



**SAN BRUNO 2025: GENERAL PLAN  
FINAL ENVIRONMENTAL IMPACT REPORT**

**DECEMBER 2008**

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# SAN BRUNO 2025: GENERAL PLAN FINAL ENVIRONMENTAL IMPACT REPORT

*prepared for*

**CITY OF SAN BRUNO**  
COMMUNITY DEVELOPMENT DEPARTMENT

*by*

**DYETT & BHATIA**  
URBAN & REGIONAL PLANNERS

*with assistance from*

**DKS ASSOCIATES**  
TRANSPORTATION PLANNERS

**ENVIRONMENTAL SCIENCES ASSOCIATES**  
ENVIRONMENTAL CONSULTANTS

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# I Introduction

This Program Final Environmental Impact Report (Final EIR) has been prepared on behalf of the City of San Bruno (City) in accordance with the California Environmental Quality Act (CEQA). The City is the lead agency responsible for ensuring that the proposed San Bruno 2025 General Plan (General Plan) complies with CEQA.

This Final EIR, which includes the Draft EIR, Comments on and Responses to Comments on the Draft EIR, and minor corrections and clarifications to the Draft EIR, is intended to disclose to City decision makers, responsible agencies, organizations, and the general public, the potential impacts of implementing the General Plan. This program level analysis addresses potential impacts of activities associated with implementation of the General Plan, which are described in Chapter 2: Project Description, of the Draft EIR.

The primary purpose of the Final EIR is to revise and refine the environmental analysis and mitigation measures in the Draft EIR, published February, 2008 (the Notice of Completion is provided as Appendix A), in response to comments received during the public review period. The first 45-day review period for the Draft EIR (State Clearinghouse No. 1982112306) was from March 3, 2008 to April 17, 2008, following which a 40-day extension was provided upon request from the San Francisco International Airport. The full written review period closed on June 1, 2008. This Response Addendum, combined with the Draft EIR, constitutes the Final EIR on the project. This Final EIR amends and incorporates by reference the Draft EIR, which is available as a separately bound document from the City of San Bruno, 567 El Camino Real, San Bruno, CA.

This EIR concludes that all potentially significant impacts can be avoided or reduced to levels that are not significant through implementation of the policies identified herein.

Upon issuance of the Final EIR, the City will hold public hearings to certify the EIR and to consider adoption of the proposed General Plan. The City will determine the adequacy of the Final EIR, and, if determined adequate, will make findings and certify the document as compliant with CEQA. Copies of the Final EIR have been mailed to agencies and other parties that received the Draft EIR or have requested the Final EIR. The Final EIR is also available at the City of San Bruno, 567 El Camino Real, San Bruno, CA.

The remainder of this document is organized as follow:

- **Chapter 2—Responses to Comments**—contains a list of all comment letters received during the comment period on the Draft EIR, copies of each comment letter with unique comments numbered, and numbered, written responses to each comment; and
- **Chapter 3—Corrections to the Draft EIR**—provides minor corrections and clarifications to the text of the Draft EIR.

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## 2 Responses to Comments

### 2.1 LIST OF COMMENTS RECEIVED

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Six sets of written comments were received on the Draft EIR by the close of the extended 85-day comment period on June 1, 2008. One set received slightly after the closing date is also included and responses provided. More specifically, comments on the Draft EIR were received from the agencies listed in Table 2-1. Copies of the comment letters are included in this chapter in Section 2.2.

**Table 2-1 Comment Letters Received on Draft EIR**

	<i>Commenting Agency or Individual</i>	<i>Date</i>
1.	California Department of Transportation – Division of Aeronautics	April 8, 2008
2.	San Francisco International Airport – Request for Extension of Written Comment Period	April 11, 2008
3.	San Bruno Park Elementary School District	April 15, 2008
4.	California Department of Transportation	April 22, 2008
5.	Federal Aviation Administration	May 14, 2008
6.	San Francisco International Airport	May 16, 2008
7.	County of San Mateo Health Department	June 4, 2008

The letter from the State Clearinghouse documenting agencies to whom the DEIR was distributed, as well as a list of agencies to which the City directly distributed the DEIR, are provided as Appendix B.

### 2.2 FULL COMMENTS AND RESPONSES

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The full text of each of the seven letters, along with responses to comments, is provided on the following pages. Responses are keyed to comment numbers inserted on the left hand side of each comment letter. Comments pertaining to the General Plan as opposed to the Draft EIR are addressed separately by City staff.

Additions to the Draft EIR are underlined; deletions are in ~~striketrough~~ format.

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Mr. Aaron Akin  
April 8, 2008  
Page 2

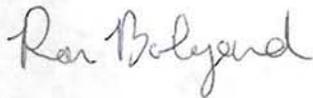
- 1-C number of persons in an area and to limit the area covered by occupied structures. The potential severity of an off-airport aircraft accident is highly dependent upon the nature of the land use at the accident site.
- 1-D Section 11010 of the Business and Professions Code and Sections 1102.6, 1103.4, and 1353 of the Civil Code (<http://www.leginfo.ca.gov/calaw.html>) address buyer notification requirements for lands around airports. Any person who intends to offer land for sale or lease within an *airport influence area* is required to disclose that fact to the person buying the property.

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.

Aviation plays a significant role in California's transportation system. This role includes the movement of people and goods within and beyond our state's network of over 250 airports. Aviation contributes nearly 9 percent of both total state employment (1.7 million jobs) and total state output (\$110.7 billion) annually. These benefits were identified in a recent study, "Aviation in California: Benefits to Our Economy and Way of Life," prepared for the Division of Aeronautics which is available at <http://www.dot.ca.gov/hq/planning/aeronaut/>. Aviation improves mobility, generates tax revenue, saves lives through emergency response, medical and fire fighting services, annually transports air cargo valued at over \$170 billion and generates over \$14 billion in tourist dollars, which in turn improves our economy and quality-of-life.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-7075.

Sincerely,



RON BOLYARD  
Airport Environmental Specialist

c: State Clearinghouse, San Mateo ALUC, San Francisco International Airport

**2.2-1 RESPONSE TO COMMENT LETTER I: DEPARTMENT OF TRANSPORTATION-DIVISION OF AERONAUTICS, APRIL 8, 2008**

1-A: Thank you for this comment. The San Mateo County Comprehensive Airport Land Use Plan from December 1996 was used to provide guidance for the EIR analysis of land use and noise compatibility, for instance through Table 3.15-1 on page 3-211. Proposed General Plan policy HS-40 prohibits new residential development in 70+CNEL areas, as dictated by the Airport Land Use Plan criteria.

As the DEIR unintentionally omitted the text of policy HS-40 from the impact discussion, it is now inserted on page 3-218 as below:

“HS-40 Prohibit new residential development in 70+CNEL areas, as dictated by Airport Land Use Commission criteria.”

1-B: Thank you for this comment. While the California Airport Land Use Planning Handbook was used as a reference in the preparation of this document, it was unintentionally omitted from the regulatory setting text and bibliography. The text below is added to *State Regulations* on page 3-209, between paragraphs 1 and 2:

Public Resources Code Section 21096 requires that the California Airport Land Use Planning Handbook be used as a resource in preparation of environmental documents for projects within airport land use compatibility plan boundaries, or, if such a plan has not been adopted, within 2 miles of an airport. Published by the California Department of Transportation Division of Aeronautics, the Handbook provides compatibility planning guidance to airport land use commissions (ALUCs), their staff and consultants, the counties and cities having jurisdiction over airport area land uses, and airport proprietors.

This source is also added to the bibliography on page B-9, after the entry for the Caltrans *Traffic Manual*:

California Department of Transportation (Caltrans), Division of Aeronautics, California Airport Land Use Planning Handbook, January 2002.

1-C: Thank you for this comment. Section 3.14 of the DEIR address airport safety analysis, and the Applicable General Plan Policies listed on page 3-200 include policies that require al development to comply with existing height restriction and safety compatibility standards in accordance with Airport Land Use Commission guidelines including the County’s Comprehensive Airport Land Use Plan.

1-D: Thank you for this comment. Nothing within the proposed General Plan or the DEIR permits people to sell or lease property in San Bruno without complying with all California regulations. The Plan reinforces existing California fair disclosure regulations and existing local Noise Ordinance 1646 by providing HS-37 (cited in the DEIR on page 3-200 and 3-218).



P.O. Box 8097  
San Francisco, CA 94128  
Tel 650.821.5000  
Fax 650.821.5005  
www.flysfo.com

April 11, 2008

AIRPORT  
COMMISSION  
CITY AND COUNTY  
OF SAN FRANCISCO

Mr. Aaron Aknin  
Community Development Director  
City of San Bruno  
567 El Camino Real  
San Bruno, CA 94066

GAVIN NEWSOM  
MAYOR

**Re: *Request for Extension of the Written Comment Period –  
San Bruno 2025 General Plan Update: Draft Environmental Impact Report***

LARRY MAZZOLA  
PRESIDENT

Dear Mr. Aknin:

LINDA S. CRAYTON  
VICE PRESIDENT

CARYL ITO

ELEANOR JOHNS

RICHARD J. GUGGENHIME

JOHN L. MARTIN  
AIRPORT DIRECTOR

San Francisco International Airport Commission requests that the City of San Bruno extend the public comment period for submitting written comments on the draft Environmental Impact Report for the San Bruno General Plan update for an additional 40 days beyond the April 17, 2008 date. The Airport and the City of San Bruno have worked cooperatively in the past to eliminate incompatible land uses located within the Airport's 65 dB CNEL noise contour through an extensive noise insulation program for San Bruno residents. The Airport and the FAA have made considerable financial investments in the most noise sensitive neighborhoods of San Bruno to ensure that the noise impacts of SFO are mitigated. Through various initiatives in conjunction with the FAA, Caltrans, San Mateo County Airport Land Use Committee, the SFO Roundtable, and individual communities, the Airport has strived to maintain land use compatibility. Having achieved great strides in this area, the Airport is concerned that the draft General Plan contains policies that will expand the Airport's noise impact area by permitting new residential uses to be located within the 65 dB CNEL noise contour.

