 dBA CNEL shall be undertaken only after analysis and needed noise insulation features are included in the design to the satisfaction of the City's Building Division. Similarly, proposed future individual noise-sensitive commercial uses, including hotels, at locations where the projected noise level exceeds 70 dBA CNEL shall only be undertaken after analysis and needed noise insulation features are included in the design to the satisfaction of the City's Building Division.

Mitigation 11-5 has been revised to clarify that units should be constructed to ensure an interior CNEL due to aircraft noise of 45 dB or less in all habitable rooms, and each unit must grant to the airport an avigation easement for aircraft noise.

In addition, a new figure has been added to the Draft EIR to depict the relationship between airport noise levels and land uses within the Plan area. Figure 11-2 shows aircraft noise exposure contours overlaying the Plan area.

Comment L 2.03: Prior to adoption, approval or amendment of a general plan, specific plan, zoning ordinance or building regulation, the local agency must first refer the proposed action to the Airport Land Use Commission and should coordinate with airport staff.

Response: The City circulated a Notice of Preparation of a Draft EIR (NOP) on December 10, 2010, in accordance with CEQA Guidelines Section 15082 (Notice of Preparation and Determination of Scope of EIR), for the purpose of soliciting views of responsible agencies, agencies with jurisdiction by law, trustee agencies, and interested parties requesting notice, as to the appropriate scope and content of the EIR. The Airport Land Use Commission (ALUC) was included in the distribution.

A representative of the ALUC attended the January 12, 2011 public scoping meeting that was conducted for the Draft EIR.

The ALUC submitted a comment letter on the NOP (David F. Carbone, San Mateo County C/CAG Airport Land Use Committee (ALUC) Staff, Personal communication with Mark Sullivan, City of San Bruno Housing and Redevelopment Manager, Re: C/CAG Airport Land Use Committee (ALUC) Staff Comments on a Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) on the San Bruno Transit Corridors Plan, January 4, 2011). The ALUC comments on the NOP were taken into consideration in the preparation of the Draft EIR.

The Draft EIR was circulated for a 45-day public and State agency review and comment period, which began on March 29, 2012 and ended on May 14, 2012, and the ALUC was notified of the availability of the Draft EIR. The Transit Corridors Plan was referred by the City to the ALUC for a required formal determination of consistency with the Airport Land Use Plan.

As indicated by the footnotes on page 10-21 of the Draft EIR, in the preparation of the Draft EIR SFO staff were consulted regarding consistency with aircraft noise contours, height limits within the Runways 28 departure corridor, and land uses within the Runways 28 safety zones. The Draft EIR was circulated for a 45-day public and State agency review and comment period, which began on March 29, 2012 and ended on May 14, 2012. The Airport Bureau of Planning and Environmental Affairs submitted a comment letter dated May 10, 2012, which is included and responded to herein.

Comment L 2.04: Any person who intends to offer lands or properties for sale or lease within an airport influence area is required to disclose that fact to the person buying the property.

Response: Comment acknowledged. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required. Nonetheless, Mitigation 11-5 for plan-related airport noise impacts has been clarified to add that each unit must grant to the airport an aviation easement for aircraft noise. In addition, as noted on Draft EIR page 11-27, San Bruno General Plan policies require sponsors of new housing to record a notice of fair disclosure regarding proximity to and the impacts of aircraft operations.

Comment L 2.05: The City should contact the Caltrans District 4 office concerning surface transportation issues.

Response: The City circulated an NOP on December 10, 2010, in accordance with CEQA Guidelines Section 15082 (Notice of Preparation and Determination of Scope of EIR). Caltrans was included in the NOP distribution. The Draft EIR was circulated for a 45-day public and State agency review and comment period, which began on March 29,

2012 and ended on May 14, 2012. Caltrans District 4 submitted a comment letter dated May 14, 2012, which is included and responded to herein.

Mark Sullivan

From: jeffrey@jeffreytong.com
Sent: Monday, April 16, 2012 11:18 PM
To: Mark Sullivan
Subject: Draft EIR

Mark

Looking at the vision, I'm not sure if the Southern Triangle between Jenevein Ave/San Mateo Ave/El Camino Real (ECR) would be cleared of structures and made into a park. But that is what I strongly suggest!

L3.01

I believe a park at the Southern Triangle is critical for revitalization of SB Downtown because it would serve as the **visual portal** to attract drivers to go into San Mateo Ave to shop. Also, it provide a place for kids to play. I also suggest diagonal parking on the El Camino side to slow traffic down. SB has always had traffic trouble at intersection of El Camino Real and SM Ave for decades, so a park might increase visability and through traffic safer.

Lastly, El Camino Real is the Royal Road - Hotels are fine, but auto dealerships there will not make walking ECR a pleasant experience. I suggest San Bruno create an auto row and relocate them all there.

L3.02

Best,
Jeffrey

L 3 Jeffrey Tong, April 16, 2012

Comment L 3.01: The triangle of land between Jenevein Avenue, San Mateo Avenue and El Camino Real should be cleared of structures and made into a park, to serve as a visual portal into a revitalized downtown, and to increase visibility and traffic safety at the El Camino Real/San Mateo Avenue intersection.

Response: Comment acknowledged. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

The Transit Corridors Plan identifies three catalytic opportunity sites, which have been identified in partnership with the private sector, and are believed to have the potential to significantly influence and transform the Transit Corridors Area. The sites are considered catalytic due to their prime location at key gateways and their ability to provide needed uses and services currently lacking within the Transit Corridors Area. A financial feasibility analysis has confirmed the viability of each site from land use, design and development perspectives.

Catalytic Opportunity Site #3: San Mateo Avenue and El Camino Real Gateway would occupy the triangle of land between Jenevein Avenue, San Mateo Avenue and El Camino Real. The Plan vision for this site is a four-story, 50,000 square foot development at the terminus of the triangular parcel and active storefronts along San Mateo Avenue. The Plan indicates that the location of this site calls for a retail or mixed use that can draw visitors from El Camino Real into Downtown. The Plan indicates that the site also has potential for a mixed-use medium- to high-density residential building with retail space on the ground floor to activate the street edge along San Mateo Avenue. The Plan also suggests creation of a public plaza, park or open space element on this site that would connect San Mateo Avenue to El Camino Real, balance the density on the site, and create a welcoming entrance to Downtown.

In addition, Implementation Policy TRANS-A.2 commits the City to study a redesign of the San Mateo Avenue/El Camino Real intersection to create a highly visible gateway to Downtown and an outdoor public plaza, as well as improve access and enhance the intersection, evaluating concepts such as realigning the intersection to be centered on the San Mateo Avenue-El Camino Real junction, rather than the Taylor Avenue-El Camino Real junction, and creating a 90 degree intersection into San Mateo Avenue from El Camino Real to maintain truck and service access.

Comment L 3.02: Hotels are an appropriate land use on El Camino Real but automobile dealerships are not and they should be relocated to a new auto row that the City should create.

Response: Comment acknowledged. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

The Transit Corridors Plan proposes a zoning designation of TOD-MXD2 (Higher-Density Mixed-Use) along El Camino Real. Hotels would be a permitted use (permitted by right) in the TOD-MXD2 zone. Auto sales would be a conditional use. The conditional use would require review and authorization by the Planning Commission and a public hearing. The conditional use authorization process would allow the City to review and consider the appropriateness of individual auto dealership projects, to place

conditions on projects which might otherwise have undesirable effects, and to deny projects deemed incompatible.

Mark Sullivan

From: Aaron Aknin
Sent: Friday, April 27, 2012 4:40 PM
To: Mark Sullivan
Subject: FW: AAknin@sanbruno.ca.gov
See below

From: Aaron Aknin
Sent: Thursday, April 26, 2012 4:01 PM
To: 'Kirti Kulkarni'
Cc: Megan Fluke
Subject: RE: AAknin@sanbruno.ca.gov

Thanks Kirti and Megan!

Can we count of you to come out and support the plan when it goes to the Planning Commission and City Council?

The more people you can get to come, the better.

Aaron

Aaron J. Aknin, AICP
Community Development Director
Community Development Department
City of San Bruno
(650) 616-7039 phone
(650) 873-6749 fax

Aaron

From: Kirti Kulkarni [mailto:kirti.kp09@gmail.com]
Sent: Thursday, April 26, 2012 12:29 PM
To: Aaron Aknin
Cc: Megan Fluke
Subject: Re: AAknin@sanbruno.ca.gov

Aaron Aknin,

I am a Sustainable Land use Intern at Sierra Club, Loma Prieta Chapter. I am working with our Sustainable Landuse committee to comment on the EIR of San Bruno Transit Corridor Plan.

Sierra Cub had previously commented on the San Bruno Transit Corridor Plan in May 2011.

L4.01

5/16/2012

Find a link to our comment letter at the end of this email. I would really appreciate it if you could let me know which of our recommendations were incorporated in San Bruno Transit Corridor Plan.

L4.01

Sierra club's Comment

Letter :http://lomaprieta.sierraclub.org/sites/default/files/SanBruno_TransitCorridorsPlan2_0.pdf

Thank you.

Kirti Kulkarni.

Sustainable Land Use Intern
Sierra Club, Loma Prieta Chapter

3921 East Bayshore Road, Suite 204
Palo Alto, CA 94303
Chapter Office Telephone: (650) 390-8411



Loma Prieta Chapter serving San Mateo, Santa Clara & San Benito Counties

May 24, 2011

Aaron Akin
Community Development Director
City of San Bruno
567 El Camino Real
San Bruno, CA 94066

RE: San Bruno Transit Corridors Plan

Dear Mr. Akin,

We commend the Community Development Department for preparing a great plan that creates a vision of the future of San Bruno as a well-connected transit hub that is safe, attractive, vibrant, and promotes the use of transit.

Though we cannot endorse the project, the following are several aspects of the plan we support;

- The commitment to promoting a “Park Once and Walk” parking strategy and transit corridors shuttle route.
- Facilitating pedestrian access and safety by promoting “complete streets,” creating pedestrian amenities, adding bulb-outs and refuge islands, enhancing street crossings at all intersections and wider sidewalks along the transit corridor.
- The improved bicycle connectivity and enhanced bicycle parking opportunities within the Transit Corridors Area linking the surrounding land uses and future Caltrain station.
- The incorporation of pocket parks and plazas which use pervious paving, which are highly visible to enhance safety and include a variety of programs and facilities to serve a wide range of users.

In order to strengthen the project and to better encourage the use of transit, bicycling, and walking as the primary forms of transportation within the station area, we suggest the following improvements:

Parking Strategies;

- a. **Unbundle Parking & Enforce Parking Cash-out:** By unbundling the parking supply from residential developments the true cost of parking is revealed. The units will be lower in price for those who do not need or choose not to have a car, and therefore more accessible. Unbundling parking will also allow for more flexibility in terms of shared parking schemes, which is needed. The intent of the parking cash-out law is to reduce vehicle commute trips and emissions by offering employees the option of “cashing out” their subsidized parking space and taking transit, biking, walking or carpooling to work.
- b. **Parking Pricing:** Adding metered curb parking will help to achieve a target of 85% occupancy rate in all areas; parking strategies should include congestion pricing and changing time limits for parking. Currently the time limit for street parking in the Downtown area is two hours, while there are some areas which allow parking for up to five hours. The unnecessary traffic congestion due to cars “cruising for parking” negatively impacts downtown businesses and activities. Proper parking pricing, meaning that 85% of spaces are occupied and 15% are open at any given moment, allows for easier parking and will reduce the extra driving, which detracts from the pedestrian experience, wastes gasoline and generates pollution..

- c. **Create a Parking Benefits District:** This benefits the residents and local businesses because the resulting revenue from the metered parking will be spent for additional public services in the neighborhood where the revenue is collected, such as; sidewalk and street repair, street tree planting and trimming, street cleaning, street lighting, etc. For example, in Pasadena, CA, parking meter revenue goes directly to the downtown business improvement district, bypassing the city's general fund entirely.
- d. **Additional Bicycle Parking:** Include a bicycle parking map linked to the bike plan. Bicycle parking should accommodate tricycle parking and be placed in prominent locations which are gender secure, throughout the transit CORRIDORS and at transit station.

Enhance Walkability:

While the plan certainly lays out a solid foundation of design guidelines in order to promote walking in the area, several additional measures can be taken to offer a welcoming pedestrian environment and allow Downtown to become a destination, attracting and sustaining activities throughout the day and into the night.

Additional features should include;

- Installation of more mid-block pedestrian crossings, walkable alleys, courtyards/pocket parks with seating, pedestrian scale lighting, and landscaping/street trees.
- Street designs which are safe and accessible for people of all ages and abilities, must be implemented especially along San Mateo Avenue, San Bruno Avenue, and Huntington Avenue

Implement Aggressive “Road Diets;”

- Reduce travel lanes from four to two lanes to provide bicycle and pedestrian amenities on San Bruno Avenue and Huntington Avenue (between San Bruno Avenue and BART).
- Roadway configuration should include wide sidewalks, bike lanes, center medians/turn lanes, pedestrian refuge islands (where possible) and back-in angled parking.
- Encourage “parklets” as an alternative to on-street parking in Downtown area for restaurant/café outdoor seating and pedestrian enjoyment.

Caltrain Station Area Plaza:

The Station Area Plaza must serve both commuters and the community, acting as a center of activity. To support the mixed-use development around the station, buildings should be oriented to utilize the plaza, offering a variety of services, seating options with shelter and shade and space to accommodate a higher intensity of uses. The plaza should be visible, serving as a gateway and space must be maximized to allow for use for farmer's markets, fairs, and other attractions which would serve both commuters and the community. A well-designed station area plan will not only improve the environment around the station, but also promote healthier active lifestyles and benefit the surrounding businesses economically. For example, the Fruitvale Station in Oakland, CA has a pedestrian plaza and other community services all surrounding the BART station. This allows commuters and the community to have access to a range of goods and services within proximity to the transit station.

Again, we thank you for allowing us to comment on this already solid plan, and we look forward to working with the City of San Bruno in the future.

Sincerely,

Elizabeth Beaubois, Member
Sustainable Land Use Committee
Sierra Club Loma Prieta Chapter

L 4 Kirti Kulkarni, Sustainable Land Use Intern, Sierra Club Loma Prieta Chapter, April 26, 2012

Comment L 4.01: Sierra Club had previously commented on the Transit Corridors Plan in May 2011 and would appreciate knowing which of its recommendations were incorporated into the Plan.

Response: Comment acknowledged. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

In addition to this email submitted April 26, 2012, the Sierra Club also later submitted a comment letter dated May 11, 2012, which is included and responded to herein. The May 11, 2012 comment letter reflects which of the Sierra Club May 2011 recommendations were incorporated into the Plan.



San Francisco
Water Power Sewer
Operator of the Hetch Hetchy Regional Water System

Bureau of Environmental Management
1145 Market Street, 5th Floor
San Francisco, CA 94103
T 415.934-5700
F 415.934-5750

May 3, 2012

Mark Sullivan
City of San Bruno
Community Development Department
567 El Camino Real
San Bruno, CA 94066

Re: San Bruno Transit Corridors Specific Plan Draft EIR

Dear Mr. Sullivan:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report for the San Bruno Transit Corridors Specific Plan. The San Francisco Public Utilities Commission (SFPUC) offers the following comments:

The DEIR states that the Specific Plan would include SFPUC's water transmission pipeline Rights-of-Way (ROW) and pipeline alignments. The SFPUC's highest priority on its ROW lands is to protect the water supply and the transmission pipelines that carry water to our customers. In addition, access to these pipelines for repair, replacement and/or upgrades is critical to our mission of providing a safe, reliable and high quality water supply to customers in four Bay Area counties.

L5.01

The attached map shows the location of the SFPUC's pipelines and ROW within the project area. Any proposed use on SFPUC ROW lands must be consistent with the SFPUC's policies and plans. (Our ROW management policies can be found on the following website: <http://sfwater.org/index.aspx?page=183>.) Because the San Bruno Transit Corridors Plan is presented as a conceptual plan in the EIR, the SFPUC cannot offer specific comments at this time.