2-A

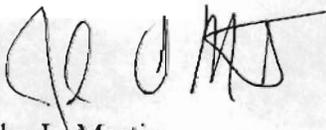
I am concerned that the proposed changes to land uses in the vicinity of SFO, particularly within the 65 dB CNEL as shown in the General Plan, are not adequately addressed in the EIR and require further evaluation. The extension of the public comment period would permit the Airport to engage in a dialogue with the City of San Bruno before having to submit comments on the EIR, including the opportunity to address the City on the General Plan update on April 15, as well as to allow interested parties to participate in the May 20<sup>th</sup> public hearing on the Draft EIR. The Airport

Mr. Aaron Akin  
April 11, 2008  
Page 2 of 2

requests that the deadline for submitting written comments on the DEIR be extended to accommodate this effort, and that the close of the written comment period not precede by over a month the close of the oral comment period of May 20, 2008.

The Airport appreciates your consideration of this request. I will have Danielle Rinsler of my staff call you to discuss this matter.

Very truly yours,

A handwritten signature in black ink, appearing to read "John L. Martin". The signature is stylized and somewhat cursive.

John L. Martin  
Airport Director

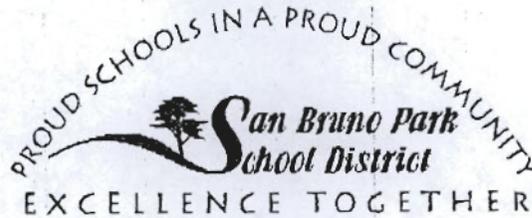
cc: Members, San Bruno Planning Commission  
Members, San Bruno City Council  
Hon. Larry Franzella, Mayor  
Connie Jackson, City Manager  
Richard Newman, ALUC Chair  
Dave Carbone, ALUC  
Rusty Chapman, FAA ADO  
Terry Barrie, Caltrans  
Betsy Eskridge, Caltrans  
Danielle Rinsler, SFO

**2.2-2 RESPONSE TO COMMENT LETTER 2: SAN FRANCISCO  
INTERNATIONAL AIRPORT, APRIL 11, 2008**

2-A: Thank you for your comments. Request for extension of the written comment period was granted, and a complete response to SFO comments is provided re: comment letter 6 received on May 16, 2008.

## BOARD OF TRUSTEES

Jennifer Blanco  
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Superintendent  
Pamela S. Robertson  
Assistant Superintendent  
Karen H. Schenck  
Assistant Superintendent  
Lynn Orong  
Chief Business Officer

April 15, 2008

By Facsimile to: 650-873-6749

Aaron Akin  
Community Development Director  
City of San Bruno  
567 El Camino Real, CA 94066  
Phone: 650-616-7074  
Fax: 650-873-6749

Re: Comments of San Bruno Park Elementary School District  
on Draft Environmental Impact Report for 2025 General Plan

Dear Mr. Akin:

This letter provides comments on behalf of San Bruno Park Elementary School District ("District") on the Draft Environmental Impact Report dated February 2008 ("DEIR"), prepared for the City of San Bruno 2025 General Plan ("Project"). The Project is intended to replace the existing General Plan, which was last updated in 1984.

3-A

The Project includes amendments to the General Plan that would, among other things, change the land use designation for school sites from "low density residential" to "public/quasi-public." This particular change is of concern to the District due to the potential resulting impacts. If the District finds that it has excess capacity in its facilities in the future, as it has already done with certain of its facilities in the past, the District may be interested in declaring the property surplus and entering either into a sale or lease of the site to provide income to the District. The proposed General Plan redesignation of the school sites may substantially hamper the District's ability to sell or lease those sites, or impact the amount of funds available to the District as a result of such a sale or lease. The DEIR fails entirely to consider the impact of this redesignation on the District and on the community served by the District. Moreover, the City neglected to advise the District of this important redesignation. The District realizes that the General Plan has evolved over a lengthy period of time. There may have been changes in key personnel and communication may not have been as deliberate as necessary. The District appreciates this opportunity to open a dialogue on this issue.

### The DEIR Fails to Address Impacts on School Facilities

The City's existing General Plan identifies school sites within the City as having an underlying "low density residential" designation. Amendments to the General Plan change that designation to "public/quasi-public." The new designation is indicated on Figure 2.5-1 of the DEIR and Figure 2.1 of the General Plan. The DEIR defines the public/quasi-public designation as permitting "a variety of public and quasi-public uses, including: government offices; fire and police facilities; schools; transit stations; airports; and cemeteries." (DEIR p. 2-12.) This redesignation may impact the District's ability to sell or lease a school site that is surplus to the District's needs.

District property may become surplus for a number of reasons, including declining enrollment or a population shift within the District. If the District were to seek to sell a school site that has become surplus, the funds from the sale of surplus real property is generally restricted for capital outlay or costs of maintenance of school district property. (Ed. Code, § 17462.) The value of the property in question, and the ability to attract a seller and to obtain a strong purchase price, can be substantially impeded if the sites lose their underlying designation and are redesignated as public/quasi public. Because funds generated from such a property sale are utilized for the District's facilities, there is therefore also an impact on the funding sources available for maintenance of those facilities. While the District already has funds set aside for such use as a result of a prior property sale, the District expects that its future facilities needs will be greater than the funds currently available. Such funding may be needed for health and safety purposes, and also serves to maintain the facilities' appearance and usefulness, for the benefit of the entire community.

In addition to the potential for limiting available funds, the result of the proposed redesignation could be substantial delay in selling any future properties that are unneeded for the District's educational programs. A prospective buyer, unless they are another public agency, may delay any purchase until the property can be redesignated to another underlying use. During such a period of delay, the surplus school sites would still require maintenance, diverting costs better spent on school sites actually in use.

Unlike proceeds from the sale of surplus property, District's may utilize proceeds from a lease of surplus property in a much more unlimited fashion. As a result, such funds can be available for uses including programs. As with the impact on a sale, a change in the underlying General Plan designation could hamper the District's ability to lease property over a long term for other uses. This, in turn, lowers the District's prospective revenue stream, and has the potential to impact program.

The DEIR fails to include any discussion or analysis of the General Plan redesignation of the school sites altogether. Similarly, there is no analysis of potential impacts on school facilities or finances. As a result, the DEIR does not adequately address the actual impacts on schools and the District. While the impacts in question may be, at least in part, fiscal, CEQA still requires the consideration of fiscal impacts where those fiscal impacts either result from or contribute to a physical impact. (See Pub. Resources Code § 21001(g); Cal. Code Regs., tit. 14 ("CEQA Guidelines") §§ 15021(b), 15131(a) – (c), 15142 &

15382.) Here, the District's ability to maintain its schools in the future can itself be a physical impact, particularly if the District's ability to maintain the appearance and safety of the schools is impacted.

The preparer of an EIR must make a genuine effort to obtain and disseminate information necessary to the understanding of impacts of project implementation. (See CEQA Guidelines § 15151; Sierra Club v. State Board of Forestry (1994) 7 Cal.4th 1215, 1236.) Additionally, an EIR must set forth a reasonable, detailed and accurate description of existing environmental settings, including both natural and man-made conditions, such as public facilities. (See CEQA Guideline §§ 15125 (c) & 15360.) Here, the DEIR should include a consideration of the impact of the redesignation on the District's ability to improve and maintain schools. With no discussion of these or any other impacts resulting from the redesignation, the DEIR does not meet its informational purpose. Similarly, without knowing more about the specific impacts, it is impossible to formulate meaningful mitigation measures.

### 3-C The City Neglected to Consult with the District

The preparer of an EIR must generally consult with responsible agencies and other public agencies which will provide services to the project in question. This should and does include a school district that will carry out the education facility functions comprising part of the City's General Plan. Lead agencies have a duty to produce comprehensive environmental documents that will be of use to responsible agencies. (See Save San Francisco Bay Association v. San Francisco Bay Conservation and Development (1992) 10 Cal.App.4th 908, 922.) To ensure that an EIR will be adequate for the responsible agencies' purposes, lead agencies must generally consult with those agencies throughout the CEQA process. For projects requiring EIRs, the lead agency consults responsible agencies regarding the scope of the EIR and the substance of a draft EIR. (CEQA Guidelines, §§ 15082, 15086 (a)(1).) This consultation requirement extends to other local and state agencies. (Id. § 15086.)

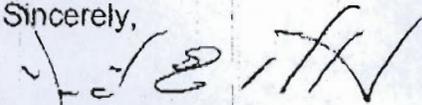
Despite the fact that the District will provide services to the residents of the City governed by this General Plan, and will be responsible for the facilities related thereto, the District was not consulted regarding the redesignation of the District's own school sites. Again, we understand that this may have been a result of changes in City personnel. We invite the City to now coordinate with the District.

This will help fulfill the directive of the Government Code, under which the City and District are supposed to coordinate to provide effective school site planning. (Gov. Code, §§ 65352 & 65352.2.) We invite the City to engage in such consultation and coordination to meet its CEQA obligations, and to better foster coordinated services for the benefit of its public. We also ask the City to revise its DEIR to allow for and reflect that consultation.

Conclusion

The District is concerned that the DEIR does not adequately analyze the Project's potential impacts to schools. The DEIR should address the potential impacts on school facilities stemming from the General Plan redesignation of the District's school sites. The District encourages the City to work cooperatively with the District, and welcomes the opportunity to discuss this matter further.

Sincerely,



David E. Hutt, Ed.D.  
District Superintendent

**2.2-3 RESPONSE TO COMMENT LETTER 3: SAN BRUNO PARK ELEMENTARY SCHOOL DISTRICT, APRIL 15, 2008**

- 3-A: Thank you for your comments. This is a General Plan comment, and as such it does not pertain to the adequacy of the EIR. Therefore, no EIR text revisions are necessary. (FYI: the City has changed the designation in the General Plan back to the existing designation, Low Density Residential, for school sites.)
- 3-B: Thank you for your comments. A change of the school site designation to Public would not alter its current use, and thus it is reasonable to assume that it would not result in physical environmental changes. According to CEQA, Environmental Impact Reports are not required to consider economic or fiscal impacts unless they result from or contribute to a physical impact (as cited in your comment). It is not obvious that re-designating school property as Public will inhibit the district's ability to maintain its facilities or sell surplus property, and as policies PFS-51 and PFS-52 listed on pages 3-106 and 3-107 of the DEIR explicitly support school district efforts to manage the supply of facilities and the conversion of surplus property to other community uses. Therefore, the DEIR finds the impact of the proposed General Plan on school facilities to be less than significant.
- 3-C: Thank you for your comment. CEQA Guidelines Section 15082 requires the lead agency to provide a notice of preparation of the EIR to the State Office of Planning and Research and each responsible and trustee agency. This notice to responsible and trustee agencies occurred in 2005. Sections 15086 and 15087 of CEQA Guidelines also describe with whom a lead agency shall consult on the Draft EIR; however, these sections do not specify how or when consultation must occur. In full accordance with CEQA, in this EIR process, the School District was consulted and asked for comments on the DEIR during the public review period that opened on March 3, 2008 and ended on June 1, 2008.

**DEPARTMENT OF TRANSPORTATION**  
 111 GRAND AVENUE  
 P. O. BOX 23660  
 OAKLAND, CA 94623-0660  
 PHONE (510) 622-5491  
 FAX (510) 286-5559  
 TTY 711



CITY OF SAN BRUNO  
 COMMUNITY DEVELOPMENT DEPARTMENT

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APR 22 2008

April 22, 2008

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SMGen051  
 SCH#1982112306

Mr. Aaron Aknin  
 City of San Bruno  
 Department of Planning  
 567 El Camino Real  
 San Bruno, CA 94066

Dear Mr. Aaron Aknin:

**CITY OF SAN BRUNO GENERAL PLAN UPDATE, DRAFT ENVIRONMENTAL IMPACT REPORT AND TRAFFIC IMPACT STUDY**

Thank you for including the California Department of Transportation (Department) in the environmental review process for the City of San Bruno General Plan Update project, its corresponding Draft Environmental Impact Report (DEIR) and Traffic Impact Study (TIS). The following comments are based on the DEIR. As lead agency, the City of San Bruno is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. An encroachment permit is required for work in the state Right of Way (ROW), and the Department will not issue a permit until our concerns are adequately addressed. Therefore, we strongly recommend that the lead agency work with both the applicant and the Department to ensure that our concerns are resolved during the CEQA process, and in any case prior to submittal of a permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

***Transit and Rail***

- 4-A The San Bruno Avenue Caltrain station should be identified as a "potential" or "proposed" station in all figures as it has not yet been constructed.

***Highway Operations***

- 4-B 1. The traffic data and information should be updated to conform with traffic impacts generated from the list of completed and proposed development projects such as the redevelopment of the Navy site, new housing to Skyline College, modifications to the Tanforan Shopping Center, the new BART station, and the planned San Mateo Avenue Caltrain station.
- 4-C 2. General Plan 2025, Transportation Element, Table 4-7, page 4-22: The recommended improvements at intersections with level of service (LOS) E and F under Project conditions do not constitute improvements to the facilities. Improvements should meet at least an acceptable LOS D threshold or better.
- 4-D 3. General Plan 2025, Transportation Element, Table 4-4, page 4-7: Provide north/south and east/west

Mr. Aaron Aknin

April 22, 2008

Page 2

directions for each freeway segment.

#### **Forecasting**

- 4-E 1. **Generated Trips From General Plan Build-Out:** The Department anticipates an increase in the number of trips generated under Build-Out conditions. We recommend the TIS compute generated trips under individual land uses based upon the ITE Trip Generation, 7th edition. Please summarize total generated trips and any underlying assumptions of trip reductions.

#### **4-F Cultural Resources**

Senate Bill (SB) 18 requires cities and counties to consult with Native Americans before adopting or amending a general plan. It is a requirement under PRC 5097 that consultation with Native Americans be conducted during project plans. It is the Department's policy to avoid impacts to known archaeological sites within the state ROW if there are prudent and feasible alternatives. If a project is proposed which will impact state land, the Department requires a records search to be conducted at the appropriate office of the California Historical Resources Information System; consultation with the Native American Heritage Commission (NAHC) and with interested Native Americans identified by the NAHC; and, if warranted, a field survey and cultural resource study that will include preparation of a cultural resources inventory report describing the project setting, methods used in the investigation, results of the investigation, and recommendations for management of any identified resources. Should ground-disturbing activities take place as part of a project within the state ROW and there is an inadvertent archaeological or burial discovery, in compliance with CEQA, PRC 5024.5, and Caltrans Standard Environmental Reference (SER), Chapter 2 (<http://www.ser.dot.ca.gov>), all construction within 50 feet of the find shall cease. The Caltrans Cultural Resource Studies Office, District 4, shall be immediately contacted at (510) 286-5618.

#### **4-G Encroachment Permit**

Work that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information.

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Michael Condie, Chief  
Office of Permits  
California DOT, District 4  
P.O. Box 23660  
Oakland, CA 94623-0660

Please feel free to call or email Sandra Finegan of my staff at (510) 622-1644 or [sandra\\_finegan@dot.ca.gov](mailto:sandra_finegan@dot.ca.gov) with any questions regarding this letter.

Sincerely,



LISA CARBONI  
District Branch Chief  
Local Development – Intergovernmental Review

c: Ms. Terry Roberts, State Clearinghouse

*"Caltrans improves mobility across California"*

**2.2-4 RESPONSE TO COMMENT LETTER 4: CALIFORNIA DEPARTMENT OF TRANSPORTATION, APRIL 22, 2008**

- 4-A: 4-A: Comment noted. The following DEIR figures are revised to show San Bruno Avenue Caltrain Station as “Proposed”: 2.2-2, 2.5-1, 3.3-1, 3.4-3, 3.4-4, 3.4-5, 3.6-1, 3.7-1, 5.1-1, 5.2-1, 5.3-1, 5.4-1.
- 4-B: Comment noted. Traffic forecasts have been updated using the latest version of the San Mateo City/County Association of Governments (C/CAG) travel demand model (Association of Bay Area Governments Projections 2005). The horizon year for the latest model results is 2030 and traffic forecasts for the “No Project Condition” and “General Plan Buildout Condition” have been updated accordingly. The updated forecasts also include new housing at Skyline College, modifications to the Tanforan Shopping Center, the new San Bruno BART station, and the planned San Mateo Avenue Caltrain Station. The redevelopment of the Navy Site is not included in the latest model, but the trip generation and distribution of the site was added on by DKS Associates using the latest edition of the ITE Trip Generation Manual (7th Edition). These trips are reflected in the updated intersection LOS analysis and freeway segment LOS analysis.

To obtain 2030 intersection turning movement forecasts at the study intersections for the “No Project” condition, a growth factor was applied to the 2000 traffic counts by comparing the growth in link demand between the 2000 model forecasts and the latest 2030 model forecasts. Project trips were then added on top to produce forecasts for the “General Plan Buildout” condition. It should be noted that the growth factor applied to obtain these latest forecasts is lower than the growth factor applied in the original DEIR, reflecting a change in forecasted traffic conditions and land uses by C/CAG.

The table below provides a summary of the updated intersection levels of service for the 2030 No Project Condition and the 2030 General Plan Buildout Condition. This table replaces Table 3.4-9 on page 3-59 of the DEIR. The detailed LOS analysis sheets are attached as Appendix C of this FEIR.

Overall, the net effect of applying the updated forecasts in this FEIR is that under the Proposed General Plan Buildout Condition, only seven intersections would operate at LOS E or F during the AM or PM peak hours. This compares to twelve intersections that would operate at LOS E or F under the DEIR forecasts.