L5.02

We can provide a description of the review process for the proposed use of SFPUC ROW lands as presented in the EIR. At the earliest opportunity, it would be appropriate for project sponsors to submit an application for Project Review to the SFPUC's Natural Resources and Lands Management Division as plans are developed. It is beneficial for all parties to participate in this process as early as possible. In reviewing any proposal, the SFPUC requires the project sponsor to prepare drawings showing all property lines and the location of the SFPUC pipelines through its ROW lands in relation to new proposed uses. Only then can we understand potential impacts to our infrastructure, the appropriateness of the project, and whether or not it is consistent with SFPUC policies and plans. After the submittal of the project review application, the proposal will be scheduled for a project review meeting. At this meeting, various SFPUC staff will review and comment on the proposal. These staff include Land Engineering (who will review the proposal for impacts to the transmission pipeline and other infrastructure), the ROW Manager and operations staff (who will be interested in ease of pipeline maintenance and appropriate landscaping consistent with the SFPUC's

- Edwin M. Lee**
Mayor
- Anson Moran**
President
- Art Torres**
Vice President
- Ann Moller Caen**
Commissioner
- Francesca Vietor**
Commissioner
- Vince Courtney**
Commissioner
- Ed Harrington**
General Manager

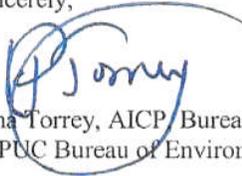


Mark Sullivan
San Bruno Transit Corridors Specific Plan Draft EIR
Page 2 of 2

ROW Integrated Vegetation Management Policy; see <http://sfwater.org/index.aspx?page=431>), and Real Estate Services staff (who will review for issues related to the SFPUC issuance of a permit). Since the proposal is analyzed at a conceptual or programmatic level in the EIR, we expect that further project level environmental review will be required under CEQA. Ultimately, a SFPUC staff recommendation for proposed improvements on its ROW will be developed and the proposal will be reviewed by our Commission who will decide whether the project should go forward. Please contact Cynthia Servetnick, Project Review Coordinator at (650) 652-3216, cservetnick@sfwater.org, at your earliest convenience.

The SFPUC appreciates the opportunity to comment on the San Bruno Transit Corridors Specific Plan Draft EIR.

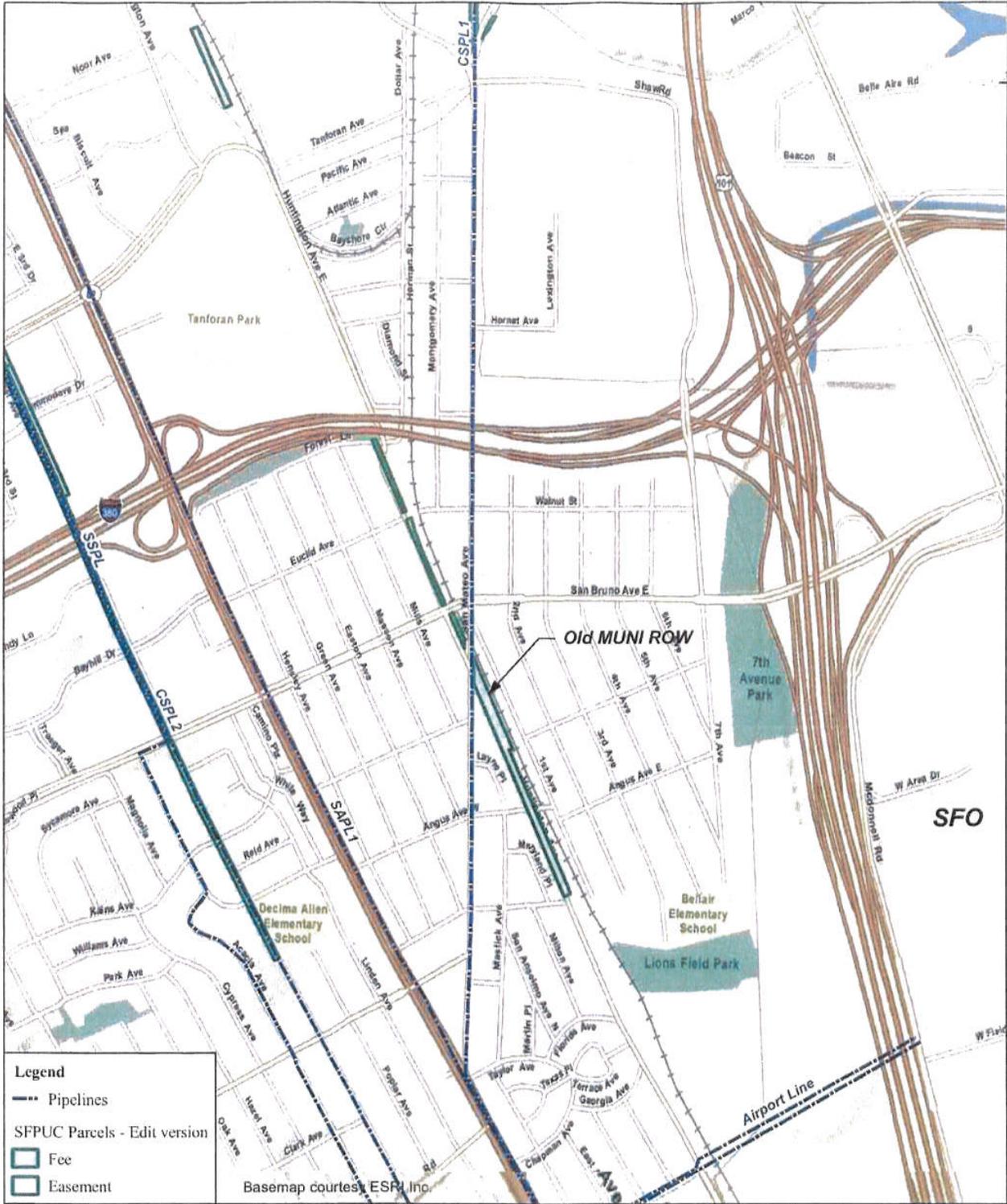
Sincerely,



Irina Torrey, AICP Bureau Manager
SFPUC Bureau of Environmental Management

Enc. SFPUC ROW and Pipelines exhibit

cc: Tim Ramirez, SFPUC Natural Resources and Lands Management Division
Joe Naras, SFPUC Natural Resources and Lands Management Division
Jim Salerno, SFPUC Natural Resources and Lands Management Division
Joanne Wilson, SFPUC Natural Resources and Lands Management Division
Jane Herman, SFPUC Natural Resources and Lands Management Division



SFPUC
San Francisco Public Utilities Commission
Natural Resources Division

N

0 550 1100 Feet

San Bruno EIR
SFPUC ROW and Pipelines

J.Lukins 4-25-12

L 5 Irina Torrey, AICP, Bureau Manager, SFPUC Bureau of Environmental Management, May 3, 2012

Comment L 5.01: The Plan area includes the San Francisco Public Utilities Commission (SFPUC) water transmission pipeline rights-of-way (ROW) and pipeline alignments. SFPUC's highest priority in its ROW lands is to protect water supply and the transmission pipelines. In addition, access to these pipelines is critical to our mission. The attached map shows the location of the SFPUC pipelines and ROW within the Plan area.

Response: A new brief section has been added to Chapter 13, Public Services and Utilities, of the Draft EIR noting the presence within the Plan area of SFPUC water transmission pipeline ROW and pipeline alignments, noting that further project level CEQA environmental review will be required for specific projects involving use of SFPUC ROW, and providing a brief overview of the Project Review process for the proposed use of SFPUC ROW. In addition, a new figure, Figure 13.2, has been added to the Draft EIR showing the location of the SFPUC pipelines and ROW within the Plan area.

Comment L 5.02: Use of SFPUC ROW must be consistent with SFPUC plans and policies. Because the Transit Corridors Plan is a conceptual plan, the SFPUC cannot offer specific comments at this time. The SFPUC expects that further project level CEQA environmental review will be required for specific projects involving use of SFPUC ROW. The commenter provided a brief overview of the Project Review process for the proposed use of SFPUC ROW.

Response: Because the Transit Corridors Plan is a conceptual plan, and the Draft EIR has been prepared as a Program EIR, further project level CEQA environmental review may be required for specific projects involving use of SFPUC ROW, and individual project would be referred to the SFPUC for review. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

LAW OFFICES OF JENNIFER RICE

1350 Treat Boulevard, Suite 410
Walnut Creek, California 94597
Telephone 925/945-0811
Facsimile 925/943-6250

May 9, 2012

Via Email: msullivan@sanbruno.ca.gov

Mark Sullivan
Housing and Redevelopment Manager
City of San Bruno
567 El Camino Real
San Bruno, CA 94066-4247

Re: Transit Corridors Plan Draft Environmental Impact Report

Dear Mr. Sullivan:

I represent T & H Grace Corporation, doing business as Grace Honda, located at 345 El Camino Real, San Bruno.

Grace Honda's property is located within the Transit Corridors Area. A segment of Memory Lane, a pedestrian walkway, crosses Grace Honda's lot from Linden Avenue to El Camino Real. The segment of Memory Lane that crosses Grace Honda's lot is the only segment of Memory Lane within the Transit Corridors Plan. Consequently, the segment of Memory Lane that crosses Grace Honda's property will be referred to hereafter as "Memory Lane."

Grace Honda strongly objects to the conversion of Memory Lane to a bicycle path as proposed in the Transit Corridors Plan. Grace Honda has the following comments:

- The March 2012 draft of the Transit Corridors Plan, Public Realm Design Guidelines, Section C3-2 provides as follows:

"Improve the design of Memory Lane. Consider the use of a combination of special paving treatment and patterns, historic lamp posts, landscaping, signage, or street furnishings where appropriate to emphasize the pedestrian **and bicycle** connection". (emphasis added).

- Several times over the past decades Grace Honda and its predecessors have executed agreements with the City of San Bruno for the maintenance of Memory Lane as a pedestrian walkway. There has never been any agreement that Memory Lane be used for bicycle access, or, for that matter, as a public

Mark Sullivan

May 10, 2012

recreational area, and Grace Honda will not agree to maintain it as such. On the contrary, due to the dangers posed by bicycle traffic entering and traversing its lot, Grace Honda has clearly marked Memory Lane as a “No Bike” zone.

- Section 4-7 of the San Bruno General Plan, and Section 14.2(d) of the E.I.R set forth CALTRANS Bikeway Classifications. Under the Bikeway Classifications, Memory Lane would be a Class 1 Bikeway (Bike Path), i.e. a completely separate right-of-way designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized.

Both the San Bruno General Plan and the E.I.R confirm that Memory Lane is not currently a bike path. The San Bruno General Plan (Section 4-4) provides that “San Bruno has no Class I bike routes.” The E.I.R (Section 14.2(d)), states that “(t)here are no existing Class I or Class II bicycle facilities in the Transit Corridors Area.

- The implementation of the Transit Corridors Plan to convert Memory Lane to a bike path would have a significant environmental impact pursuant to significance criteria 14.4.1 (4) and (6). The conversion of Memory Lane to a bike path would substantially increase hazards by creating a dangerous intersection with traffic crossing Memory Lane on the busy Grace Honda lot, and by causing bicyclists to emerge mid-block onto El Camino Real (Significance Criteria #4). The conversion of Memory Lane to a bicycle path would also conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, and decrease the performance or safety of such facilities. (Significance Criteria 6).
- The impact of the implementation of the Transit Corridors Plan with regards to Memory Lane meets 2 of the 3 thresholds of significance in Section 14.4.1 (b) for the bicycle system, in that (i) it conflicts with existing or planned bicycle facilities, and (ii) it increases the potential for bicycle/vehicle conflicts.

- (i) Conflict with existing or planned bicycle facilities: The Transit Corridors Plan provides for the development of bicycle priority streets along Linden Avenue, which borders Grace Honda’s property to the west and parallels El Camino Real for several blocks to the north and the south of Grace Honda’s lot. The intention is clearly to route bicycle traffic along the quieter, safer, Linden Avenue, rather than along high-traffic El Camino Real. If Memory Lane is converted to a bike path, cyclists using Memory Lane from Linden Avenue would be drawn from a bicycle priority street to emerge onto El Camino Real. It should be noted there is no provision in the Transit Corridors Plan for either a Class II or Class III Bikeway on El Camino Real. Drawing bicyclists away from the planned bicycle priority streets decreases both the safety and performance of the bicycle priority streets.

It should also be noted that the Transit Corridors Plan and the E.I.R. are in conflict, as, despite the reference in Design Guideline C3-2, Figure 14.5 of the E.I.R. “Existing and

Mark Sullivan
May 10, 2012

Proposed Bicycle Facilities” does not designate Memory Lane as either an existing or proposed bicycle facility.

- (ii) Increase in Potential Bicycle/Vehicle Conflicts: The use of Memory Lane as a bike path will increase the potential for bicycle/vehicle conflicts in two areas. The first of these will arise because bicyclists using Memory Lane will be emerging onto, or leaving, El Camino Real. There is no designated intersection at Memory Lane and El Camino Real, so cyclists using Memory lane, of necessity, will ride along El Camino Real, and be drawn away from the quieter, safer, designated bicycle priority route along Linden and Jenevein Avenues. Not only is El Camino heavily travelled, but motorists constantly pulling in and out of parking spaces and business driveways present an additional hazard.

The second increased potential for bicycle/vehicle conflict will occur on the Grace Honda lot itself. Grace Honda has an easement for motor vehicles to cross Memory Lane, and because it is a busy automotive dealership, automobiles cross Memory Lane constantly. Most of the vehicles are driven by Grace Honda customers, who will not be expecting cyclists crossing in front of them. As cyclists travel at greater speed than pedestrians, the likelihood of injury is increased. It was because a cyclist crossed the Grace Honda lot at high speed, imperiling himself and others, that Grace Honda was forced to install “No Bicycle” signs at the entrances to Memory Lane.

As a result of the conflicts within the planning documents themselves, the obvious dangers from converting Memory Lane to a bike path, and after taking into consideration Grace Honda’s refusal to maintain it as such, Grace Honda would be grateful for your assurance that Memory Lane will remain a pedestrian walkway only, and that necessary revisions to the Transit Corridors Plan will be made.

Very truly yours,

Jennifer Rice

JR/ps

Cc: Homa Yamin, President, Grace Honda
Marc Zafferano, City Attorney
Aaron Aknin, City of San Bruno

L 6 Jennifer Rice, Law Offices of Jennifer Rice, May 9, 2012

Comment L 6.01: Jennifer Rice states that Grace Honda objects to conversion of Memory Lane to a bike path as proposed in the Transit Corridors Plan, because it conflicts with existing or planned bicycle facilities. Design Guideline C3-2 conflicts with EIR Figure 14.5, which does not designate Memory Lane as an existing or proposed bicycle facility.

Response: Transit Corridors Plan Design Guideline C3-2 does not propose the conversion of Memory Lane to a bicycle path; instead it proposes to “consider” improvement options, “where appropriate, to emphasize the pedestrian and bicycle connection.” The Transit Corridors Plan envisions cultivating “an easy-to-use network linking across different modes of transportation including pedestrians, bicycles, shuttles, buses, BART and Caltrain, as well as automobiles.” It is vital to the Plan’s success to not only enhance bicycle connectivity within the Plan area but also to provide bicycle access from the surrounding land uses.

The Transit Corridors Plan is consistent with General Plan vision and policies to develop and maintain a comprehensive bicycle network within San Bruno, providing connections to BART and Caltrain, surrounding cities, employment and shopping areas, and natural areas, including working with Caltrans to implement traffic calming measures that ensure safe pedestrian and bicycle access to the downtown (LUD-12). The Transit Corridors Plan is also consistent with the Grand Boulevard Initiative, a collaboration of cities, counties, local and regional agencies, private business, labor and environmental organizations in the counties of San Mateo and Santa Clara to improve the performance, safety and aesthetics of Highway 82 on the Peninsula from Daly City to San Jose. One of the ten guiding principles of the Grand Boulevard Initiative is to “strengthen pedestrian and bicycle connections within the corridor.”