**Table 3.4-9 Future Condition 2030 Level of Service Summary**

	<i>Intersection</i>	<i>No Project AM</i>		<i>No Project PM</i>		<i>Proposed Project AM</i>		<i>Proposed Project PM</i>	
		<i>LOS<sup>1</sup></i>	<i>Critical V/C</i>	<i>LOS<sup>1</sup></i>	<i>Critical V/C</i>	<i>LOS<sup>1</sup></i>	<i>Critical V/C</i>	<i>LOS<sup>1</sup></i>	<i>Critical V/C</i>
#1	El Camino Real and EB I-380	A	0.34	A	0.44	A	0.36	A	0.46
#2	El Camino Real / San Bruno Ave	A	0.51	C	0.73	A	0.54	B	0.68
#3	El Camino Real/San Mateo/Taylor	A	0.34	A	0.45	A	0.37	A	0.46
#4	Sneath Lane / El Camino Real	B	0.61	B	0.64	C	0.71	C	0.75
#5	I-380 WB and El Camino	A	0.57	B	0.68	B	0.61	C	0.71
#6	Huntington Ave/Angus Ave <sup>2</sup>	B	--	B	--	B	--	B	--
#7	Huntington Ave / San Bruno Ave	A	0.20	A	0.34	A	0.31	A	0.38
#8	<b>San Mateo Ave/Huntington Ave<sup>2</sup></b>	<b>B</b>	--	<b>C</b>	--	<b>D</b>	--	<b>E (D)</b>	--
#9	Sneath Ln/Huntington Ave	A	0.22	A	0.46	A	0.26	A	0.49
#10	San Bruno and 3rd Ave	A	0.43	A	0.49	C	0.74	B	0.68
#11	Cherry Ave and San Bruno Ave	A	0.45	B	0.63	A	0.40	A	0.50
#12	Cherry Ave and Sneath Ln	A	0.40	A	0.42	A	0.49	A	0.49
#13	<b>El Camino Real/Noor Ave<sup>2</sup></b>	<b>C</b>	--	<b>F</b>	--	<b>C</b>	--	<b>F (A)</b>	--
#14	El Camino Real/San Felipe Ave	A	0.38	A	0.43	A	0.40	A	0.43
#15	San Bruno Ave/I-280 NB Ramps	A	0.33	A	0.49	A	0.27	A	0.47
#16	I-280 NB and Sneath	A	0.44	D	0.84	A	0.60	C	0.77
#17	San Bruno and US 101 NB	A	0.39	A	0.57	A	0.45	B	0.63
#18	San Bruno Ave/San Mateo Ave	A	0.24	A	0.33	A	0.33	A	0.37
#19	<b>Skyline Blvd and San Bruno Ave</b>	<b>E</b>	<b>0.97</b>	<b>F</b>	<b>1.01</b>	<b>E (C)</b>	<b>0.97</b>	<b>D</b>	<b>0.85</b>
#20	<b>Skyline Blvd and College Drive/Berkshire Dr</b>	<b>D</b>	<b>0.84</b>	<b>A</b>	<b>0.57</b>	<b>F (C)</b>	<b>1.14</b>	<b>B</b>	<b>0.65</b>
#21	<b>Skyline Blvd and Westborough Blvd/Sharp Park Rd</b>	<b>E</b>	<b>0.95</b>	<b>C</b>	<b>0.76</b>	<b>E (D)</b>	<b>0.99</b>	<b>C</b>	<b>0.79</b>
#22	<b>Skyline Blvd and Sneath Lane</b>	<b>B</b>	<b>0.65</b>	<b>D</b>	<b>0.87</b>	<b>D</b>	<b>0.89</b>	<b>F (D)</b>	<b>1.10</b>
#23	San Bruno Ave and I-280 SB	A	0.42	A	0.32	A	0.24	A	0.23
#24	I-280 SB and Sneath	B	0.61	A	0.57	C	0.76	D	0.85
#25	San Bruno and US 101 SB	A	0.43	C	0.73	A	0.52	D	0.83
#26	Sneath Lane and Commodore Dr.	A	0.31	A	0.40	A	0.37	A	0.46
#27	Pacific Heights and Sharp Park Rd	B	0.63	A	0.43	B	0.63	A	0.49
#28	<b>Sneath and Sequoia Ave<sup>2</sup></b>	<b>C</b>	--	<b>C</b>	--	<b>E (C)</b>	--	<b>F (C)</b>	--
#29	I-280 and Cummingham <sup>2</sup>	C	--	C	--	C	--	C	--

**Bold** indicates deficient intersection requiring improvement; ( ) indicates LOS with GP improvement

<sup>1</sup> LOS is Level of Service

<sup>2</sup> Unsignalized intersections; LOS based on delay, not V/C

Source: DKS Associates, 2008

Under the Proposed General Plan Buildout, seven intersections would operate at LOS E or LOS F under the No Project and/or Proposed General Plan Buildout Condition. Improvements were identified for each of these deficient intersections and are described in the response to comment 4-C.

- 4-C: Comment noted. The following text changes and table replacement are provided for Impact 3.4-A, on pages 3-60 and 3-61:

~~The Proposed General Plan would result in 68,742 daily vehicle trips, with 10,417 peak AM trips and 8,221 peak PM trips. There are five intersections during AM peak hours and three intersections during PM peak hours where future conditions under the new General Plan would worsen to LOS F relative to existing conditions, as well as one intersection which, in both existing and future conditions, remains LOS F. However, as shown in Table 3.4-9, all reductions in LOS would occur under the No Project scenario as well, so the worsened conditions are not solely attributable to the Proposed General Plan. Five of the impacted intersections under the General Plan would go to LOS F at buildout if it were not for proposed intersection improvements included in Policy T-7, and which improve the LOS at those intersections to LOS E or D.~~

~~Locations where intersections may not meet the standards are where future conditions are projected to be LOS F, even without the Proposed General Plan (equivalent to the No Project condition). As described above, even without the new General Plan, some intersections will worsen as a result of development and growth not associated with the Proposed General Plan. In these cases where inconsistencies with the proposed standard are not attributable to the Proposed General Plan, the impact is not considered significant. In several other locations, intersections which currently operate at LOS F or which would operate at LOS F under the no project scenario, would have better performance levels in the future due to the transportation improvements proposed in the General Plan.~~

Seven intersections would operate at LOS E or F in the future condition without improvements. The intersection improvements provided in General Plan Policy T-7 reflect the latest traffic forecasts and are shown in the table in that policy. All intersections that operate at LOS E or LOS F under the General Plan Buildout Condition are included for improvement. With the implementation of these intersection improvements, all intersection LOS would be D or better in the future condition, and thus the impact would be reduced to a less-than-significant level. Those intersections that are on State routes would require coordination with Caltrans as part of implementation.

The following table replaces the table in policy T-7 on page 3-61:

**Intersection Improvements**

<i>Intersection</i>	<i>Condition - Peak Hour</i>	<i>Improvement</i>
A San Mateo Ave/Huntington Ave	GP Buildout – PM	Within the existing right-of-way, restripe the southbound Huntington Avenue approach from one left/through/right lane to one left turn lane and one through/right lane. This recommended improvement would result in a delay of 9.3 seconds and a LOS D for the General Plan Buildout Condition PM peak hour. No right-of-way acquisition or utility relocation would be anticipated.
B El Camino Real/Noor Ave	No Project - PM GP Buildout – PM	The southbound El Camino Real left turn onto Noor Avenue is the critical movement at this intersection. Converting the intersection from a one-way stop controlled to a signalized intersection would result in a V/C ratio of 0.56 and a LOS A for the General Plan Buildout Condition PM peak hour. The peak hour signal warrant is satisfied under both Conditions. No right-way acquisition would be anticipated. A new signal may require movement of utilities and street furniture, and would require restriping the intersection.
C Skyline Blvd and San Bruno Ave	No Project - AM/PM GP Buildout – AM	With restriping and minor right-of-way additions, the northbound Skyline Boulevard approach could be converted from one through lane and one right turn lane to one through lane and one through/right lane. The southbound Skyline Boulevard approach could be converted from one through lane and one left turn lane to two through lanes and one left turn lane. This improvement would result in a maximum V/C ratio of 0.79 and a LOS C. The northbound reconfiguration would require additional right-of-way to accommodate two receiving lanes, which could taper to one lane downstream of the intersection. The southbound reconfiguration would require additional right of way to accommodate the additional through lane and for two receiving lanes downstream. The two southbound receiving lanes could taper to one lane downstream.
D Skyline Blvd and College Drive/Berkshire Dr	GP Buildout – AM	With additional right-of-way and restriping, add one left turn lane to the northbound Skyline Boulevard approach for a total of two, and add one through lane to the southbound Skyline Boulevard approach, for a total of three. This improvement would result in a V/C ratio of 0.76 and a LOS C. Additional right-of-way, utility relocation, and movement of traffic signals and other street furniture would be required to implement this improvement.
E Skyline Blvd and Westborough Blvd/Sharp Park Rd	No Project - AM GP Buildout – AM	With additional right-of-way and restriping, add one through lane to the southbound Skyline Boulevard approach for a total of three. This improvement would result in a maximum V/C ratio of 0.86 and a LOS D. Additional right-of-way and traffic signal relocation would be required to accommodate the extra through lane and extra receiving lane downstream.
F Skyline Blvd and Sneath Lane	GP Buildout – PM	Convert the eastbound and westbound approaches from split phasing to permitted control. This improvement would result in a V/C ratio of 0.84 and a LOS D. No additional right-of-way or utility relocation would be required.
G Sneath and Sequoia Ave	GP Buildout - AM/PM	Covert the intersection from a three-way stop control to a permitted or protected signalized control. This improvement would result in a maximum V/C ratio of 0.76 and a LOS C. Restriping and installation of traffic signal hardware would be required to implement this improvement. No additional right-of-way would be required.

Source: DKS Associates, 2008

EIR Figure 3.4-3 is updated to reflect the new list of proposed General Plan improvements. (See Appendix D)

4-D: Comment noted. The information presented in this table represents bi-directional freeway analysis, to be consistent with prior analysis and its presentation. The C/CAG model data were provided in AM and PM peak period format, for a three-hour period, and the data/analysis in this table represent a peak hour analysis.

Directions for freeway segments have been added to Table 3.4-10 and the forecasted freeway LOS has been updated with the latest 2030 forecasts. The new table is shown below. The analysis sheets to support revised Table 3.4-10 are included as Appendix C.

**Table 3.4-10 Freeway Segment Level of Service Summary**

<i>Highway Link</i>	<i>2030 No Project</i>				<i>Projected Buildout of General Plan Land Use</i>				
	<i>AM</i>		<i>PM</i>		<i>AM</i>		<i>PM</i>		
	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	
<i>US 101 (South to North)</i>	<i>SR 92 / 3rd Avenue</i>	<u>1.24</u>	F	<u>1.30</u>	F	<u>1.25</u>	F	<u>1.31</u>	F
	<i>3rd Avenue / Peninsula Avenue</i>	<u>1.42</u>	F	<u>1.44</u>	F	<u>1.43</u>	F	<u>1.45</u>	F
	<i>Peninsula Avenue / Broadway</i>	<u>1.36</u>	F	<u>1.38</u>	F	<u>1.37</u>	F	<u>1.39</u>	F
	<i>Broadway / Millbrae</i>	<u>1.33</u>	F	<u>1.36</u>	F	<u>1.34</u>	F	<u>1.37</u>	F
	<i>Millbrae / SFIA</i>	<u>1.28</u>	F	<u>1.26</u>	F	<u>1.29</u>	F	<u>1.27</u>	F
	<i>SFIA / I-380</i>	<u>1.27</u>	F	<u>1.40</u>	F	<u>1.29</u>	F	<u>1.41</u>	F
	<i>I-380 / Grand Avenue</i>	<u>1.24</u>	F	<u>1.32</u>	F	<u>1.26</u>	F	<u>1.33</u>	F
	<i>Oyster Pt / 3Com Park</i>	<u>1.16</u>	F	<u>1.22</u>	F	<u>1.18</u>	F	<u>1.23</u>	F
<i>I-280 (South to North)</i>	<i>Bunker Hill / Hayne Road</i>	<u>1.24</u>	F	<u>1.39</u>	F	<u>1.25</u>	F	<u>1.43</u>	F
	<i>Hayne / Trousdale</i>	<u>1.36</u>	F	<u>1.50</u>	F	<u>1.37</u>	F	<u>1.53</u>	F
	<i>Trousdale / Hillcrest</i>	<u>1.30</u>	F	<u>1.41</u>	F	<u>1.32</u>	F	<u>1.44</u>	F
	<i>Hillcrest / Larkspur</i>	<u>1.23</u>	F	<u>1.36</u>	F	<u>1.25</u>	F	<u>1.40</u>	F
	<i>Larkspur / Crystal Springs</i>	<u>1.31</u>	F	<u>1.46</u>	F	<u>1.33</u>	F	<u>1.51</u>	F
	<i>Crystal Springs / San Bruno Avenue</i>	<u>0.98</u>	F	<u>1.01</u>	F	<u>1.00</u>	F	<u>1.06</u>	F
	<i>Sneath / Westborough</i>	<u>1.28</u>	F	<u>1.33</u>	F	<u>1.28</u>	F	<u>1.33</u>	F
	<i>Westborough / Hickey</i>	<u>1.05</u>	F	<u>1.17</u>	F	<u>1.07</u>	F	<u>1.19</u>	F
	<i>Hickey / Serramonte</i>	<u>1.09</u>	F	<u>1.15</u>	F	<u>1.11</u>	F	<u>1.17</u>	F
	<i>Serramonte / SR I</i>	<u>1.12</u>	F	<u>1.13</u>	F	<u>1.13</u>	F	<u>1.15</u>	F
<i>I-380 (West to East)</i>	<i>I-280 / El Camino Real</i>	<u>0.69</u>	D	<u>0.80</u>	E	<u>0.69</u>	D	<u>0.80</u>	E
	<i>El Camino Real / US 101</i>	<u>0.83</u>	E	<u>0.95</u>	F	<u>0.84</u>	E	<u>0.95</u>	F

Source: DKS Associates, 2008

4-E: Comment noted. Table 3.4-8 Trip Generation Summary has been updated to reflect values in the ITE Trip Generation Handbook, the 7th Edition, as shown in the replacement table below:

**Table 3.4-8 Trip Generation Summary**

<u>Land Use</u>	<u>Average Rate</u>				<u>Proposed General Plan</u>		
	<u>Type<sup>1</sup></u>	<u>Daily</u>	<u>AM</u>	<u>PM</u>	<u>Daily</u>	<u>AM</u>	<u>PM</u>
<u>Industrial</u>	<u>130</u>	<u>6.96</u>	<u>0.82</u>	<u>0.86</u>	=	=	=
<u>Low Density Residential</u>	<u>210</u>	<u>9.57</u>	<u>0.77</u>	<u>1.02</u>	<u>2,724</u>	<u>264</u>	<u>310</u>
<u>Medium Density Residential</u>	<u>230</u>	<u>5.86</u>	<u>0.44</u>	<u>0.52</u>	<u>741</u>	<u>56</u>	<u>65</u>
<u>Park/Open Space</u>	<u>412</u>	<u>2.28</u>	<u>0.52</u>	<u>0.59</u>	=	=	=
<u>Regional Community/Office</u>	<u>710</u>	<u>11.01</u>	<u>1.55</u>	<u>1.49</u>	=	=	=
<u>Neighborhood/ Community Commercial</u>	<u>814</u>	<u>44.32</u>	<u>6.84</u>	<u>5.02</u>	<u>68,531</u>	<u>10,579</u>	<u>7,759</u>
<u>High Residential</u>	<u>220</u>	<u>6.72</u>	<u>0.55</u>	<u>0.67</u>	<u>2,422</u>	<u>180</u>	<u>223</u>
<b><u>Total</u></b>	<b>=</b>	<b>=</b>	<b>=</b>	<b>=</b>	<b>74,418</b>	<b>11,079</b>	<b>8,358</b>

<sup>1</sup> Land use code from the ITE Trip Generation Manual, 7<sup>th</sup> Edition

Source: DKS Associates, 2008

The DEIR analysis was originally based on the 6<sup>th</sup> Edition of the ITE Trip Generation Handbook. With the updated trip generation values, there would be a projected increase in daily, AM peak hour, and PM peak hour trips of 8.3 percent, 6.4 percent, and 1.7 percent, respectively.

4-F: Comment noted. As SB-18 consultation requirements are a separate process from CEQA; this is a General Plan comment and does not pertain to the adequacy of the Draft EIR; as such, no EIR text revisions are necessary. Comments on the General Plan will be addressed separately by City staff.

4-G: Comment noted. As this is a project-level comment related to implementation of the General Plan, it does not pertain to the adequacy of the Draft EIR; as such, no EIR text revisions are necessary. Furthermore, the only instance in the Plan where a State facility is impacted relates to improvements at El Camino Real/Noor Ave; however, the proposed mitigation is simply addition of traffic light rather than ROW changes. Regardless, encroachment on the state right-of-way will be addressed at the project-specific environmental review level.



U.S Department  
of Transportation

**Federal Aviation  
Administration**

Western-Pacific Region  
Airports Division

San Francisco ADO  
831 Mitten Road, Suite 210  
Burlingame, CA 94010

May 14, 2008

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

Dear Mr. Aknin:

Subject: San Bruno General Plan 2025 and associated Draft  
Environmental Impact Report

5-A

The Federal Aviation Administration (FAA) has completed a cursory review of the subject documents. As a result of that review the FAA is concerned that the San Bruno General Plan (General Plan) and Environmental Impact Report did not consider the City of San Bruno's (City) airport land use compatibility program obligations.

As noted in the General Plan on page 7-9, the City has accepted federal funds for insulation projects in areas impacted by noise from San Francisco International Airport (SFO). The federal funds were made available to the City as a result of the City and County of San Francisco's SFO Noise Compatibility Plan (NCP) prepared pursuant to 14 Code of Federal Regulations Part 150, **Airport Noise Compatibility Planning** (Part 150). The NCP identified noise impact areas and measures developed to achieve compatible land use with SFO operations.

When the City accepted the federal Airport Improvement Program (AIP) funds for the noise insulation projects, the City acknowledged its obligation to take appropriate action to adopt appropriate zoning and further restrict introduction of additional non-compatible land uses adjacent to or in the vicinity of the airport. The AIP grant obligations are identified in the Non-Airport Sponsors Grant Assurances. The most recent AIP grant is 3-06-0021-29.