The Transit Corridors Plan also recommends evaluating a redesign of the El Camino Real/San Mateo Avenue/Taylor Avenue intersection to create a highly visible gateway to downtown and an outdoor public plaza, as well as improving access in and out of downtown. Memory Lane would align more closely with this potential intersection, creating an opportunity to improve the connection to downtown from neighborhoods on the west side of El Camino Real.

The Transit Corridors Plan does not propose a project to convert Memory Lane to a bicycle route; rather it recommends considering such a bicycle connection should future conditions become favorable. This would not be undertaken without first studying the feasibility, safety, and community support for using Memory Lane as a bicycle facility. Staff suggests revising Design Guideline C3-2 as follows:

C3-2. Improve the design of Memory Lane. Consider the use of a combination of special paving treatment and patterns, historic lamp posts, landscaping, signage, or street furnishings where appropriate to emphasize the pedestrian and bicycle connection, and study the potential for future use as a bicycle facility.

Comment L 6.02: Conversion of Memory Lane to a bike path would increase the potential for bicycle/vehicle conflicts by creating a dangerous intersection with traffic crossing Memory Lane on the busy Grace Honda lot, and by causing bicyclists to emerge mid-block onto El Camino Real.

Response: The revised Design Guideline C3-2, above, addresses this issue by recommending that the City study the potential use of Memory Lane as a bicycle facility should future conditions become suitable, including evaluation of feasibility, safety and community support.

With regard to airport noise compatibility, the Transit Corridors Plan is consistent with San Bruno General Plan Policy HS-40, which states: "Prohibit new residential development within the 70+ Airport CNEL areas, as dictated by Airport Land Use Commission infill criteria." Noise Mitigation 11-5 of the DEIR reinforces this policy: "New residential construction should not be undertaken in Transit Corridors locations where the projected noise level due to aircraft operations at SFO exceeds 70 dBA CNEL." The relationship between airport noise levels and land uses within the Transit Corridors Plan area should be more clearly depicted in the EIR in an exhibit showing the 2020 CNEL noise contours overlaying the project area. As discussed in the DEIR, the Plan areas most affected by high noise levels will be the portion of San Bruno Avenue east of San Mateo Avenue and the new Caltrain Station Area.

L7.03

Airport hazards related to height of structures/airspace protection and safety zones are addressed by the Plan's consistency with respective ALUCP policies. Maximum allowable building heights in the Transit Corridors Plan area are determined by SFO's critical aeronautical surfaces provided in the ALUCP. Allowable land uses within the Runway 28 safety zones are defined by safety compatibility criteria. Airspace protection and safety zone considerations are especially applicable within the San Bruno Avenue East area and new Caltrain Station Area because of their proximity to the runway ends. It is noted that each new structure in the Caltrain Station Area, which allows heights of 60-90 feet, should be evaluated relative to the critical airspace surface ceiling at its precise location; many points on the site are not suitable for 90-foot building heights.

L7.04

Because the current draft of the ALUCP contains changes that were not considered in the preparation of the 2010 Transit Corridors Plan (noise contours shifts and runway end relocations), certain sections of the Plan may need to be revised. For instance, assumptions underlying the number of projected future housing units may need to be recalculated based on the updated noise contours. The relocation of the Runway 28L departure end will also have a minor effect on the location of airspace protection surfaces and safety zones relative to the Plan area.

L7.05

The Airport appreciates your consideration of these comments. If I can be of assistance as the City considers airport land use compatibility as they relate to this project or future projects, please do not hesitate to contact me at (650) 821-7867 or at john.bergener@flysfo.com.

Sincerely,



John Bergener
Airport Planning Manager
San Francisco International Airport
Bureau of Planning and Environmental Affairs

Enc: Airport Land Use Compatibility Plan for the Environs of SFO, February 2012 (CD-ROM)

cc: Nixon Lam, SFO BPEA, Manager of Environmental Affairs
Aaron Aknin, City of San Bruno, Community Development Director

L 7 John Bergener, Airport Planning Manager, San Francisco International Airport, Bureau of Planning and Environmental Affairs, May 10, 2012

Comment L 7.01: The City/County Association of Governments of San Mateo County (C/CAG) is in the process of updating the Airport Land Use Compatibility Plan for SFO (ALUCP), which is currently in its final stages before adoption and is expected to be adopted in its final form in August 2012. Once a final ALUCP is adopted, state law gives affected local agencies, including the City, 180 calendar days to amend their general plans, specific plans, and zoning ordinances to be consistent with the ALUCP. It is advisable to evaluate consistency with the current final draft ALUCP update in preparing the Transit Corridors Plan and EIR.

Response: The obligation of a lead agency for conducting a policy consistency analysis under CEQA is limited to "...an examination of whether the project would be consistent with *existing* zoning, plans, and other applicable land use controls" (Section 15063(d)(5) of the CEQA Guidelines) (emphasis added). The Draft EIR evaluates consistency with the currently adopted ALUCP, as required by CEQA. The Transit Corridors Plan would appear to be consistent with the aircraft noise contours, height limits within the Runways 28 departure corridor, and land uses within the Runways 28 safety zones.

The Draft EIR (page10-21) notes that at a height of 90 feet, future development within the TOD-SO Station Area could potentially encroach upon certain of the critical aeronautical surfaces that protect airspace required for the various departure procedures from Runways 28. Potential features exceeding the maximum 90 foot (7 story) height limit (e.g., architectural features subject to Planning Commission review, stairwell and elevator towers, or mechanical penthouses and equipment) may also encroach upon certain of the critical aeronautical surfaces. Future site-specific development proposals within the Station Area, as well as other portions of the Transit Corridors Area, would be referred to the San Mateo County C/CAG Airport Land Use Committee (ALUC) for a determination of consistency with the ALUCP. Depending on site-specific ground elevations and critical aeronautical surfaces, the ALUC-determinations may result in maximum allowed building heights on any given site slightly lower than the maximum allowed by the Transit Corridors Plan.

The Transit Corridors Plan has been referred by the City to the ALUC for a required formal determination of consistency with the ALUCP; that consistency determination is pending.

Once the final ALUCP is adopted, the City would amend the Transit Corridors Plan, if necessary, to be consistent with the ALUCP within the 180 calendar days provided for in State law.

Comment L 7.02: Minor shifts in the CNEL 70 dB and 65 dB noise contours in the current final draft of the ALUCP will affect the noise compatibility of new land uses on certain sites within the Transit Corridors Area, including San Bruno Avenue East and the new Caltrain Station Area.

Response: Although residential uses are permitted uses in the TOD-SO:TO-Station Office and TOD-MXD1:Medium-Higher Density Mixed-Use zoning designations, the TOD-SO:TO-Station Office and TOD-MXD1:Medium-Higher Density Mixed-Use development standards allow residential uses and residential-commercial mixed-use development only outside of the 70 dB CNEL noise contour. In addition, Mitigation 11-5

would require that new residential construction not be undertaken in Plan area locations within the 70 dB CNEL contour and that proposed future residential or other noise-sensitive development at locations where the projected noise exposure due to SFO aircraft operations ranges from 65 to 70 dBA CNEL shall be undertaken only after analysis and needed noise insulation features are included in the design to the satisfaction of the City's Building Division. Similarly, proposed future individual noise-sensitive commercial uses, including hotels, at locations where the projected noise level exceeds 70 dBA CNEL shall only be undertaken after analysis and needed noise insulation features are included in the design to the satisfaction of the City's Building Division. The TOD-SO:TO-Station Office and TOD-MXD1:Medium-Higher Density Mixed-Use development standards and the requirements of Mitigation 11-5 would continue to apply with new CNEL 70 dB and 65 dB noise contours in the updated ALUCP. Once the final ALUCP is adopted, the City would amend the Transit Corridors Plan, if necessary, to be consistent with the ALUCP within the 180 calendar days provided for in State law.

Mitigation 11-5 has been revised to clarify that units should be constructed to ensure an interior CNEL due to aircraft noise of 45 dB or less in all habitable rooms, and each unit must grant to the airport an aviation easement for aircraft noise.

Comment L 7.03: The relationship between airport noise levels and land uses within the Transit Corridors Area should be more clearly depicted in the Draft EIR in a figure showing the 2020 CNEL noise contours overlaying the plan area.

Response: A new figure has been added to the Draft EIR to depict the relationship between airport noise levels and land uses within the Plan area. Figure 11-2 shows aircraft noise exposure contours overlaying the Plan area.

Comment L 7.04: Each new structure in the Caltrain Station Area, where the Transit Corridors Plan would allow building heights of 60-90 feet, should be evaluated relative to the critical airspace surface ceiling at its precise location; many points in the Caltrain Station Area are not suitable for building heights of 90 feet.

Response: The Draft EIR (page10-21) notes that at a height of 90 feet, future development within the TOD-SO Station Area could potentially encroach upon certain of the critical aeronautical surfaces that protect airspace required for the various departure procedures from Runways 28. Potential features exceeding the maximum 90 foot (7 story) height limit (e.g., architectural features subject to Planning Commission review, stairwell and elevator towers, or mechanical penthouses and equipment) may also encroach upon certain of the critical aeronautical surfaces. Future site-specific development proposals within the Station Area, as well as other portions of the Transit Corridors Area, would be referred to the San Mateo County C/CAG Airport Land Use Committee (ALUC) for a determination of consistency with the ALUCP. Depending on site-specific ground elevations and critical aeronautical surfaces, the ALUC-determinations may result in maximum allowed building heights on any given site slightly lower than the maximum allowed by the Transit Corridors Plan.

Comment L 7.05: The current draft of the ALUCP contains changes such as noise contour shifts and runway end relocations that may change the residential development assumptions used for the Draft EIR impact analyses.

Response: The analyses in the Draft EIR are based on conservative development assumptions for purposes of “worst case” environmental impact assessment. The Draft EIR conservatively assumes that the Transit Corridors Plan would provide for the development of up to an additional 1,610 dwelling units, 147,700 square feet of retail uses, 988,100 square feet of office uses, and 190 hotel rooms within the Plan area. The Draft EIR also conservatively assumes that the Plan area would reach full build out in approximately 18 years, by 2030. The Draft EIR impact and mitigation conclusions would likely remain valid for changes in those conservative development assumptions due to minor noise contour shifts and runway end relocations in an updated ALUCP.

In addition, the obligation of a lead agency for conducting a policy consistency analysis under CEQA is limited to “...an examination of whether the project would be consistent with *existing* zoning, plans, and other applicable land use controls” (Section 15063(d)(5) of the CEQA Guidelines) (emphasis added). The Draft EIR evaluates consistency with the currently adopted ALUCP, as required by CEQA. Once the final ALUCP is adopted, the City would amend the Transit Corridors Plan, if necessary, to be consistent with the ALUCP within the 180 calendar days provided for in State law. Any required amendment of the Transit Corridors Plan to achieve consistency with an updated ALUCP would require its own evaluation under CEQA to determine whether the City can approve the changes as being within the scope of this program EIR or whether additional analysis would be required.



Loma Prieta Chapter serving San Mateo, Santa Clara & San Benito Counties

May 11, 2012

Mark Sullivan
Housing & Redevelopment Manager
City of San Bruno
567 El Camino Real,
San Bruno, CA 94066

RE: San Bruno Transit Corridors Plan Draft Environmental Impact Report

Dear Mr. Sullivan,

The Sierra Club Loma Prieta Chapter advocates for grouping new homes, jobs and services near transit in San Mateo and Santa Clara Counties near downtowns and major transit corridors (i.e.: El Camino and Caltrain). Transit-oriented communities are more vibrant, walkable, bikable, have less auto traffic, reduce greenhouse gas emissions, and can provide a variety of housing types, sizes, and affordability. Transportation accounts for 50% of greenhouse gas emissions in the Bay Area, thus reducing our dependence on the automobile is the most significant opportunity to meet California's climate change goals, specifically AB32 and SB375.

Although we don't often endorse projects, we do analyze their strengths and weaknesses according to our Guidelines, comment and offer recommendations we feel will improve the project from an environmental and community perspective.

We have been following the planning process for San Bruno Transit Corridors Plan and we commend the Community Development Department for preparing a plan that creates a vision of the future of San Bruno as a safe, attractive, vibrant, and well-connected transit hub. We appreciate this opportunity to provide comments and recommendations.

We thank you for having considered many of our prior suggestions in your revised plan for the San Bruno Transit Corridor. We appreciate that you have, in this plan, included strategies such as Unbundled Parking, Parking Pricing, Aggressive Road Diets and Parking Benefit Districts to discourage visitors from using cars and encourage using alternative modes of transport. We appreciate that there is an emphasis on creating 'complete streets' along the corridor and we recommend that the street design guidelines should be made mandatory, where physically possible. (Ref page 2-2.)

L8.01

L8.02

We support following mitigation measures and believe that these should also be given a high priority.

L8.03

- Allowing taller buildings in each of the five planning sub areas of the transit corridor. (Ref Page 2-5);
- Maintaining Air Quality during construction to meet BAAQMD thresholds. (Ref. Page 2-14 to 2-17);
- All the proposed mitigation measures for community risk and hazard impacts (Ref. Page 2-23 to 2-24);
- All the proposed mitigation measures for hydrology & water quality (Ref. Page 2-24 – 2-25.)

We recommend that the mitigations for degraded LOS levels in the transit corridor (excluding freeways and freeway off-ramps) should not be the only deciding factor used to determine the success of the road and street design along the transit corridor. Design should put pedestrians first, bicycles second, transit third, and autos last to meet the goal of "complete streets". (Ref. page 2-32 to 2-34.)

L8.04

We agree that Alternative 4 is the superior alternative in keeping with our comments.

L8.05

We applaud you for including our suggestions in your plan. We understand that at Catalytic Opportunity Site #1 (Caltrain Station Plaza) the shadow impact of the residential buildings will be mitigated by redesigning the residential building edges. We also recommend that the new design will include our previous suggestions of offering a variety of services, seating options with shelter and shade; and space to accommodate a higher intensity of uses. The plaza should be visible, serving as a gateway and space must be maximized to allow for use for farmer's markets, fairs, and other attractions which would serve both commuters and the community. Fruitvale Transit village in Oakland is one such example of a pedestrian plaza with a range of goods and services available near the BART station. It offers workforce development, health care, a business improvement district, a public market, a farmers' market, home ownership assistance, childhood education, youth services, a literacy program, senior services, community facilities and, of course, land development.¹

L8.06

We recommend that you utilize the provisions made under SB 728² and require developers, where applicable, to include a Parking Cash-out Program in all new developments. This is an opportunity for the City of San Bruno to improve compliance with SB 375.³ It would also enable the city to offer developers an option to develop minimum required parking based on the success of Parking Cash-out Program.

L8.07

San Bruno Avenue presently has five pocket parks. We recommend that more such pocket parks be created along this transit corridor. You should also consider creating 'Parklets' as an alternative to on-street parking in Downtown area. Such 'Parklets' can serve for restaurant/café outdoor seating and for pedestrian enjoyment. The City of San Francisco has approved over 22 Parklets last year and has observed a positive response from the residents.⁴

L8.08

L8.09

We thank you for allowing us to comment on this Draft EIR.

Sincerely,

Adrien Salazar



Conservation Program Coordinator
Sustainable Land Use Committee
Sierra Club Loma Prieta Chapter

¹ Kaid Benfield, The remarkable story of Oakland's Fruitvale Transit Village, *Switchboard*-Natural Resources Defence council staff blog, (February 2011), http://switchboard.nrdc.org/blogs/kbenfield/the_remarkable_story_of_oaklan.html.

² Senate Bill 728, (February 2009), http://leginfo.ca.gov/pub/09-10/bill/sen/sb_0701-0750/sb_728_bill_20091011_chaptered.html

³ Horner Justin, California Governor Signs New Parking Cash-Out Law! *Switchboard*-Natural Resources Defense Council staff blog, (October 2009), http://switchboard.nrdc.org/blogs/jhorner/california_governor_signs_new_1.html.