The General Plan Guiding Policies encourage additional residential housing in areas that are impacted by airport noise. The majority of the area designated for redevelopment is in the Community Noise Equivalent Level (CNEL) 70 decibel (dB) contour. Proposed high density residential and mixed use developments are located within the CNEL 65 dB contour. Introduction of additional non-compatible development within the CNEL 65 dB through CNEL 70 dB is inconsistent with the NCP. Table 1 from Part 150 provides federal compatible and non-compatible land use guidelines (enclosed).

Development of local land use plans that are compatible with airport operations is key to ensuring consistency with the City's grant obligations. The FAA encourages the City to take appropriate action to

maintain compliance with its certification that it will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines and requirements as they relate to use of federal funds for land use compatibility.

If you have any questions or concerns regarding this matter, I am available at (650) 876-2778 extension 613.

Sincerely,

*(Original Signed by:)*

Camille Garibaldi  
Environmental Protection Specialist

Enclosure

cc:

Danielle Rinsler, San Francisco International Airport  
Nixon Lam, San Francisco International Airport  
Sandy Hesnard, California Department of Transportation

**TABLE 1—LAND USE COMPATIBILITY WITH YEARLY DAY-NIGHT AVERAGE SOUND**

Land Use	Yearly day-night average sound level ( $L_{dn}$ ) in decibels					
	< 65	65-70	70-75	75-80	80-85	> 85
<b>Residential</b>						
Residential, other than mobile homes and transient lodgings	Y	N (1)	N (1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N (1)	N (1)	N (1)	N	N
<b>Public Use</b>						
Schools	Y	N (1)	N (1)	N	N	N
Hospitals, nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y (2)	Y (3)	Y (4)	Y (4)
Parking	Y	Y	Y (2)	Y (3)	Y (4)	N
<b>Commercial Use</b>						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail- building materials, hardware and farm equipment	Y	Y	Y (2)	Y (3)	Y (4)	N
Retail trade-general	Y	Y	25	30	N	N
Utilities	Y	Y	Y (2)	Y (3)	Y (4)	N
Communication	Y	Y	25	30	N	N
<b>Manufacturing and Production</b>						
Manufacturing, general	Y	Y	Y (2)	Y (3)	Y (4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y (6)	Y (7)	Y (8)	Y (8)	Y (8)
Livestock farming and breeding	Y	Y (6)	Y (7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
<b>Recreational</b>						
Outdoor sports arenas and spectator sports	Y	Y (5)	Y (5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N
Numbers in parenthesis refer to notes; see continuation of Table 1 for notes and key.						
The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute Federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.						
(more)						

**TABLE 1—LAND USE COMPATIBILITY WITH YEARLY DAY-NIGHT AVERAGE SOUND LEVELS (CONTINUED)**

<b>Key to Table 1</b>	
Y (YES)	Land Use and related structures compatible without restrictions.
N (NO)	Land Use and related structures are not compatible and should be prohibited.
NLR	Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
25, 30, or 35	Land use and related structures generally compatible; measures to achieve NLR of 25, 30 or 35 dB must be incorporated into design and construction of structure.
<b>Notes for Table 1</b>	
(1)	Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
(2)	Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
(3)	Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
(4)	Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
(5)	Land use compatible provided special sound reinforcement systems are installed.
(6)	Residential buildings require an NLR of 25.
(7)	Residential buildings require an NLR of 30.
(8)	Residential buildings not permitted.
(end of Table 1)	

## **2.2-5 RESPONSE TO COMMENT LETTER 5: FEDERAL AVIATION ADMINISTRATION, MAY 14, 2008**

5-A: Thank you for your comments. The DEIR use the most current adopted San Mateo County Comprehensive Airport Land Use Plan adopted in 1996, in order to establish the General Plan's compatibility with SFO airport operations. State law defines the powers and duties of Airport Land Use Commissions (ALUCs) broadly "to assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses" (Section 21674(a)), and one of the major tools ALUCs have to achieve this goal is to prepare Compatibility Plans: "Each commission is required to "prepare and adopt" an airport land use plan for each of the airports within its jurisdiction (Sections 21674(c) and 21675(a)). The land use and noise compatibility standards provided in the San Mateo County Comprehensive Airport Land Use Plan are reported on page 3-211 of the DEIR. According to these standards, residential land use is conditionally compatible from 65dBA up to 70dBA CNEL, which permits residential development to be undertaken "only after an analysis of noise reduction requirements is made and needed noise insulation features included in the design." In San Bruno, significant share of potential development sites have projected noise greater than 70db—whether from freeways, railroad, or the airport. Accordingly, because the City is required under State law to continue meeting its share of regional housing needs obligations and because transit-supportive land use is a priority for the City of San Bruno and thus mixed-use development is desirable near BART and Caltrain, rather than prohibit mixed-use development between the 65 and 70 dBA contours, proposed policy HS-33 makes the overall city noise compatibility standards use ALUC compatibility requirements, regardless of noise source, and policy HS-35 requires developers to comply with noise insulation standards contained in Title 24 (this state law already requires noise level reduction to an interior noise level of 45dBA). Furthermore, as the Comprehensive Airport Land Use Plan deems noise exposure above 70 dBA CNEL incompatible with residential land uses, the City takes action to restrict the introduction of new residential land uses into this area with policy HS-40, which explicitly prohibits the development of new residential uses under these 70dBA airport contours.

The DEIR unintentionally omitted the text of policy HS-40 from the impact discussion; it is now inserted on page 3-218 as it appears below:

"HS-40 Prohibit new residential development in 70+CNEL areas, as dictated by Airport Land Use Commission criteria."

Policies HS-33 and HS-35 are already cited under this impact, in the last sentence before "Mitigation". They are not written in their entirety because the full text is provided for an earlier impact statement, as is the consistent documentation approach for this DEIR. It is through these policies that the City of San Bruno

achieves simultaneously the goals of meeting its housing needs, achieving transit-supportive land uses, and overall noise impact mitigation.



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May 16, 2008

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

**AIRPORT  
COMMISSION  
CITY AND COUNTY  
OF SAN FRANCISCO**

**Re: *Written Comments on the San Bruno 2025 General Plan and Draft  
Environmental Impact Report***

GAVIN NEWSOM  
MAYOR

Dear Mr. Akin:

LARRY MAZZOLA  
PRESIDENT

LINDA S. CRAYTON  
VICE PRESIDENT

CARYL ITO

ELEANOR JOHNS

RICHARD J. GUGGENHIME

JOHN L. MARTIN  
AIRPORT DIRECTOR

The San Francisco Airport Commission appreciates the opportunity to provide comments on the San Bruno General Plan and Draft Environmental Impact Report (DEIR). We also appreciate the extension to the comment period. To the best of our knowledge, the Airport was not informed of the preparation of the DEIR nor of the General Plan update until February 2008, and we did not receive a copy of the General Plan and DEIR until late March, even though we now understand that the General Plan update has been in process for a number of years. Without the time extension, we would not have had adequate time to review the documents and to meet with City staff to engage in a discussion about the concerns the Airport has concerning the proposed General Plan policies and the DEIR.

As expressed in our oral comments at the public workshop on April 15, 2008, the Airport has a number of concerns with regard to certain elements of the General Plan that relate to the operations at San Francisco International Airport (Airport). The Airport property abuts San Bruno. If not carefully considered, future development within San Bruno could create incompatible land uses, putting the Airport out of compliance with Title 21 of the California Code of Regulations. The opening written comments focus on the Airport's primary concern with the General Plan – the proposed land use designations, which would permit housing in the Airport's 65 and higher dB CNEL contour. Our comments also identify additional areas of the General Plan and DEIR where the Airport has concerns including the Environmental Setting discussion, and the Transportation, Air Quality, Airport Safety, Noise, and Cumulative Impacts sections. In our tabular summary of comments, we provide comments on other environmental impact categories based on our overall review of the DEIR with regard to the State CEQA Guidelines.

It is incumbent upon communities in the vicinity of SFO to assist the Airport in achieving land use compatibility under Title 21 of the Code of California Regulations (the State Noise Standards), especially when the non-compliance is caused by actions taken by the local community. The Airport has been in compliance with Title 21 and operated the Airport without a variance from the State for several years because of the aggressive and cooperative noise abatement efforts undertaken by the Airport, the surrounding communities, and the FAA. San Bruno's proposed land use planning decisions, however, would once again place the Airport in a non-compliance situation. By failing to acknowledge the Airport's need for aviation easements in proposed areas of multi-use residential and downtown mixed use development in the Airport's 65 dB CNEL contour, the City of San Bruno is negating the years of effort and partnering that went into achieving SFO's zero impact status. Furthermore, the City is creating new communities of residents who will bear the burden of aircraft noise, overflights, and other disturbances associated with the close proximity of these neighbors to the Airport. Put simply, it is good land use policy to discourage housing in these areas. Minimally, the General Plan and EIR should require aviation easements of developers in order to mitigate the impact of these policies. Shifting the burden and responsibility for ensuring compliance with Title 21 to the Airport, by requiring the Airport to monitor the development of new residential development on a permit by permit basis, is not good public policy and is an unreasonable expectation after the years of collaboration and relationship building that allowed us together to achieve SFO's zero impact area designation.