⁴ King John, S.F. parklets: a little tour of a major trend, *Chronicle Urban Design Critic* (December 29, 2011), <http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2011/12/28/BANS1MDAHQ.DTL&ao=all>.

L 8 Adrien Salazar, Conservation Program Coordinator, Sustainable Land Use Committee, Sierra Club Loma Prieta Chapter, May 11, 2012

Comment L 8.01: The Sierra Club commends the Community Development Department for preparing a plan that creates a vision of the future of San Bruno as a safe, attractive, vibrant and well-connected transit hub. The Sierra Club thanks the City for having considered many of its prior suggestions in the Public Review Draft plan. The Sierra Club appreciates that the plan includes strategies such as road diets, unbundled parking, parking pricing and parking benefit districts to discourage driving and encourage alternative transportation modes.

Response: Comment acknowledged. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

Comment L 8.02: The Sierra Club appreciates that the plan emphasizes “complete streets” and recommends that the street design guidelines be made mandatory where physically possible.

Response: Comment acknowledged. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

Comment L 8.03: The Sierra Club supports the following mitigation measures and they should be given high priority: allowing taller buildings in each of the five planning subareas; construction period air quality; community risk and hazard; and hydrology and water quality.

Response: Comment acknowledged. At the time this Final EIR comes before the City Council for certification and adoption of the Transit Corridors Plan, the City Council will determine whether to commit the City to implementing each mitigation measure, or will need to determine that the mitigation measure is infeasible or is within the jurisdiction of another agency to implement. No further response is required.

Comment L 8.04: Along transit corridors (excluding freeways and freeway off-ramps), degraded level of service (LOS) should not be the only factor in determining the appropriateness of street design and mitigation measures. Street design should put pedestrians first, bicycles second, transit third and autos last to meet the goal of “complete streets”.

Response: Comment acknowledged. As explained on Draft EIR page 14-40, to address the potentially conflicting needs of pedestrians, bicyclists, transit, and automobiles, the Transit Corridors Plan recommends implementation of a multi-modal LOS policy that also evaluates bicycle, pedestrian and transit access in conjunction with vehicle LOS. The purpose of this policy would be to promote a more pedestrian-, bicycle-, and transit-friendly environment in the Plan area, with wider sidewalks, shorter pedestrian crossing distances and delays, a limited number of travel lanes, and more convenient non-automobile travel. Maintaining the City’s current LOS D policy is not conducive to mixed-use, high density, transit-oriented development. Under current City policy, intersections that do not meet the City’s current LOS standard require additional traffic lanes and street widening to add capacity or signal phasing changes, measures that would worsen conditions for bicycle and pedestrian travel by increasing bicycle and pedestrian exposure to conflicts with vehicles, and would also detract considerably from a comfortable and vibrant downtown environment. Also, by limiting vehicle congestion, this current City LOS policy reduces the incentive for residents to use non-automobile travel modes such as transit, bicycling, walking and ridesharing. A change in LOS policy

is recommended in the Transit Corridors Plan, but no specific new LOS policy is yet proposed. A specific LOS policy change is therefore not a part of the “project” nor evaluated in the Draft EIR. However, an alternative LOS policy is evaluated in Chapter 16, Alternatives to the Proposed Action, of the Draft EIR, under *Alternative 4: Transit Corridors Plan Incorporating a Pedestrian-Oriented Intersection Operational Standard (LOS F)*.

Comment L 8.05: The Sierra Club agrees that Alternative 4 is the superior alternative.

Response: Comment acknowledged. The Draft EIR determined that *Alternative 4: Transit Corridors Plan Incorporating a Pedestrian-Oriented Intersection Operational Standard (LOS F)*, would result in the least adverse environmental impacts, and would therefore be the “environmentally superior alternative,” other than the No Project Alternative. No further response is required.

Comment L 8.06: The Sierra Club understands that potential shadow impacts at Catalytic Opportunity Site #1, the Caltrain Station Area, would be mitigated by redesigning the building edges. The Sierra Club also recommends that the proposed plaza at this location include a variety of services, shelter and shade, and that it be visible, serve as a gateway, and allow for farmer’s markets and other attractions.

Response: The Transit Corridor Plan Private Realm and Public Realm Character Area design guidelines for the Station Area include guidelines that would promote a variety of services, shelter and shade, visibility, a gateway character, and opportunities for events at the proposed plaza at Catalytic Opportunity Site #1. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

Comment L 8.07: The City should make use of SB 728 and require a parking cash-out program in new developments.

Response: State law requires each employer with 50 or more employees that provides a parking subsidy to employees to provide a cash allowance to an employee who does not use the parking space an amount equivalent to the amount the employer would otherwise pay to provide that employee a parking space. SB 728 allowed cities, counties, and air districts to ensure compliance with the State parking cash-out law. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required. No further response is required.

Comment L 8.08: More pocket parks should be created along San Bruno Avenue.

Response: Comment acknowledged. The Transit Corridors Plan recommendations would make important contributions to the City’s parks and public realm. The Transit Corridor Plan calls for anchoring the northern end of Downtown with a redesigned Posy Park. Although not parkland per se, the Transit Corridors Plan also calls for new plazas, pedestrian connections and other enhancements of the public realm. The Transit Corridor Plan Public Realm Design Guidelines, Open Space Guidelines include guidelines for pocket parks, plazas, greenways, alleys and pedestrian connections. The Open Space Guidelines are intended to ensure that community spaces throughout the Transit Corridors Area are designed to be welcoming to pedestrians and fit seamlessly

into their surrounding environments. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

Comment L 8.09: Parklets should be considered in the Downtown.

Response: Comment acknowledged. The Transit Corridors Plan does not include a proposal for parklets, nor would it preclude consideration of parklets for the Downtown. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

Mark Sullivan

From: diane piquet [dmpiquet@att.net]
Sent: Saturday, May 12, 2012 11:43 AM
To: Mark Sullivan
Subject: San Bruno Transit Corridors Project

Mark,

I am the owner of a duplex at the corner of Euclid and Green Avenues and a resident at 908 Green Ave. I attended the planning commission meeting on April 17th 2012, where I picked up a copy of the Transit Corridors EIR plan. After reviewing the plan I have the following comments, concerns and questions.

I believe the residents and property owners of my neighborhood will be more severely impacted than any other residential neighborhood in San Bruno if enclosed by the existing 380 overpass on the north and 5 story buildings on the other three sides. A "Bicycle and Pedestrian Path" on Euclid Ave. shown on figure 3.13 of the report will surely impact traffic and parking on this narrow but vital artery of our neighborhood. How will this be achieved? Will parking on either side of Euclid need to be eliminated? Surely you can see the future quality of residents lives will be impacted by traffic, parking strains, and congestion with the addition of designated bicycle and foot traffic by non residents. I am also concerned about property values, as the above issues will not be attractive to new residents. Would not an owner be required by law to disclose the DEIR plans to potential buyers? I am concerned that the health of this neighborhood will be changed negatively. I urge you to work closely with the neighborhood, as I doubt many are aware how much these few blocks of residential homes and apartments will be affected. I believe that a direct outreach to the neighborhood is in order. We deserve to be informed partners and not ignored as we have been in this report.

L9.01**L9.02****L9.03****L9.04**

Respectfully,
Diane Piquet
908 Green Ave.
San Bruno, CA
(650) 873-1707

L 9 Diane Piquet, resident at 908 Green Avenue, May 12, 2012

Comment L 9.01: The residential neighborhood along Euclid Avenue will be severely impacted by 5 story buildings on three sides.

Response: Draft EIR Chapter 4, Aesthetics, determined that implementation of the Transit Corridors Plan would promote a more appealing and coherent visual character in the Plan area. The Draft EIR determined that the Plan impact on general visual character and quality of the Plan area and surroundings would be less than significant. The Draft EIR determined that building height impacts on visually sensitive residential edges would represent a significant impact. Mitigation 4-1 would reduce building mass incompatibility at sensitive residential edges by requiring an additional stepback of 10 feet above the third floor adjacent to residential properties at specific locations. Mitigation 4-1 would reduce the potential impact of 5 story building heights adjacent to residential properties to a less-than-significant level.

Comment L 9.02: How would a bicycle and pedestrian path on Euclid Avenue, as shown in Figure 3-13 of the Draft EIR, be achieved; would parking be eliminated? The resulting traffic congestion, reduced parking availability, and pedestrian and bicycle through traffic would reduce quality of life in this neighborhood.

Response: Because some Plan area streets are too narrow for bicycle lanes, and the El Camino Real right-of-way is being reserved for potential future Bus Rapid Transit and thus cannot be used for bicycle lanes, the Plan recommends a network of Bicycle Priority Streets on smaller, slower traffic streets parallel to the main corridors, including Euclid Avenue. On these Bicycle Priority Streets, bicycles would not have a separate bicycle lane but rather would share the street with cars. In the longer term, traffic-calming measures such as speed humps or other measures may be considered to reduce vehicle through traffic on these residential streets, and to slow vehicle speeds.

Comment L 9.03: A bicycle and pedestrian path on Euclid Avenue may affect property values. Would a property owner be required by law to disclose the changes proposed by the Transit Corridors Plan to potential buyers of their property?

Response: Comment acknowledged. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required. See also response to comment 9.02.

Comment L 9.04: The City should work with this neighborhood and conduct direct outreach; the neighborhood should not be ignored as it has been in the preparation of the plan and Draft EIR.

Response: Development of the Transit Corridors Plan included extensive public input, including a Steering Committee which provided guidance throughout the development of the Plan, two well-attended community workshops which developed the vision and development framework for the Plan, meetings with real estate professionals and affordable housing developers, outreach at the San Bruno Farmer's Market, discussions at City Council and Planning Commission meetings, as well as feedback from individuals. The 17-member Steering Committee, which included representatives from the City's neighborhoods, the business community, the City Council and the Planning Commission, was appointed by the City Council. The Steering Committee was

responsible for reviewing planning documents, providing input, and making recommendations during the development of the Draft Plan. Community input was encouraged by opening all Steering Committee meetings to the public. A project website was also developed at the outset of the planning process and has been regularly updated to provide another avenue for community involvement.

The public review draft Transit Corridors Plan was released in July 2010 and has been made available for review on the City website, as well as at the City of San Bruno Community Development Department.

The City circulated a Notice of Preparation of a Draft EIR (NOP) on December 10, 2010, in accordance with CEQA Guidelines Section 15082 (Notice of Preparation and Determination of Scope of EIR), for the purpose of soliciting views of responsible agencies, agencies with jurisdiction by law, trustee agencies, and interested parties requesting notice, as to the appropriate scope and content of the EIR. On January 12, 2011, a public scoping meeting was conducted for the Draft EIR.

The Draft EIR was circulated for a 45-day public and State agency review and comment period, which began on March 29, 2012 and ended on May 14, 2012. A public hearing on the Draft EIR was conducted at the April 17, 2012 regular meeting of the Planning Commission. Legal notice of the availability of the Draft EIR for public review included: (1) advertisement published in the San Mateo Daily Journal, Saturday, April 7, 2012; (2) posting on San Bruno Cable TV beginning April 6, 2012; (3) Notice of Availability of the Draft EIR for the 45-day public review period (March 28 to May 12, 2012) published in the San Mateo Daily Journal on March 28, 2012; and (4) 3,300 postcards mailed to all property owners and occupants within the Plan area, and within a 2,500 foot radius from the center of the Plan area, on March 28, 2012.

Upcoming Planning Commission and City Council meetings, and a November ballot measure on building height limits and increased residential densities, will provide additional opportunities for community input. The Planning Commission will be asked to make a recommendation to the City Council on certification of the Final EIR and adoption of the Transit Corridors Plan, probably at its July 17, 2012 meeting. Because the Plan proposes to permit development of buildings greater than three (3) stories or fifty (50) feet, increased residential densities, and/or construction of multistory parking structures, voter approval by a majority of the electorate of the Plan will be necessary, as required by City Ordinance 1284. The City Council may consider certification of the Final EIR, amendment the General Plan, and adoption of the Transit Corridors Plan in July or August. The Plan-proposed building height increases, increase in residential densities, and construction of parking structures would be contingent on the outcome of a ballot measure to amend City Ordinance 1284 in November or later.

5-13-12

L 10

Dear Mr Sullivan

was a pleasure speaking with you last Tuesday. This was in regards to the proposed plan to make San Bruno Ave west the "gateway" to the new Caltrain station. myself + my neighbors have concerns about the proposed 4 storie Condo / Retail spaces and the effects it will have on the residents of the 700 Block of Linden Avenue.

L10.01

you were aware Linden Ave is below grade to S.B. Ave West, and what is presently there @ 2 stories appears as 3 from the street. a 4 storie would be like 5. If you stand at the intersection of Linden Ave + Linden CT and look north, the trees in Bayhill would no longer be visible (above the current Medical Bldg).

The increase in traffic, the noise from business till evening and condo life the rest of the hours is not acceptable. There is already too much trash that feeds its way into my Backyard. The earlier than normal loss of sunlight in the backyard is not a plus. The thought of no privacy on weekends not good.

Then comes property values. Will my house have curb appeal with a Large building next to it. Not so much

please suggest the planners keep SBave west alone. Start your "gateway" at El Camino Real + SBave East.

Thank you for your time

Robert Davis
Property owner
774 Linden Ave
650-742-6467

CITY OF SAN BRUNO
COMMUNITY DEVELOPMENT DEPARTMENT

MAY 15 2012

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L 10 Robert Davis, resident at 774 Linden Avenue, May 13, 2012

Comment L 10.01: Mr. Davis expressed concern about proposed building heights on San Bruno Avenue west of White Way, where the Plan would allow building heights of up to 70 feet (5 stories) immediately adjacent to homes on the 700 block of Linden Avenue, where the lots are already approximately one story below the elevation of the lots on San Bruno Avenue West, and resulting impacts on traffic, noise, trash, access to sunlight in rear yards, privacy, property values and existing views of the trees in Bayhill.

Response: The Draft EIR determined that visual impacts of the Plan-proposed increases in maximum permitted building heights, which exceed the current citywide 3-story building height maximum, would be minimized by Plan-proposed building setback and stepback requirements. The proposed building setback and stepback requirements have been specifically formulated to reduce shade and shadow impacts and perceptions of building height and mass incompatibilities on the Plan area edges adjacent to lower intensity residential and other uses.

Permitted new multi-story buildings along Plan corridor frontages and Plan area edges would for the most part be separated from the nearest adjacent residential uses by existing roadway rights-of-way, and would be subject to greater minimum setbacks at ground level as well as additional building “stepback” requirements above the fourth floor (above 50 feet). In the case of the TOD-MXD2 (Higher-Density Mixed-Use) designation along the south side of San Bruno Avenue west of White Way, new buildings up to 70 feet (5 stories) in height would be permissible directly adjacent to the rear yards of roughly eight or nine single family residential properties fronting on Linden Avenue. The Plan-proposed minimum ground level rear yard setback of 10 feet and minimum stepback of 15 feet above 4 stories would reduce this potential impact, but not assuredly to a less-than-significant level.

The Transit Corridors Area boundary was established in a process that involved a steering committee and community workshops. A guiding principal of the boundary was to incorporate the General Plan Transit-Oriented Development Land Use Classification, which extends west on San Bruno Avenue to Elm Street. Inclusion of San Bruno Avenue west of White Way will allow the City to plan and implement streetscape improvements, and increases the chances of qualifying for grants from potential funding sources, such as the Focus Program. Inclusion of this area in the Transit Corridors Plan will also encourage redevelopment and revitalization of older commercial properties. The additional mitigation provision will reduce the potential impact of taller buildings on the adjacent single family properties on Linden Avenue.

Staff recommends amending Impact 4-1 to include the additional “transition area” for Mitigation 4-1 along this particular residential edge where building heights within the first 20 feet of adjacent rear yard depth and first 10 feet of adjacent side yard depth would include a minimum stepback of 10 feet above the third floor. The visual effect would be no different from the three story building which is permitted under the existing zoning. The addition of this provision to the Transit Corridors Plan would reduce this potential impact to a *less-than-significant level*.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN Jr., Governor

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May 14, 2012

Mr. Mark Sullivan
City of San Bruno
Community Development Department
567 El Camino Real
San Bruno, CA 94066

Dear Mr. Sullivan:

**SAN BRUNO TRANSIT CORRIDORS SPECIFIC PLAN – DRAFT
ENVIRONMENTAL IMPACT REPORT**

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the San Bruno Transit Corridors Specific Plan (Plan). The following comments are based on the Draft Environmental Impact Report (DEIR).

Multi-Modal Transportation

Caltrans commends the City of San Bruno (City) for the pedestrian and bicycle facilities and infrastructure, transit services and facilities, and transportation demand management and parking management measures proposed as part of the Plan. These will help to reduce regional vehicle miles travelled and impacts on the state highway system.

L11.01

Highway and Traffic Operations

1. DEIR, Page 14-8, Figure 14.2, Intersection #7, Interstate-380 eastbound Ramps/El Camino Real (ECR): Please note that the northbound (NB) ECR right-turn traffic is a true "Free" right-turn at the intersection. These right-turns must share the #3 through-lane at the intersection. Has the traffic analysis of this intersection taken into consideration the staggered traffic in the #3 NB lane?
2. DEIR, Pages 14-39 and 14-40, Mitigations Measures 14-1 and 14-2: Please note that San Bruno Avenue is a city street that intersects with a state route. Caltrans always welcomes any project initiated by the City, via the encroachment permit process, that will alleviate traffic impacts at the concerned intersections. Both of these mitigation measures are feasible.

L11.02

L11.03

Mr. Mark Sullivan/City of San Bruno
 May 14, 2012
 Page 2

L 11

3. DEIR, Page 14-41, Mitigation Measure 14-3: The widening of the westbound I-380 off-ramp to provide an additional right-turn lane does not necessarily need to acquire additional right of way (ROW) from the adjacent developed properties. This widening can be attained by constructing a retaining wall, concrete railing and concrete barrier. Caltrans is looking forward to working with the City under an encroachment permit to mitigate the traffic impact at this intersection. This mitigation measure is feasible.

L11.04

4. Please provide the intersection and freeway ramps traffic queuing analysis in this study.

L11.05

5. Please provide the Traffix study data for our review.

L11.06

Hydrology and Water Quality

1. DEIR, Plan Related Storm Drainage System Impacts, Table 9.1, page 9-14: The estimated change in runoff with development under the Plan is shown as 80,330 cubic feet per second (cfs). However, page 9-13, indicates development under the Plan would generate an estimated increase in storm water runoff of 8.76 cfs. Please clarify this discrepancy.

L11.07

2. Please provide a copy of the 2001 Drainage Master Plan for our review.

L11.08

Cultural Resources

It is Caltrans policy that any proposed earth-disturbing work within the state ROW as part of a proposed project must be preceded by a current archaeological record search from the Northwest Information Center of the California Historical Resources Information System and evidence shown in the environmental document. Current record searches must be no more than five years old. Caltrans requires a records search, and if warranted, a cultural resource study by a qualified, professional archaeologist, to ensure compliance with California Environmental Quality Act (CEQA), Section 5024.5 of the California Public Resources Code and Volume 2 of Caltrans' Standard Environmental Reference (SER) (<http://ser.dot.ca.gov>). The environmental document must also show evidence of Native American consultation.

L11.09

Should ground-disturbing activities take place as part of this project within the state ROW and there is an inadvertent archaeological or burial discovery, in compliance with CEQA, PRC 5024.5, and Caltrans' SER, Chapter 2, all construction within 50 feet of the find shall cease. The Caltrans Office of Cultural Resource Studies, District 4, shall be immediately contacted at (510) 622-1673. A staff archaeologist will evaluate the finds within one business day after contact.

These requirements, including applicable mitigation, must be fulfilled before an encroachment permit can be issued for project-related work in state ROW; these requirements also apply to National Environmental Policy Act (NEPA) documents when there is a federal action on a project. Work subject to these requirements includes, but is not limited to: lane widening, channelization, auxiliary lanes, and/or modification of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to state ROW.

Mr. Mark Sullivan/City of San Bruno
May 14, 2012
Page 3

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,



for

GARY ARNOLD
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

L 11 Gary Arnold, Local Development-Intergovernmental Review, California Department of Transportation, District 4, May 14, 2012

Comment L 11.01: Caltrans commends the City for the proposed pedestrian, bicycle and transit facilities, and transportation demand management and parking management measures. These will help reduce regional vehicle miles traveled and impacts on the state highway system.

Response: Comment acknowledged. The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. No further response is required.

Comment L 11.02: At the Eastbound I-380 Ramps/El Camino Real intersection the northbound El Camino Real right-turn traffic is a true "free" right-turn. These right-turns must share the #3 through lane. Did the traffic analysis take into consideration the staggered traffic in the #3 northbound lane?

Response: A lane utilization factor should have been applied to the northbound through lanes to account for the staggering in the #3 lane. The table below presents the updated LOS results for the Eastbound I-380 Ramps/El Camino Real intersection. The intersection will continue to operate at acceptable service levels with this adjustment and will result in less-than-significant impacts.

REVISED INTERSECTION DELAY AND LEVEL OF SERVICE AT I-380 EB RAMPS/EL CAMINO REAL				
Scenario	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
Existing Conditions	7.6	A	9.7	A
Future Conditions	7.9	A	9.5	A
Future Plus Project Conditions	10.5	B	12.0	B
Source: Fehr & Peers, 2012				

Comment L 11.03: Caltrans welcomes any project initiated by the City through the encroachment permit process that would alleviate traffic impacts at the El Camino Real/San Bruno Avenue and Southbound US 101 Ramps/San Bruno Avenue intersections. Mitigation 14-1 and Mitigation 14-2 are feasible.

Response: Mitigation 14-1 would require maintaining the current intersection lane geometries and providing a short dedicated westbound right-turn lane at the El Camino Real/San Bruno Avenue intersection. This measure would improve delay, but the intersection would continue to operate at an unacceptable LOS F, and the average critical delay would still increase over existing conditions by approximately 39 seconds.

The Transit Corridors Plan proposes pedestrian improvements at the El Camino Real/San Bruno Avenue intersection, including bulbouts on all four corners and median refuge islands on the San Bruno Avenue legs. Implementation of these improvements would require removal of the exclusive right-turn lanes on the northbound, southbound,

and eastbound approaches, and conversion of the outside through lanes to shared through-right turn lanes. Although these improvements would worsen the intersection traffic impacts, they would be consistent with the basic objectives of the Transit Corridors Plan to promote a pedestrian-, bicycle-, and transit-friendly environment. On the other hand, automobile capacity-enhancing improvements at the El Camino Real/San Bruno Avenue intersection designed to reduce the intersection traffic impacts would adversely affect bicycle and pedestrian circulation. Therefore, this mitigation measure may be considered infeasible.

To address the potentially conflicting needs of pedestrians, bicyclists, transit, and automobiles, the Transit Corridors Plan recommends implementation of a multi-modal LOS policy that also evaluates bicycle, pedestrian and transit access in conjunction with vehicle LOS. If adopted, implementation of an LOS F standard would mitigate the impact on the El Camino Real/San Bruno Avenue intersection based on City criteria, but the LOS at this intersection would still exceed the Caltrans threshold and the threshold for CMP intersections established by C/CAG.

For these reasons, this mitigation measure may be considered infeasible. Therefore, the impact of the Transit Corridors Plan on the San Bruno Avenue/El Camino Real intersection represents an unavoidable significant impact.

Mitigation 14-2 would require converting the westbound shared left-turn lane to a dedicated through lane at the Southbound US 101 Ramps/San Bruno Avenue intersection. This measure would result in LOS C operations during both the AM and PM peak hours. However, this improvement is not currently programmed and is not funding-assured. The impact evaluation for the San Bruno TCP represents a program level analysis and in general no specific projects have been identified. Thus, this mitigation measure may be considered infeasible and the impact of the Transit Corridors Plan on the Southbound US 101 Ramps/San Bruno Avenue intersection represents an unavoidable significant impact. However, the City will work with Caltrans to pursue implementation of Mitigation 14-2 as development in the TCP area occurs.

Comment L 11.04: The widening of the westbound I-380 off-ramp to provide an additional right-turn lane identified in Mitigation 14-3 would not necessarily require acquisition of additional right-of-way from adjacent developed properties. This widening can be accomplished by constructing a retaining wall, concrete railing and concrete barrier. Mitigation 14-3 is feasible.

Response: Mitigation 14-3 would require providing three westbound right-turn lanes from the I-380 ramp onto northbound El Camino Real. However, this improvement is not currently programmed and funding is not assured. The impact evaluation for the San Bruno TCP represents a program level analysis and in general no specific projects have been identified. Thus, this mitigation measure may be considered infeasible and the impact of the Transit Corridors Plan on the El Camino Real/Westbound I-380 Ramps intersection represents an unavoidable significant impact. However, the City will work with Caltrans to pursue implementation of Mitigation 14-3 as development in the TCP area occurs.

Comment L 11.05: Please provide the intersection and freeway ramps traffic queuing analysis in this study.

Response: The intersection and freeway ramps traffic queuing analysis is available for review at the City of San Bruno Community Development Department. A copy of the intersection and freeway ramps traffic queuing analysis will be provided to Caltrans for its review together with a copy of this Final EIR a minimum of 10 days before City Council certification of the EIR. No further response is required.

Comment L 11.06: Please provide the Traffix study data for Caltrans review.

Response: The Traffix study data is available for review at the City of San Bruno Community Development Department. A copy of the Traffix study data will be provided to Caltrans for its review together with a copy of this Final EIR a minimum of 10 days before City Council certification of the EIR. No further response is required.

Comment L 11.07: Table 9.1 on Draft EIR page 9-14 indicates the estimated change in runoff with development under the Plan would be 80,330 cubic feet per second (cfs); however, page 9-13 indicates it would be 8.76 cfs.

Response: The estimated increase in runoff with development under the Plan would be 8.76 cfs. Table 9.1 on Draft EIR page 9-14 has been updated accordingly.

Comment L 11.08: Please provide a copy of the 2001 Drainage Master Plan for Caltrans review.

Response: The 2001 Drainage Master Plan is available for review at the City of San Bruno Community Development Department. A copy of the 2001 Drainage Master Plan will be provided to Caltrans for its review together with a copy of this Final EIR a minimum of 10 days before City Council certification of the EIR. No further response is required.

Comment L 11.09: It is Caltrans policy that work within the state right-of-way be preceded by a current archaeological record search and evidence shown in the environmental document. This and other cultural resources requirements must be fulfilled before an encroachment permit can be issued.

Response: As explained in Chapter 7, Cultural Resources, of the Draft EIR, an archival literature review was conducted in 1998 by the Northwest Information Center (NWIC) of the California Historical Resources Information System for the San Bruno Redevelopment Project Area Plan Draft EIR. The 1998 Redevelopment Project Area encompassed all of the Plan area.

The Draft EIR has been prepared as a program EIR, which evaluates the environmental impacts of development under the Transit Corridors Plan that can be identified at this time. The more detailed impacts of future individual projects in accordance with the Plan, which are not proposed at this time and therefore are not yet described in sufficient detail for meaningful evaluation, are not considered in this program EIR. When such proposals come before the City in the future and the details of the individual action are sufficiently defined, the action will be subject to its own, project-specific environmental review under CEQA. Future individual projects that involve work within the State right-of-way and an encroachment permit from Caltrans may need to be preceded by a

current archaeological record search as part of that project-specific environmental review.

Mitigation 7-1, which includes measures in accordance with Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines, would reduce the potential plan-related impact on archaeological resources to a less-than-significant level. Mitigation 7-2 would reduce the potential plan-related impact on paleontological resources to a less-than-significant level.



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EXECUTIVE OFFICER/APCO

May 14, 2012

Mark Sullivan, Housing and Redevelopment Manager
City of San Bruno
Community Development Department
567 El Camino Real
San Bruno, CA 94066

CITY OF SAN BRUNO
COMMUNITY DEVELOPMENT DEPARTMENT

MAY 16 2012

RECEIVED

**Subject: Draft Environmental Impact Report for the San Bruno Transit
Corridors Specific Plan**

Dear Mr. Sullivan,

Bay Area Air Quality Management District (District) staff reviewed the Draft Environmental Impact Report (DEIR) prepared for the City of San Bruno's (City) Transit Corridors Specific Plan (Plan). We understand that the Plan area covers roughly 160 acres and will serve as the guiding policy document for future development in the City's downtown area.

District staff supports the City's commitment to implementing a plan that enhances mobility through alternative modes of transportation. This includes diversifying the downtown area and increasing land use densities to support transit ridership, improving the Plan area's connectivity to the surrounding neighborhood so that people can more easily walk or bike to their destinations, and encouraging employers to adopt trip reduction programs. We also applaud the City's commitment to developing a Greenhouse Gas (GHG) Emissions Reduction Plan to minimize GHG emissions from future development and also improve air quality and protect public health.

In addition, staff believes that the analysis of toxic air contaminants (TACs) is sound and the proposed mitigation measures to avoid health impacts on sensitive receptors will be effective. Staff supports Mitigation 5-1 that includes strategies to reduce dust impacts and more importantly reduce diesel exhaust emitted from construction equipment. Staff recommends the Plan also specify measures that apply to new development that may have new sources of TAC emissions. For example, if loading docks are electrified then trucks do not need to run their primary diesel engines when loading and unloading goods.

If you have any questions, please contact Ian Peterson, Environmental Planner, at (415) 749-4783.

Sincerely,

Jean Roggenkamp
foc

Jean Roggenkamp
Deputy Air Pollution Control Officer

cc: BAAQMD Director Carole Groom
BAAQMD Director Carol Klatt

L12.01

L12.02

L12.03

L12.04

L12.05

L 12 Jean Roggenkamp, Deputy Air Pollution Control Officer, Bay Area Air Quality Management District, May 14, 2012

Comment L 12.01: The Bay Area Air Quality Management District (BAAQMD) supports the City's plan to enhance mobility through alternative transportation modes, diversify land uses downtown, increase development densities to support transit ridership, improve connectivity, and encourage trip reduction programs.

Response: Comment acknowledged. No further response is required.

Comment L 12.02: The BAAQMD supports the City's commitment to developing a greenhouse gas emissions reduction plan.

Response: As explained in Chapter 6, Climate Change, of the Draft EIR, by facilitating higher intensity infill development in an existing urban area at transit corridor locations with good local and regional transit access, including convenient San Mateo County Transit District (SamTrans) bus service, Bay Area Rapid Transit District service (San Bruno BART station), and Caltrain commuter rail service (new San Bruno Caltrain station), project-related vehicle trips and vehicle miles traveled would be minimized, and the project's transportation-related greenhouse gas (GHG) emissions would be less than rates produced by the same amount of population and employment growth elsewhere in the vicinity and Bay region where transit service is less available. GHG emissions resulting from occupancy and operation under Transit Corridors Plan buildout would represent a less-than-significant impact.

The Draft EIR also explains that the San Bruno General Plan includes numerous goals, policies, and programs which, if implemented, will reduce San Bruno's impacts on global climate change and reduce the threats associated with global climate change on the city. The comment refers specifically to San Bruno General Plan Policy ERC-31, which calls for the City to "Prepare a Greenhouse Gas Emissions Reduction Plan, focusing on feasible actions the City can take to minimize the adverse impacts of Plan implementation on climate change and air quality...." Comment acknowledged. No further response is required.

Comment L 12.03: The Draft EIR analysis of toxic air contaminant (TAC) emissions is sound and the proposed mitigation measures to avoid health impacts on sensitive receptors would be effective.

Response: Comment acknowledged. No further response is required.