We hope that the City of San Bruno will take these concerns seriously, and reconsider whether the proposed residential uses within the Airport's 65 and higher dB CNEL noise contour is an appropriate land use designation, and whether the applicable General Plan policies cited in the DEIR reduce the potential environmental impacts to less than significant, such that the proposed DEIR does not identify the need for any additional mitigation measures. We wish to continue to work cooperatively with the City to lessen the impact of Airport operations on your community and, in doing so, to foster continued economic and community prosperity in San Bruno, but the City's proposed in-fill residential uses in the 65 dB CNEL noise contour would unilaterally shift the burden to comply with Title 21 solely on the Airport.

### **Avigation Easements**

There are many examples throughout California, where communities, recognizing that maintaining compliance with Title 21 is not just the airport proprietor's responsibility, have adopted land use policies that require aviation easements be provided to the airport proprietor. Although the following is not a comprehensive list, SFO is aware of the following California airports that have worked with their surrounding communities to require aviation easements:

- San Jose International Airport; Palo Alto Airport; Reid Hillview Airport; South County Airport: The Santa Clara County Airport Land Use Commission (ALUC) has required dedication of an avigation easement to the jurisdiction owning the

airports located in Santa Clara County as a condition of approval on any project located within the adopted referral area.

- Mather Airport: Sacramento County adopted the Zinfandel Special Planning Area Ordinance (Zoning Code of Sacramento County, Chapter 12, Article 2, Adopted August 7, 2002) that specifically requires the granting of aviation easements for all residential areas, real estate disclosure to all prospective buyers, and acoustical studies for noise insulation to provide interior noise levels of 45 dB CNEL.
- Santa Barbara Airport: Local community requires real estate disclosure and aviation easements for any development in the 65 dB and 60 dB CNEL noise contours through zoning regulations.
- Charles M. Schulz – Sonoma County Airport: Local zoning regulations require real estate disclosure and aviation easements.
- Stockton Metropolitan Airport: Local zoning regulations require real estate disclosure and aviation easements for all land uses within the Airport Influence Area.
- Sacramento Executive Airport: Local zoning regulations do not allow new residential development inside the 60 dB CNEL.
- Sacramento International Airport: Local zoning regulations do not allow new residential development inside the 60 dB CNEL.
- San Diego International – Lindbergh Field: City of San Diego General Plan and Zoning Ordinance, and the Airport's Comprehensive Land Use Plan require aviation easements within the Airport's Influence Area boundaries. The CLUP states, "Aviation easements for aircraft noise would be required following acoustic insulation for existing dwelling units...for any new residential or other noise sensitive use within the 60-65 dB CNEL noise contour.
- Livermore Airport: Policy 149 of the Alameda County East County Area Plan states, "The County shall protect noise sensitive land uses adjacent to the Livermore Airport through zoning, height restrictions, noise insulation, aviation easements, and other techniques." (November 2000).
- Salinas Airport: In 2004, the update of the Salinas General Plan required the establishment of an Airport overlay zoning district. The Airport overlay zoning district, in compliance with the General Plan, establish the requirement for aviation easements for development within the Airport Influence Area.
- Reid-Hillview Airport: The Reid-Hillview Comprehensive Airport Land Use Plan, Policy G-3 stipulates the requirements for granting aviation easements to Santa Clara County for Reid Hillview Airport.
- Oroville Municipal Airport: The Butte County Airport Land Use Commission placed requirements in the Oro Bay Specific Plan zoning code that a disclosure notice and a separate aviation easement be recorded (November 15, 2006).
- Monterey County: The Monterey County Zoning Ordinance establishes the Airport Approaches Zoning District that requires Aviation and Hazard Easements be granted to the Airport operator for aircraft overflights from Monterey Peninsula Airport, Salinas Municipal Airport, Mesa Del Rey (King City) Airport, Carmel Valley Airport, and Fritzsche Army Airfield (Fort Ord) Airport (Title 21, Chapter 21.86, § 21.86.040, and § 21.86.090.E.

- Buchanan Field and Byron Airport: The Contra Costa Airport Land Use Compatibility Plan requires the dedication of aviation easements in accordance with Buchanan Field Airport Policy 5.4.5, and Byron Airport Policies for Compatibility Zone A and B1 (Contra Costa Airport Land Use Compatibility Plan, December 2000, p.2-24).
- Needles Municipal Airport: The San Bernardino County Needles Municipal Airport Land Use Plan includes an aviation easement policy that states, "A standard form of Aviation Easement shall be obtained for all proposed development within a 14,000 foot radius of the Needles Airport."

The following sections describe in more detail the Airport's specific concerns.

### **Environmental Setting**

- 6-A Despite the close geographic proximity of the City of San Bruno to the Airport, there are few references in the text or graphics in the General Plan and DEIR that discloses the close proximity of the City to the Airport. While a community's proximity to a major airport may not be viewed favorably with regard to the environmental impacts associated with airport activity, this proximity is nonetheless an important aspect of San Bruno's environmental setting and should be disclosed in description and in graphics. Therefore, the base map used for Figures 2.2-2, 2.5-1, 3.1-2, 3.14-2, 3.15-2, 5.1-1, 5.2-1, 5.3-1, and 5.4-1 of the DEIR, where planning boundaries, existing and proposed land uses, SFO height restrictions, and the depiction of project alternatives, do not adequately reflect the geographical context of San Bruno to the Airport and should be revised.

### **Land Use Compatibility**

- 6-B The proposed Multi Use and Downtown Mixed-Use Land Use designations proposed at West San Bruno and Huntington Avenues in the General Plan are located approximately one mile from the ends of Runways 28 Left and 28 Right, and fall within the Airport's current 65 dB CNEL contour (as shown on the attached 2001 San Francisco International Airport Noise Exposure Map). By definition, new residential development in these areas is an incompatible land use. Over the past 25 years, the City of San Bruno, the Airport and the FAA have worked together to mitigate the impact of Airport operations on residences in San Bruno in the most noise sensitive areas, and to eliminate all incompatible land uses. As a result, as of 2000, SFO achieved zero impact area status.

These written comments reiterate the Airport's concerns regarding proposed multi use and transit oriented land use designations that will allow the construction of new housing units within the Airport's 65 dB CNEL noise contours. The Airport acknowledges that as applied in other communities, in-fill and increased density development near transit stations and transportation hubs have been laudable achievements. However, the BART and CalTrain stations are located within the Airport's 65 dB CNEL noise contour and any in-fill development that would allow for new housing units in these noise impact areas would be considered incompatible land uses under the State Noise Standards and is

contrary to State guidance on Airport Land Use Compatibility Planning. The Airport urges the City of San Bruno to reconsider in-fill development in these noise impact areas, or at the very least, require developers to grant aviation easements to the Airport should residential development be permitted in these areas.

Since 1983, the City of San Bruno has received funding from the Airport and grants from the FAA's Airport Improvement Program (AIP) for airport noise insulation programs. Since that time, San Bruno has received over \$34.7 million in noise insulation funds, \$19.8 million of which has been paid for by the Airport. As a condition for receiving the federal grants, the City of San Bruno provided assurances that were incorporated into and became part of the grant agreement with the federal government. San Bruno provided assurances that it would "take appropriate action, including the adoption of zoning laws, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft," and to "maintain zoning and land uses within its jurisdiction that would not reduce the compatibility of the Airport or federally financed noise compatibility measures." Contrary to the conclusion stated in the DEIR (page 3-210), the new in-fill residential land use proposed in the 65 dB CNEL contour would appear to be inconsistent with San Bruno's condition of grant acceptance." (FAA Non-Airport Sponsor Assurances, Grant Assurance No.15).

Residential uses located within SFO's 65 dB CNEL noise contour are not compatible with the normal operations of the Airport. Under the grant assurances provided by San Bruno to the federal government in return for entitlement of approximately \$15 million in federal grants, San Bruno has an obligation to use its land use zoning powers to restrict land uses in the immediate vicinity of SFO to activities that would be compatible with normal airport operations. The proposed General Plan's land use policies promoting residential uses within SFO's 65 dB CNEL contour contradict San Bruno's prior grant assurances to take appropriate action to restrict the use of land adjacent to the Airport to activities and purposes compatible with normal airport operations.

For over 25 years, SFO has worked resolutely to mitigate noise impacts and promote compatible land uses to reduce its noise impact area to zero. Through the Airport's noise insulation program, the Airport has provided over \$131 million to help local jurisdictions, including the City of San Bruno, insulate nearly 13,000 dwelling units, and several schools and churches. Approximately 2,660 homes, two schools, and two churches, have been insulated in San Bruno. In 1992, SFO entered into a Memorandum of Understanding (MOU) with a number of communities including San Bruno, to provide up to \$120 million for noise insulation. Notwithstanding these efforts, there were remaining homes that had not been insulated. In 2000, SFO and the City of San Bruno entered into a Supplemental MOU to provide additional funding to San Bruno to pay the costs for noise insulation of properties located within the 65 dB CNEL noise contour. In the 2000 Agreement, San Bruno expressly acknowledged that "one of the primary purposes of this Agreement is to have noise insulation done on properties in SFO's State 65 dB CNEL noise contour so that incompatible land uses are eliminated and SFO will no longer be required to obtain a variance from the State Department of Transportation."

In 2002, SFO achieved its goal of operating the Airport without needing a variance from the California Department of Transportation (Caltrans). Caltrans now considers SFO to have a zero impact area. SFO was able to achieve this by eliminating all incompatible land uses within the noise impact area, in accordance with the requirements of Title 21 of the California Code of Regulations. After SFO's extraordinary efforts to eliminate incompatible land uses, San Bruno, through the General Plan, is now proposing to create new residential uses within the 65 dB CNEL Noise Contour, which would introduce incompatible land uses within a noise impact area, and would undermine the express purpose for the 2000 Supplemental MOU, as well as the noise insulation program.