Comment L 12.04: The BAAQMD supports Mitigation 5-1 to reduce construction period dust and diesel exhaust emissions.

Response: Comment acknowledged. No further response is required.

Comment L 12.05: The BAAQMD recommends the Plan include measures that apply to new development that may have new sources of TAC emissions.

Response: The comment does not pertain to a significant environmental issue or the adequacy of the Draft EIR. The Transit Corridors Plan does not include measures that

apply to new development that may have new sources of TAC emissions. The Transit Corridors Plan would not preclude consideration of such measures. The City Council may wish to include such measures in the Plan, for example, a private realm design guideline that loading docks be electrified so that trucks do not need to run their primary diesel engines when loading and unloading goods. Alternatively, the City Council feel that such measures should be considered at a later time, when specific individual projects come before the City and are sufficiently defined, and subject to their own, project-level environmental review in compliance with CEQA.



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

May 15, 2012

CITY OF SAN BRUNO
COMMUNITY DEVELOPMENT DEPARTMENT

MAY 16 2012

RECEIVED

Mark Sullivan
City of San Bruno
567 El Camino Real
San Bruno, CA 94066

Subject: San Bruno Transit Corridors Plan
SCH#: 2010122029

Dear Mark Sullivan:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on May 14, 2012, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

L13.01

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2010122029
Project Title San Bruno Transit Corridors Plan
Lead Agency San Bruno, City of

Type EIR Draft EIR

Description The City of San Bruno is proposing to adopt the San Bruno Transit Corridors Specific Plan, which would set forth a transformative new vision for transit oriented mixed used development, including housing and commercial uses, in the Transit Corridors Area (approximately 160-acres) centered on the new San Bruno Avenue Caltrain Station, and including downtown San Bruno along San Mateo Avenue and portions of El Camino Real, San Bruno Avenue and Huntington Avenue. The proposed Plan would establish a development framework, development standard and design guidelines for public and private realm improvements, transportation and infrastructure improvements, as well as implementation strategies to achieve that vision.

Lead Agency Contact

Name Mark Sullivan
Agency City of San Bruno
Phone (650) 616-7053 **Fax**
email msullivan@sanbruno.ca.gov
Address 567 El Camino Real
City San Bruno **State** CA **Zip** 94066

Project Location

County San Mateo
City San Bruno
Region
Lat / Long
Cross Streets San Mateo Ave, El Camino Real, San Bruno Ave, and Huntington Ave
Parcel No. Multiple
Township **Range** **Section** **Base**

Proximity to:

Highways U.S. 101, I-380, I-280, SR-82
Airports San Francisco Int'l
Railways BART, Caltrain
Waterways
Schools 5 ES, 1 HS, 1 SS
Land Use GPD: Central Business District, Transit-Oriented Development, Industrial, Public/Quasi-Public, Low Density Residential, and Parks/Open Space.
 Z: A-R, C, C-B-D, C-M, C-N, O, P-D, R-1, R-2, and U

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Noise; Population/Housing Balance; Public Services; Septic System; Sewer Capacity; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 2; Native American Heritage Commission

Date Received 03/29/2012 **Start of Review** 03/29/2012 **End of Review** 05/14/2012

Note: Blanks in data fields result from insufficient information provided by lead agency.

L 13 Scott Morgan, Director, State Clearinghouse, May 15, 2012

Comment L 13.01: The letter acknowledges that the City has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to CEQA.

Response: Comment acknowledged. No further response is required.

3. REVISIONS TO THE DRAFT EIR

The following section includes all revisions to the Draft EIR made in response to comments received during the Draft EIR comment period. All text revisions are indicated by a bracket in the left margin next to the revised line(s). All of the revised pages supersede the corresponding pages in the Draft EIR. None of the criteria listed in CEQA Guidelines section 15088.5 (Recirculation of an EIR Prior to Certification) indicating the need for recirculation of the EIR has been met as a result of the revisions which follow. In particular:

- no new significant environmental impact due to the project or due to a new mitigation measure has been identified;
- no substantial increase in the severity of an environmental impact has been identified; and
- no additional feasible project alternative or mitigation measure considerably different from others previously analyzed in the Draft EIR has been identified that would clearly lessen the significant environmental impacts of the project, but the project proponents decline to adopt.

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>building heights on adjacent low-density residential properties may not be adequately mitigated by these Plan setback and stepback provisions:</p> <ul style="list-style-type: none"> ▪ within the TOD-SO (TOD-Station Office) designation encompassing the planned new Caltrain station and adjacent areas to the north, where new buildings of up to 90 feet (7 stories) in height would be permissible adjacent to the rear yards of approximately eight existing 1-to-4-unit residential properties fronting on 2nd Avenue (the proposed minimum rear yard setback here of 10 feet and minimum stepback of 15 feet above 4 stories would reduce this potential impact, but not assuredly to a less-than-significant level); ▪ at edges of the TOD-MXD1 (Medium-High Density Mixed-Use) designation along the San Bruno and Huntington Avenue corridors, where new buildings up to 65 feet (5 stories) in height would be permissible directly adjacent to the side yards of roughly a dozen existing 1-to-5-unit residential properties along San Bruno Avenue East (the proposed minimum stepback of 15 feet above 4 stories would reduce this potential impact, but not assuredly to a less-than-significant level); ▪ at edges of the TOD-MXD2 (High-Density Mixed-Use) designation along the El Camino 				

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- S = Significant
 - LS = Less than significant
 - SU = Significant unavoidable impact
 - NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
Real and San Bruno Avenue West corridors, where the visual impact of new				

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<p>buildings up to 70 feet (5 stories) in height would be permissible directly adjacent to the rear yards of roughly eight or nine 1-to-5-unit residential properties fronting on Hensley Avenue north of Euclid Avenue; roughly seven or eight 1-to-4-unit residential properties fronting on Hensley Avenue north of Sylvan Avenue; and roughly eight or nine single family residential properties fronting on Linden Avenue along the south side of San Bruno Avenue west of White Way (the Plan-proposed minimum ground level rear yard setback of 10 feet and minimum stepback of 15 feet above 4 stories would reduce this potential impact, but not assuredly to a less-than-significant level); and</p> <ul style="list-style-type: none"> ▪ within the proposed CBD (Central Business District) designation along San Mateo Avenue, where new buildings of up to 55 feet (4 stories) in height would be permissible adjacent to the rear yards of approximately four existing single-family properties, including one on Mills Avenue south of San Bruno Avenue, one on Masson Avenue south of Kains Avenue, and up to two on Angus Avenue south of San Mateo Avenue (the proposed minimum rear yard setbacks here of 10 feet and minimum stepback of 10 feet above the third floor would reduce this potential impact, but not assuredly to a less-than-significant level). 				

S = Significant
 LS = Less than significant
 SU = Significant unavoidable impact
 NA = Not applicable

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
The potential Plan building height impacts on visually sensitive residential edges would represent a <i>significant adverse impact</i> .				

-
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 - SU = Significant unavoidable impact
 - NA = Not applicable

		<p>notice sent to neighbors regarding the construction schedule. (The project sponsor should be responsible for designating a Noise Disturbance Coordinator, posting the phone number, and providing construction schedule notices. The Noise Disturbance Coordinator would work directly with an assigned City staff member.)</p> <p>These measures would reduce temporary construction noise impacts to a less-than-significant level.</p>		
<p>Impact 11-5: Plan-Related Airport Noise Impacts. Aircraft operations at San Francisco International Airport (SFO) expose portions of the Transit Corridors Area to noise levels exceeding 65 dBA CNEL. Near San Bruno Avenue, the noise contours for SFO show the annual average noise level to range from 70 to 74 dB CNEL east of the rail corridor, and from 60 to 70 dB CNEL west of the rail corridor. Transit Corridors Plan designations for new residential and other noise-sensitive uses inside the 65 dBA CNEL noise contour and new commercial uses (including hotels) inside the 70 dBA CNEL noise contour would not be consistent with the San Mateo County ALUP land use/noise compatibility standards, and therefore represent a potentially significant impact.</p>	S	<p>Mitigation 11-5. New residential construction should not be undertaken in Transit Corridors locations where the projected noise level due to aircraft operations at SFO exceeds 70 dBA CNEL. Proposed future individual residential or other noise-sensitive development at locations where the projected noise exposure due to SFO aircraft operations ranges from 65 to 70 dBA CNEL shall be undertaken only after analysis and needed noise insulation features are included in the design to the satisfaction of the City's Building Division. Residential units should be constructed to ensure an interior CNEL due to aircraft noise of 45 dB or less in all habitable rooms. Each residential unit must grant to the airport proprietor an avigation easement for aircraft noise. Similarly, proposed future individual noise-sensitive commercial uses, including hotels, at locations where the projected noise level exceeds 70 dBA CNEL shall only be undertaken after analysis and needed noise</p>	City, individual project applicants	LS

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- SU = Significant unavoidable impact
- NA = Not applicable

		insulation features are included in the design to the satisfaction of the City's Building Division. Implementation of this measure would reduce this impact to a <i>less-than-significant level</i> .		
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NA = Not applicable

<p>which would represent a potentially significant impact.</p>		<p>by approximately 39 seconds. In addition, because El Camino Real is a Caltrans facility, this improvement would exceed the City's authority to implement. With implementation of this measure, the impact of the Transit Corridors Plan on the El Camino Real/San Bruno Avenue intersection would remain an unavoidable significant impact.</p>		
<p>Impact 14-2: Southbound US 101 Ramps/San Bruno Avenue Intersection Impact. Under 2030 General Plan With Project conditions, intersection operations would deteriorate from acceptable LOS B (existing) to unacceptable LOS D during the PM peak hour, which would represent a potentially significant impact under Caltrans criteria.</p>	<p>S</p>	<p>Mitigation 14-2. This impact could be mitigated to a less-than-significant level by converting the westbound shared left-turn lane to a dedicated through lane at the Southbound US 101 Ramps/San Bruno Avenue intersection. This measure would result in LOS C operations during both the AM and PM peak hours. However, this improvement is not currently programmed and funding is not assured. The impact evaluation for the San Bruno TCP represents a program level analysis and in general no specific projects have been identified. Thus, this mitigation measure may be considered infeasible and the impact of the Transit Corridors Plan on the Southbound US 101 Ramps/San Bruno Avenue intersection represents an unavoidable significant impact. However, the City may work with Caltrans to pursue implementation of Mitigation 14-2 as development in the TCP area occurs.</p>	<p>City; fair-share reimbursement from future individual project applicants</p>	<p>SU</p>
<p>Impact 14-3: El Camino Real/Westbound I-380 Ramps Intersection Impact. Under 2030 General Plan With Project conditions, intersection operations would deteriorate from LOS D (existing) to LOS D intersection operations during the PM peak hour with an</p>	<p>S</p>	<p>Mitigation 14-3. This impact could be mitigated to a less-than-significant level by providing three westbound right-turn lanes from the I-380 ramp onto northbound El Camino Real. However, this improvement is not currently programmed and funding is not assured. The impact evaluation for</p>	<p>City; fair-share reimbursement from future individual project applicants</p>	<p>SU</p>

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- SU = Significant unavoidable impact
- NA = Not applicable

<p>increase in delay of 12.1 seconds, which would represent a potentially significant impact under Caltrans criteria.</p>		<p>the San Bruno TCP represents a program level analysis and in general no specific projects have been identified. Thus, this mitigation measure may be considered infeasible and the impact of the Transit Corridors Plan on the Southbound US 101 Ramps/San Bruno Avenue intersection represents an unavoidable significant impact. However, the City may work with Caltrans to pursue implementation of Mitigation 14-3 as development in the TCP area occurs.</p>		
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 - LS = Less than significant
 - SU = Significant unavoidable impact
 - NA = Not applicable

Impact 4-1: Plan Building Height Impacts on Visually Sensitive Residential Edges.

The visual impact of the Plan-proposed increases in Transit Corridors Area maximum permitted building heights, which at various locations would exceed the current citywide 3-story building height maximum by from 1 to 4 additional stories, would be minimized by Plan-proposed building setback and stepback requirements. The proposed building setback and stepback requirements have been specifically formulated to reduce shade and shadow impacts and perceptions of building height and mass incompatibilities on the Plan area edges adjacent to lower intensity residential and other uses.

Permitted new multi-story buildings along Plan corridor frontages and Plan area edges would for the most part be separated from the nearest adjacent residential uses by existing roadway rights-of-way, and would be subject to greater minimum setbacks at ground level as well as additional building “stepback” requirements above the fifth floor (above 50 feet). However, in the following site-specific instances, the potential impact of Plan-proposed maximum building heights on adjacent low-density residential properties may not be adequately mitigated by these Plan setback and stepback provisions:

- within the TOD-SO (TOD-Station Office) designation encompassing the planned new Caltrain station and adjacent areas to the north, where new buildings of up to 90 feet (7 stories) in height would be permissible adjacent to the rear yards of approximately eight existing 1-to-4-unit residential properties fronting on 2nd Avenue (the proposed minimum rear yard setback here of 10 feet and minimum stepback of 15 feet above 4 stories would reduce this potential impact, but not assuredly to a less-than-significant level);
- at edges of the TOD-MXD1 (Medium-High Density Mixed-Use) designation along the San Bruno and Huntington Avenue corridors, where new buildings up to 65 feet (5 stories) in height would be permissible directly adjacent to the side yards of roughly a dozen existing 1-to-5-unit residential properties along San Bruno Avenue East (the proposed minimum stepback of 15 feet above 4 stories would reduce this potential impact, but not assuredly to a less-than-significant level);
- at edges of the TOD-MXD2 (High-Density Mixed-Use) designation along the El Camino Real and San Bruno Avenue West corridors, where the visual impact of new buildings up to 70 feet (5 stories) in height would be permissible directly adjacent to the rear yards of roughly eight or nine 1-to-5-unit residential properties fronting on Hensley Avenue north of Euclid Avenue; roughly seven or eight 1-to-4-unit residential properties fronting on Hensley Avenue north of Sylvan Avenue; and roughly eight or nine single family residential properties fronting on Linden Avenue along the south side of San Bruno Avenue west of White Way (the Plan-proposed minimum ground level rear yard setback of 10

feet and minimum stepback of 15 feet above 4 stories would reduce this potential impact, but not assuredly to a less-than-significant level); and

(continued)

Table 9.1
 LOCAL STORMWATER RUNOFF CHARACTERISTICS (CUBIC FEET PER SECOND--
 CFS)

<u>Subarea</u>	<u>Existing</u>	<u>Transit Corridors Plan Buildout</u>	<u>Increase</u>
San Mateo Avenue (north)	13.18	15.71	2.53
San Mateo Avenue (south)	10.89	14.14	3.25
El Camino Real (north)	16.48	17.60	1.12
El Camino Real (south)	7.58	8.74	1.16
San Bruno Avenue	4.18	4.88	0.70
TOTAL	52.31	61.07	8.76

SOURCE: Michael Thomas & Company, Inc., City of San Bruno Downtown – Transit Corridors Plan (DTCP) 2030 Development Potential Infrastructure Assessment Findings Summary, August 31, 2009.

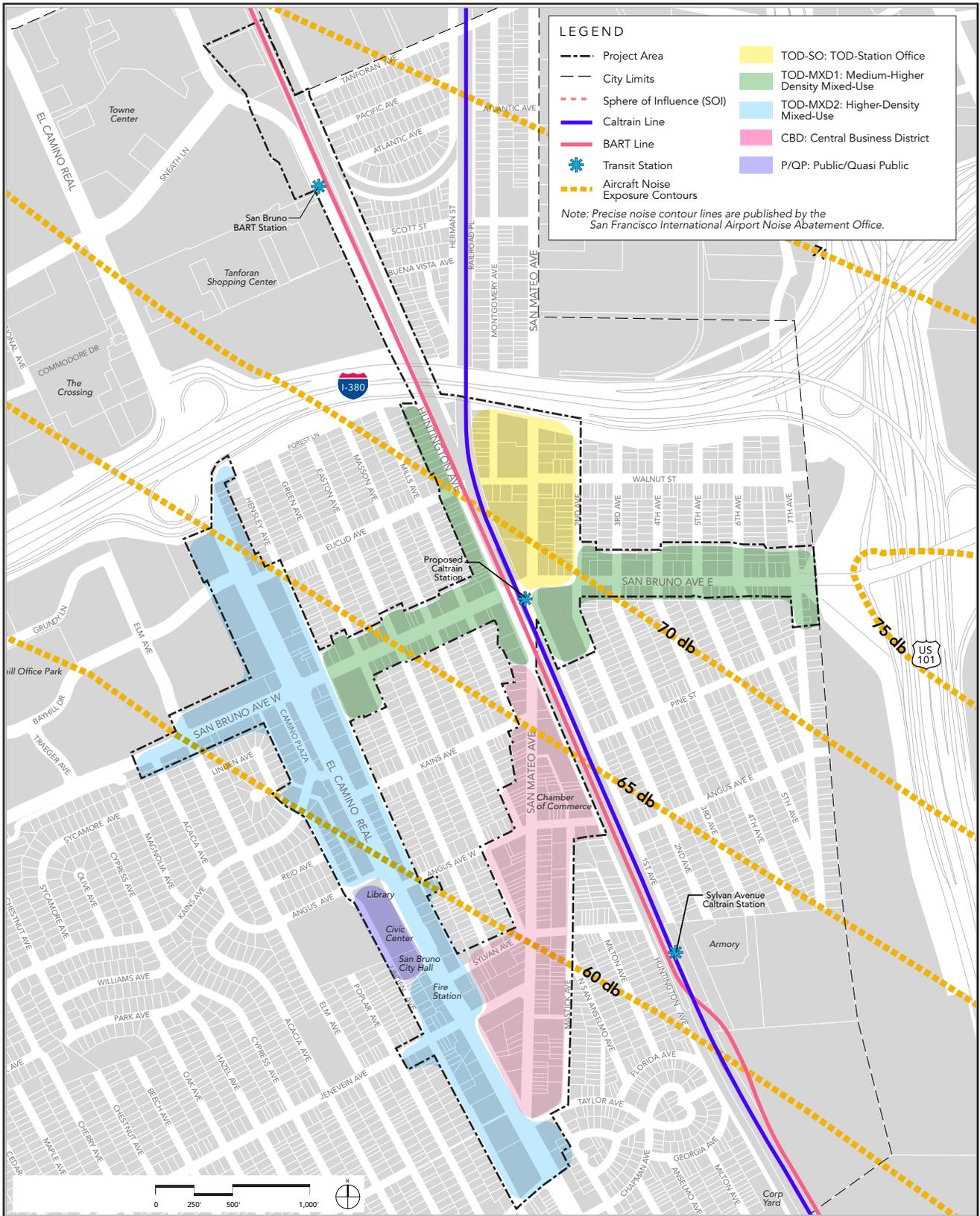
The City's Stormwater Fund is operated as an enterprise fund and is fully funded by a drainage parcel fee assessed against all properties as a function of the parcel type and potential for stormwater runoff.

The Transit Corridors Area is not currently subject to the requirements of a waste discharge permit. The Transit Corridors Plan would not facilitate new improvements or activities that would be subject to the requirements of an existing or new water discharge permit. Implementation of the Transit Corridors Plan would not violate any waste discharge requirements.

Therefore, the impacts of the Transit Corridors Plan on storm drainage would represent a **less-than-significant impact**.

Mitigation. No significant impact has been identified; no mitigation is required.

Plan-Related Construction Period Water Quality Impacts. Construction activities within the Transit Corridors Area may substantially degrade the quality of downstream receiving waters, including Crystal Springs Creek, Huntington Creek, San Bruno Creek, Colma Creek, and San Francisco Bay. Construction activities, in particular activities involving soil disturbance, excavation, and grading, could potentially result in increased erosion on-site and sediments, pollutants and excess nutrients being carried to downstream drainage facilities and receiving waters within these creeks and eventually San Francisco Bay, potentially increasing creek and Bay turbidity and sedimentation, and thereby disrupting aquatic habitats. Without proper



SOURCE: MIG

Figure 11.2

AIRCRAFT NOISE EXPOSURE CONTOURS

Impact 11-5: Plan-Related Airport Noise Impacts. Aircraft operations at San Francisco International Airport (SFO) expose portions of the Transit Corridors Area to noise levels exceeding 65 dBA CNEL. Near San Bruno Avenue, the noise contours for SFO show the annual average noise level to range from 70 to 74 dB CNEL east of the rail corridor, and from 60 to 70 dB CNEL west of the rail corridor. Transit Corridors Plan designations for new residential and other noise-sensitive uses inside the 65 dBA CNEL noise contour and new commercial uses (including hotels) inside the 70 dBA CNEL noise contour would not be consistent with the San Mateo County ALUP land use/noise compatibility standards, and therefore represent a **potentially significant impact** (see criteria 1 and explanatory text in subsection 11.3.1, "Significance Criteria," above).

San Bruno General Plan policies require sponsors of new housing to record a notice of Fair Disclosure regarding proximity to and impacts of SFO aircraft operations.

Mitigation 11-5. New residential construction should not be undertaken in Transit Corridors locations where the projected noise level due to aircraft operations at SFO exceeds 70 dBA CNEL. Proposed future individual residential or other noise-sensitive development at locations where the projected noise exposure due to SFO aircraft operations ranges from 65 to 70 dBA CNEL shall be undertaken only after analysis and needed noise insulation features are included in the design to the satisfaction of the City's Building Division. Residential units should be constructed to ensure an interior CNEL due to aircraft noise of 45 dB or less in all habitable rooms. Each residential unit must grant to the airport proprietor an avigation easement for aircraft noise. Similarly, proposed future individual noise-sensitive commercial uses, including hotels, at locations where the projected noise level exceeds 70 dBA CNEL shall only be undertaken after analysis and needed noise insulation features are included in the design to the satisfaction of the City's Building Division. Implementation of this measure would reduce this impact to a **less-than-significant level**.

2009 General Plan.¹ Water demand associated with these population and employment projections is presented in Table 13.3. Based on these projections, the estimated water demand in the City in 2035 without implementation of the Transit Corridors Plan will be 4.89 MGD.

(b) Water Treatment, Storage, Distribution and Fire Flow. In addition to the five supply wells, San Bruno's water system infrastructure consists of 18 booster pumps, one filtering plant, eight storage tanks (with a combined capacity of eight million gallons), 900 fire hydrants, 9,000 valves, over 100 miles of water mains ranging from 12 inches to 16 inches in diameter, and 11,300 metered services. The City has adequate water storage capacity to meet current and future domestic demand; however, the Water Master Plan (dated July 2001) by Brown and Caldwell identified the need for an additional 1.3 million gallons of storage capacity to meet future fire flow demand.

Existing water facilities in and around the Transit Corridors Area are shown on Figure 13.1. The existing domestic and fire protection system includes 100 miles of pipes ranging from 2 to 16 inches in diameter. The Water Master Plan has identified fire flow inadequacies in the City's water distribution system. A portion of the existing water distribution system will need to be upgraded to meet capacity and pressure to adhere to the latest fire flow standards. The Water Master Plan projections for year 2030 identified the need to add approximately 113,400 feet of new or replacement water lines. In addition, the City has identified another 10,000 feet of water mains requiring replacement.

The City is currently designing an upgrade of water system components within Mastick Avenue as part of its rehabilitation program. There are no other water line replacement projects planned for the near future.

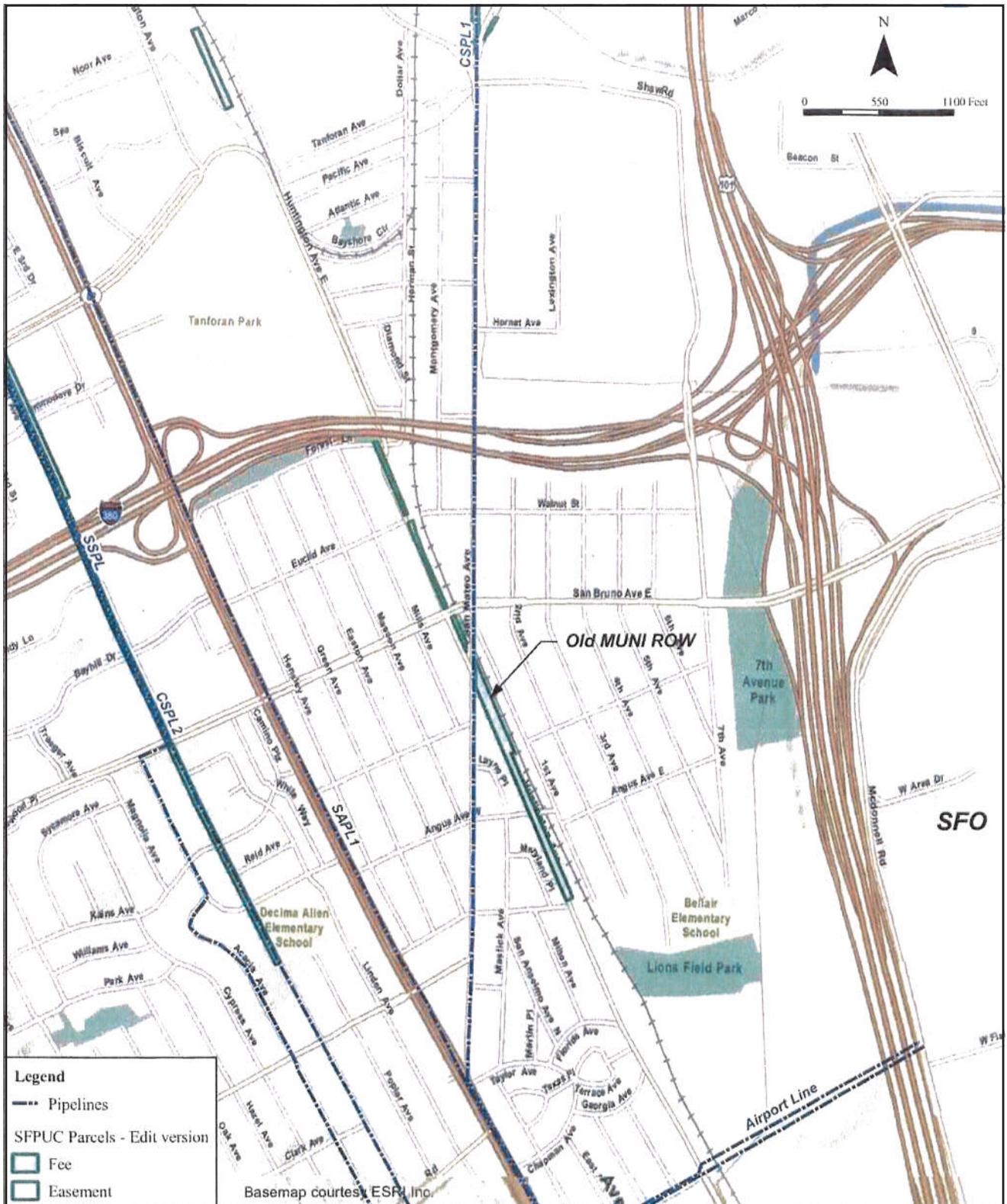
The Plan area contains San Francisco Public Utility Commission (SFPUC) transmission pipeline rights-of-way and pipeline alignments. SFPUC rights-of-way and pipelines alignments are shown in Figure 13.2. The highest priority of the SFPUC on its right-of-way lands is to protect the water supply and the transmission pipelines that carry water to its customers. In addition, access to pipelines for repair, replacement or upgrades is important to providing a safe, reliable and high quality water supply to SFPUC customers. Use of SFPUC right-of-way must be consistent with SFPUC plans and policies. Project level CEQA environmental review may be required for specific projects involving use of SFPUC right-of-way, and individual projects would be referred to the SFPUC to review.

13.1.2 Regulatory Setting

(a) California Health and Safety Code. Section 64562 of the California Health and Safety Code requires all public water systems to have sufficient water available from their water sources and distribution reservoirs to supply adequately, dependably, and safely the total requirements of all users under maximum demand conditions before agreements are made to permit additional service connections to a system.

¹General Plan projections indicate that by 2025 the City's population may grow to 47,374 (a growth rate of 2.3 percent per year) and employment may grow to 22,392 (19.5 percent every five years). For the purposes of projecting the City's water demand in 2035, the General Plan growth rates through 2025 were conservatively assumed to continue through 2035. These assumed growth rates result in a total projected City population of 51,840 and employment of 33,372 by 2035.

(b) California State Senate Bill 7. Enacted in late 2009, Senate Bill 7 (SB 7) requires the State of California as a whole to achieve a 20 percent reduction in urban per capita water use by December 31, 2020. The law also requires the State to make incremental progress towards this goal, namely achieving a 10 percent per capita reduction in urban water use on or before December 31, 2015. To achieve these goals, the law includes a requirement that urban retail water suppliers would not be eligible for state water grants or loans on and after July 1, 2013, unless they demonstrate compliance with the water conservation requirements of the bill.



SOURCE: San Francisco Public Utilities Commission

Figure 13.2

SFPUC RIGHT-OF-WAY AND PIPELINES

Cumulative Water Service Impacts. Development facilitated by the Transit Corridors Plan, together with other reasonably foreseeable development in the city, would result in an estimated total of approximately 2,640 new housing units and 2,340,200 square feet of new non-residential development within San Bruno by 2030. This cumulative development would create a cumulative need for additional water supply and additional treatment, storage and distribution facilities.

The WSA prepared for the Transit Corridors Plan concluded that the City has sufficient water supplies to meet current water demand and future water demand through 2035 within its service area, including the increased water demand associated with the Transit Corridors Plan, during normal, single dry, and multiple dry years.

Under normal existing City development permitting procedures, each individual future development project within the Transit Corridors Area would be required to: (1) pay applicable City development and connection fees, (2) pay its fair share toward necessary water system facilities to support the proposed development's water infrastructure needs, and (3) submit final project water system design specifications and construction modifications for approval by the Engineering and Construction Division. In addition, new service connections and/or the effects of adjacent heavy construction may require localized pipe replacement. Under its normal development review procedure for specific projects, the City would determine the actual fire flow and water system design requirements. Construction of water system improvements to meet the demand of future development under the Transit Corridors Plan would occur within existing public rights-of-way. Temporary construction period traffic, noise, air quality, water quality and other potential impacts would be mitigated through the City's standard construction mitigation practices.

Therefore, cumulative impacts related to water service would be *less than significant*.

Mitigation. No significant cumulative impact has been identified; no mitigation is required.

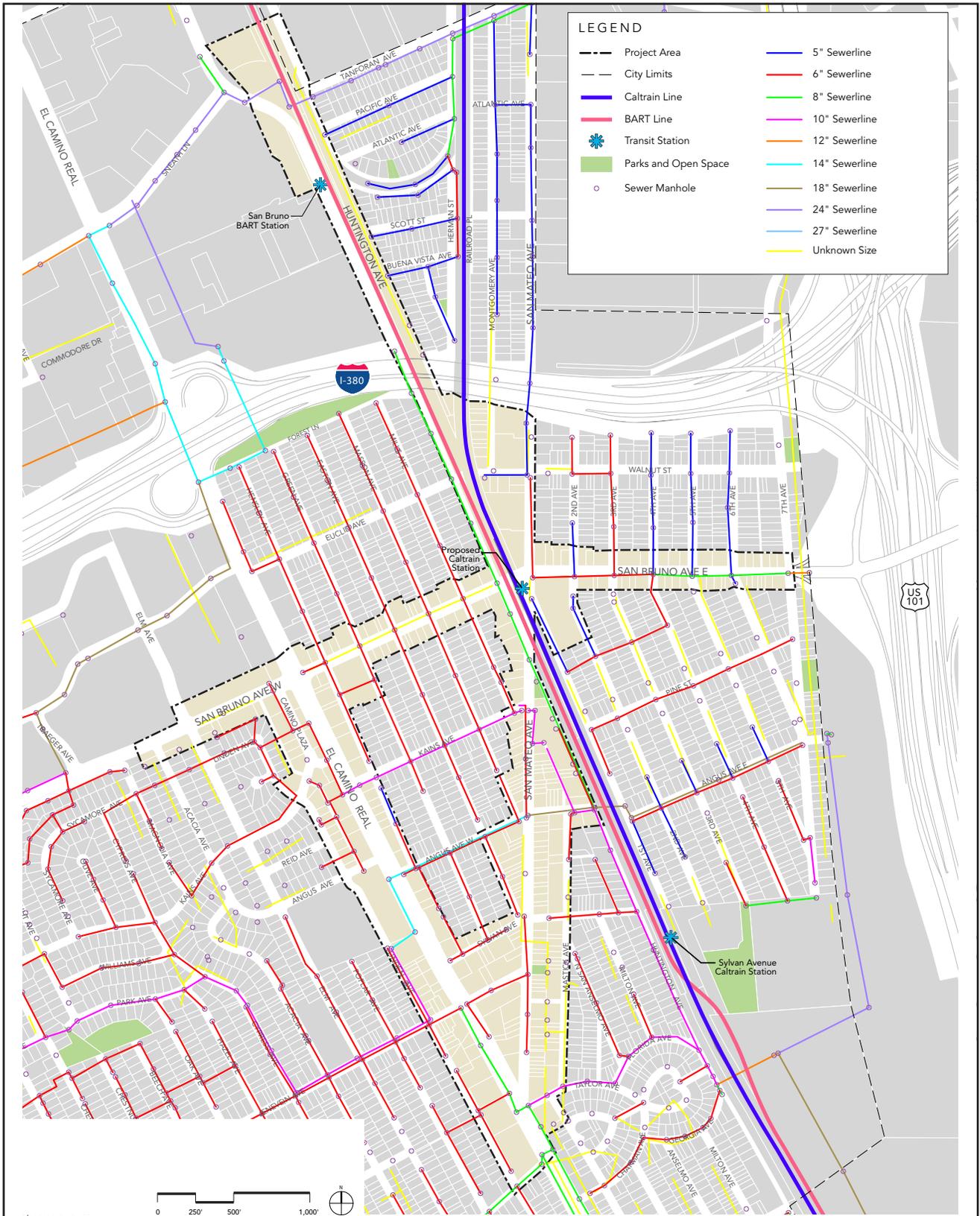
13.2 WASTEWATER SERVICE

This section describes the existing conditions and regulatory setting, and the potential impacts of the Transit Corridors Plan related to wastewater collection and treatment facilities.

13.2.1 Environmental Setting

(a) Wastewater Collection. The City Public Works Department is responsible for wastewater collection and treatment services in San Bruno. The existing municipal wastewater collection system consists of approximately 150 miles of sewer pipelines ranging in size from 5 to 27 inches in diameter and 7 lift stations within the city limits. Existing wastewater facilities in and around the Transit Corridors Area are shown in Figure 13.3.

Most of San Bruno's sewer system was installed 30 to 80 years ago. Large sections of aging pipe are in need of upgrading and/or replacement. The gravity-flow lines were constructed primarily with vitrified clay pipe, a material that tends to crack with age. Small sections of Orangeburg pipe installed during the 1940's still exist. Public Works staff currently receives 489 emergency calls annually or approximately 1.3 emergency calls each day related to sewage line blockages, breaks or leaks. A 1999 study conducted by the City on the wastewater systems inflow and infiltration problems identified the need to replace and/or rehabilitate existing pipes



SOURCE: Wagstaff/MIG

Figure 13.3

EXISTING SEWER FACILITIES

Table 14.4
STUDY EXISTING INTERSECTION LEVELS OF SERVICE

<u>Intersection (Jurisdiction)</u>	<u>Traffic Control</u>	<u>Peak Hour</u>	<u>Average Delay¹</u>	<u>LOS²</u>	<u>LOS Standard</u>
1. El Camino Real (SR 82)/Taylor Avenue (SB/CT)	Signal	AM	7.5	A	D
		PM	9.5	A	
2. El Camino Real (SR 82)/ San Bruno Avenue (SB/CMP/CT)	Signal	AM	37.9	D	E
		PM	39.5	D	
3. Huntington Avenue/ San Bruno Avenue (SB)	Signal	AM	27.3	C	D
		PM	31.5	C	
4. San Mateo Avenue/ San Bruno Avenue (SB)	Signal	AM	26.8	C	D
		PM	48.3	D	
5. San Mateo Avenue/ Huntington Avenue (North) (SB)	Side Street Stop	AM	9.2 (8.1)	A (A)	D
		PM	12.3 (10.3)	B (B)	
6. Southbound US 101 Ramps/San Bruno Avenue (SB/CT)	Signal	AM	19.8	B	D
		PM	18.2	B	
7. El Camino Real/ Eastbound I-380 Ramps (SB/CT)	Signal	AM	7.6	A	D
		PM	9.7	A	
8. El Camino Real/ Westbound I-380 Ramps (SB/CT)	Signal	AM	17.4	B	D
		PM	39.7	D	

SOURCE: Fehr & Peers, August 18, 2011.

Notes:

1. Whole intersection weighted average total delay for signalized and all-way stop-controlled intersections (expressed in seconds per vehicle). For side-street stop controlled intersections, delays for worst movement and average intersection delay are shown: worst movement (intersection average).
2. LOS calculations performed using the 2000 *Highway Capacity Manual - Special Report 209* delay methods for signalized and unsignalized intersections.
3. LOS standard for City of San Bruno and C/CAG.

Unacceptable operations are indicated in **bold** type.

Jurisdictions: SB = San Bruno, CMP = C/CAG Congestion Management Program, CT = Caltrans

Table 14.8

2030 GENERAL PLAN CUMULATIVE NO PROJECT INTERSECTION LEVELS OF SERVICE

<u>Intersection (Jurisdiction)</u>	<u>Traffic Control</u>	<u>Peak Hour</u>	<u>Average Delay¹</u>	<u>LOS²</u>	<u>LOS Standard³</u>
1. El Camino Real (SR 82)/Taylor Avenue (SB/CT)	Signal	AM	13.7	B	D
		PM	38.5	D	
2. El Camino Real (SR 82)/ San Bruno Avenue (SB/CMP/CT)	Signal	AM	55.2	E	E
		PM	74.4	E	
3. Huntington Avenue/ San Bruno Avenue (SB)	Signal	AM	31.4	C	D
		PM	30.1	C	
4. San Mateo Avenue/ San Bruno Avenue (SB)	Signal	AM	32.9	C	D
		PM	32.1	C	
5. San Mateo Avenue/ Huntington Avenue (North) (SB)	Signal	AM	4.7	A	D
		PM	6.7	A	
6. Southbound US 101 Ramps/San Bruno Avenue (SB/CT)	Signal	AM	19.0	B	D
		PM	34.9	C	
7. El Camino Real/ Eastbound I-380 Ramps (SB/CT)	Signal	AM	7.9	A	D
		PM	9.5	A	
8. El Camino Real/ Westbound I-380 Ramps (SB/CT)	Signal	AM	18.0	B	D
		PM	53.2	D	

SOURCE: Fehr & Peers, August 18, 2011.

Notes:

1. Whole intersection weighted average total delay for signalized and all-way stop-controlled intersections (expressed in seconds per vehicle). For side-street stop controlled intersections, delays for worst movement and average intersection delay are shown: worst movement (intersection average).
2. LOS calculations performed using the 2000 *Highway Capacity Manual - Special Report 209* delay methods for signalized and unsignalized intersections.
3. LOS standard for City of San Bruno and C/CAG.

Unacceptable operations are indicated in **bold** type.

Jurisdictions: SB = San Bruno, CMP = C/CAG Congestion Management Program, CT = Caltrans

Table 14.10
 2030 GENERAL PLAN NO PROJECT AND 2030 GENERAL PLAN WITH PROJECT
 INTERSECTION LEVELS OF SERVICE

Intersection (<i>Jurisdiction</i>)	Traffic Control	Peak Hour	2030 General Plan No Project Conditions		2030 General With Project Conditions		Existing vs. Project Conditions Impact based on:		
			Average Delay ¹	LOS ²	Average Delay ¹	LOS ²	SB	C/CAG	CT
1a. El Camino Real (SR 82)/Taylor Avenue (SB,CT)	Signal	AM PM	13.7 38.5	B D	-- --	-- --	No	--	Yes
1b. El Camino Real (SR 82)/San Mateo Avenue (SB/CT)	Signal	AM PM	-- --	-- --	8.5 31.9	A C	No	--	No
2. El Camino Real (SR 82)/San Bruno Avenue (SB/CMP/CT)	Signal	AM PM	55.2 74.4	E E	74.9 139.5	E F	Yes	Yes	Yes
3. Huntington Avenue/San Bruno Avenue (SB)	Signal	AM PM	31.4 30.1	C C	29.6 45.4	C D	No	--	--
4. San Mateo Avenue/San Bruno Avenue (SB)	Signal	AM PM	32.9 32.1	C C	35.6 40.7	D D	No	--	--
5. San Mateo Avenue/Huntington Avenue (North) (SB)	Signal	AM PM	4.7 6.7	A A	7.1 9.5	A A	No	--	--
6. Southbound US 101 Ramps/San Bruno Avenue (SB/CT)	Signal	AM PM	19.0 34.9	B C	21.4 44.8	C D	No	--	Yes
7. El Camino Real/Eastbound I-380 Ramps (SB/CT)	Signal	AM PM	7.9 9.5	A A	10.5 12.0	B B	No	--	No
8. El Camino Real/Westbound I-380 Ramps (SB/CT)	Signal	AM PM	18.0 53.2	B D	20.8 51.8	C D	No	--	Yes

SOURCE: Fehr & Peers, August 18, 2011.

Notes:

1. Whole intersection weighted average total delay for signalized and all-way stop-controlled intersections (expressed in seconds per vehicle). For side-street stop controlled intersections, delays for worst movement and average intersection delay are shown: worst movement (intersection average).
2. LOS calculations performed using the 2000 *Highway Capacity Manual - Special Report 209* delay methods for signalized and unsignalized intersections.
3. As indicated in EIR subsection 14.3.2(a), the change in methodology for calculation of intersection levels of service established by C/CAG in the 2009 CMP results in a one-or-more level lower LOS rating than the previous methodology. Thus, the Transit Corridors Plan 2030 General Plan With Project Conditions scenario results in unacceptable LOS at three intersections, which might have been acceptable LOS under the former methodology.

Unacceptable operations are indicated in **bold** type.

Jurisdictions: SB = San Bruno, CMP = C/CAG Congestion Management Program, CT = Caltrans

To address the potentially conflicting needs of pedestrians, bicyclists, transit, and automobiles, the Transit Corridors Plan recommends implementation of a multi-modal LOS policy that also evaluates bicycle, pedestrian and transit access in conjunction with vehicle LOS. The purpose of this policy would be to promote a more pedestrian-, bicycle-, and transit-friendly environment in the Transit Corridors Area with wider sidewalks, shorter pedestrian crossing distances and delays, a limited number of travel lanes, and more convenient non-automobile travel. Estimating the effects of this LOS policy on roadway system operation is currently considered too speculative for CEQA purposes.

In addition, maintaining the City's current LOS D policy is not conducive to mixed-use, high density, transit-oriented development areas that include an enhanced pedestrian, bicycle and transit environment as a goal. Under current City policy, intersections that do not meet the City's current LOS standard require additional traffic lanes and street widening to add capacity or signal phasing changes, measures that would worsen conditions for bicycle and pedestrian travel by increasing rider and walker exposure to conflicts with vehicles, and would also detract considerably from a comfortable and vibrant downtown environment. Also, by limiting vehicle congestion, this current City LOS policy reduces the incentive for residents to use non-automobile travel modes such as transit, bicycling, walking and ridesharing. In this light, a change in LOS policy is recommended in the Transit Corridors Plan, but no specific new LOS policy is yet proposed. A specific LOS policy change is therefore not a part of the "project" nor evaluated in this EIR. However, the comparative effects of this alternative are qualitatively discussed in chapter 16, Alternatives to the Proposed Action, herein, under Alternative 4: Transit Corridors Plan Incorporating a Pedestrian-Oriented Intersection Standard (LOS F). If adopted, implementation of an LOS F standard would partially mitigate the impact on the El Camino Real/San Bruno Avenue intersection based on City criteria, but it would still exceed the Caltrans threshold and the threshold for CMP intersections established by C/CAG.

Impact 14-2: Southbound US 101 Ramps/San Bruno Avenue Intersection

Impact. Under 2030 General Plan With Project conditions, intersection operations would deteriorate from acceptable LOS B (existing) to unacceptable LOS D during the PM peak hour, which would represent a ***potentially significant impact*** under Caltrans criteria (see criterion (1) in subsection 14.4.1, "Significance Criteria," above).

Mitigation 14-2. This impact could be mitigated to a less-than-significant level by converting the westbound shared left-turn lane to a dedicated through lane at the Southbound US 101 Ramps/San Bruno Avenue intersection. This measure would result in LOS C operations during both the AM and PM peak hours. However, this improvement is not currently programmed and funding is not assured. The impact evaluation for the San Bruno TCP represents a program level analysis and in general no specific projects have been identified. Thus, this mitigation measure may be considered infeasible and the impact of the Transit Corridors Plan on the Southbound US 101 Ramps/San Bruno Avenue intersection represents an ***unavoidable significant impact***. However, the City may work with Caltrans to pursue implementation of Mitigation 14-2 as development in the TCP area occurs.

Impact 14-3: El Camino Real/Westbound I-380 Ramps Intersection Impact.

Under 2030 General Plan With Project conditions, intersection operations would deteriorate from LOS D (existing) to LOS D intersection operations during the PM peak hour with an increase in delay of 12.1 seconds, which would represent a **potentially significant impact** under Caltrans criteria (see criterion (1) in subsection 14.4.1, "Significance Criteria," above).

Mitigation 14-3. This impact could be mitigated to a less-than-significant level by providing three westbound right-turn lanes from the I-380 ramp onto northbound El Camino Real. However, this improvement is not currently programmed and funding is not assured. The impact evaluation for the San Bruno TCP represents a program level analysis and in general no specific projects have been identified. Thus, this mitigation measure may be considered infeasible and the impact of the Transit Corridors Plan on the Southbound US 101 Ramps/San Bruno Avenue intersection represents an **unavoidable significant impact**. However, the City may work with Caltrans to pursue implementation of Mitigation 14-3 as development in the TCP area occurs.

(2) *Freeway Segments.* This EIR uses the C/CAG threshold of significance to determine the significance of impacts on freeway segments. A comparison to Caltrans thresholds of significance is also provided for informational purposes.

For CMP facilities, the C/CAG threshold of significance is whether the addition of project traffic would cause a segment to exceed its LOS standard. If the segment is exceeding its LOS standard before the addition of project traffic, the threshold of significance is whether the project would add an amount of traffic greater than one percent of the segment's capacity or would increase the v/c ratio by one percent or more.

The C/CAG LOS standard for US 101 is LOS E, and all segments on US 101 are projected to operate at an acceptable LOS E or better under Cumulative No Project conditions. The addition of Transit Corridors Plan traffic would not cause any of the study segments on US 101 to deteriorate to an unacceptable LOS.

The C/CAG LOS standard on I-380 is LOS F, and all segments on I-380 are projected to operate at an acceptable LOS E or better under Cumulative No Project conditions with the exception of the eastbound segments of I-380 during the AM peak period. The Transit Corridors Plan would increase the v/c ratio by more than one percent and add more than one percent of the segments' capacity for the eastbound segments of I-380 during the AM peak period, which would represent a significant impact.

Based on Caltrans thresholds of significance, the addition of any project traffic to a freeway segment operating at LOS D, E, or F would be a significant impact. Based on Caltrans thresholds of significance, the Transit Corridors Plan would have a significant impact on all segments of I-380 except the westbound I-380 segment west of El Camino Real during one or both peak periods.