SFO urges San Bruno to consider the California Airport Land Use Planning Handbook in developing its General Plan land use policies for those lands located within the Airport's 65 dB CNEL contour. The Handbook provides that structural insulation is appropriate as a means for addressing existing land uses; however, sound insulation should be considered only as a measure of last resort, rather than a substitute for good land use compatibility planning (The California Airport Land Use Planning Handbook, p. 7-36). At a minimum, where sound insulation is required as a condition for development approval, the State of California guidance for Airport Land Use Compatibility Planning states that the dedication of an aviation easement to the airport proprietor should be required of a developer or property owner. (California Airport Land Use Planning Handbook, January 2002, pp. Summary-8; 3-3; 3-22&23; 7-6&7; 7-36. See excerpts attached) Therefore, the Airport urges the City of San Bruno to reconsider whether it is good land use policy to allow residential uses to be located within the 65 dB CNEL noise contour and higher, and further urges San Bruno to adhere to the spirit of its FAA grant assurances and the SFO Supplemental MOU.

SFO is designated by San Mateo County as a noise problem airport. The noise impact area for a noise problem airport is the area within the airport's 65 dB CNEL contour that contains incompatible land uses, including residences. State law provides that airports in California that have a noise impact area are required to either (1) eliminate incompatible land uses or (2) obtain a variance from the State Department of Transportation. An airport eliminates incompatible land uses by, among other actions, providing noise insulation for residences, schools, hospitals, convalescent homes, and religious assembly buildings. However, the state implementing regulations make a distinction for residences constructed on or after January 1, 1989. For residences constructed on or after January 1, 1989, noise insulation to an interior noise standard of 45 dB is insufficient to eliminate the incompatibility. Instead, in order to eliminate land use incompatibility, the Airport must acquire an aviation easement<sup>1</sup> [Title 21, California Code of Regulations, Sec.

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<sup>1</sup> Aviation Easement is defined in the ALUC Handbook as a type of easement which typically conveys the following rights:

- A right-of-way for free and unobstructed passage of aircraft through the airspace over the property at any altitude above a surface specified in the easement (usually set in accordance with FAR Part 77 criteria).
- A right to subject the property to noise, vibrations, fumes, dust, and fuel particle emissions associated with normal airport activity.

5014(a)]. In the attached letter from Elizabeth D. Eskridge of the California Department of Transportation to San Bruno Mayor Larry Franzella, dated February 20, 2002, Ms. Eskridge explained that the January 1, 1989 date reflected the date of the last revisions to the state noise regulations and "the expectation that new residences wouldn't be allowed within a noise problem airport's 65 dB CNEL since communities affected by airport noise would be well aware of the noise effects and would appropriately restrict land uses in that area."

The DEIR for the General Plan incorrectly assumes that General Plan Policy HS-37 would mitigate land use incompatibility because the dwellings will be constructed to meet the interior noise standard of 45 dB and require all sponsors of new housing to record a notice of Fair Disclosure (DEIR, 3-218). In fact, San Bruno's General Plan land use policy would allow for incompatible land uses without addressing the only means for eliminating the incompatibility under the State Noise Standards (Title 21 California Code of Regulations, Sec.5014) – requiring developers to grant avigation easements to SFO as a condition of development approval. SFO urges the City of San Bruno to cooperate with SFO in meeting the requirements of Title 21 by including in its General Plan a requirement that the sponsors of new housing provide an avigation easement to SFO. Unless an avigation easement is provided to SFO, any new residential uses within SFO's 65 dB CNEL contour would remain an incompatible land use under State law. This incompatibility is caused solely by San Bruno's proposed General Plan land use policy and San Bruno should take responsibility to remedy this incompatibility now and not when the City considers the first building permit application for a new residential unit permitted in the 65 dB CNEL noise contour.

Ms. Eskridge's letter explains that "an airport's measure of success in complying with the Noise Standards is to have no incompatible land uses, as defined in Section 5014, within its 65 dB CNEL contour. If a community allows new residences within this area without requiring that an avigation easement be granted to the airport proprietor, then each new residence puts the airport out of compliance with the Noise Standards without any change in the noise environment." The letter further states that "any new residential development that would be in San Francisco International Airport's 65 dB CNEL contour would be incompatible and increase the size of the airport's noise impact area unless it meets at least one of the exclusion criteria described in Section 5014." The Notice of Fair Disclosure proposed in the General Plan reflects state law requiring the disclosure of property in the vicinity of an airport and protects the parties to a real estate transaction. It, however, has no effect on Title 21 compliance and does not mitigate the impact on the Airport of Title 21 non-compliance resulting from San Bruno's General Plan land use policies.

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- A right to prohibit the erection or growth of any structure, tree, or other object that would enter the acquired airspace.
  - A right-of-entry onto the property, with proper advance notice, for the purpose of removing, marking, or lighting any structure or other object that enters the acquired airspace.
  - A right to prohibit electrical interference, glare, misleading lights, visual impairments, and other hazards to aircraft flight from being created on the property.

The Noise impact analysis of the DEIR beginning on page 3-201, fails to analyze the impacts of introducing incompatible land uses in the vicinity of SFO, fails to consider the General Plan's incompatibility with the policies reflected in Title 21 of the California Code of Regulations, fails to disclose that the policies cause SFO to be in non-compliance with the State Noise Standards, and fails to provide for adequate mitigation measures, including the requirement for aviation easements.

The Airport has carefully reviewed the DEIR for the San Bruno 2025 General Plan and has the following detailed, page-by-page comments:

	Subject – EIR Page No.	Specific Provision	Comment
6-C	Summary of Impacts and Mitigation Measures\ Page E-4 through E-9	Table E.2-1	The summary table does not summarize the key mitigation measures for the reader. Only citing the numbered cross references to the General Plan policies does not sufficiently summarize the General Plan Policies. To understand the table, the reader must read the whole DEIR or the General Plan itself thus defeating the purpose of the summary.
6-D	Approach Page 1-3		The DEIR states that because it is programmatic, many of the policies are general. While a General Plan EIR is typically general, the mitigation measures in this DEIR are so general they do not meet the definition of mitigation in State CEQA Guidelines section 15370. The General Plan DEIR should include measures that would reasonably avoid, reduce, minimize or compensate for significant impacts, and include measurable performance standards that should be required of future development.
6-E	Documents Incorporated by Reference Page 1-5		The DEIR does not properly incorporate these documents by reference. Guidelines Sec. 15150 requires that when a document is incorporated by reference, the relevant portions shall be summarized or described and the relationship between the incorporated part of the referenced document and the EIR shall be described.
6-F	Land Use Classifications Page 2-9, 2-11 through 2-12	Land Use Classification	The Land Use Classifications as identified and described on the DEIR text is not consistent with Figure 2.5-1: General Plan Land Use Diagram. Figure 2.5-1 includes two categories, Visitor Services and Multi Use that is not described in the text. Therefore it is unclear whether there is a difference between Multi Use and Multi Use – Residential Focus.
6-G	Land Use Page 3-11	Mitigation Measures	Some of the mitigation measures are inadequate to support the conclusions of “less-than-significant”, and the text is italicized in quotations to illustrate this point. Additionally since the conclusions are supported by the whole list of mitigation measures, it is unclear to the reader which ones will actually mitigate the potential significant impacts, particularly when the adequacy of some of them is questionable.
6-H		HS-37	“Disclosure of...” existing airport operations does not actually mitigate any impacts. This is not an adequate mitigation measures and would not reduce impacts to “less-than-significant”.
6-I		HS-47	“Work together with other jurisdictions to... reduce airport noise and safety concerns...” is not an actual mitigation measure, but merely a commitment to future discussions. This provision is not an adequate mitigation measure and would not reduce impacts to “less-

	Subject – EIR Page No.	Specific Provision	Comment
			<i>than-significant”.</i>
6-J	<b>Population and Housing Page 3-17</b>	LUD – 76	“Assure that....new development mitigates impacts on public services” is not a mitigation measure. The DEIR should clearly explain what will be required of future developments. This is not an adequate mitigation measure under CEQA – even at the program EIR level.
6-K		T-58	“Work” with SAMTRANS....to schedule routes... within walking distance...” is not a mitigation measure. What specific measures would be required of SAMTRANS? Has the City coordinated with SAMTRANS during the preparation of the General Plan or the DEIR?
6-L	P. 3-18	ERC -1	The measure is not specific. The possible types of sensitive habitat should be identified in the mitigation measure as well as the required buffer for each habitat.
6-M		PFS – 3	The General Plan and/or the DEIR should identify the necessary public service improvements, so decision makers can evaluate the potential impacts on public service resources and make an informed decision.
6-N	<b>Visual Resources Page 3-23</b>	Impact 3.3-A	The conclusion is that there may be significant visual impacts, but they can be mitigated. Typically, a DEIR will include a visual impact analysis using photographs of key view sheds and photo simulations to either depict significant visual impacts, or to illustrate that such impacts would not be significant. No photos or simulation analysis are included in this DEIR.
6-O		Impact Analysis	The analysis concludes visual impacts would be minor because most new development would be less than 3-stories per Ordinance 1284. Given that the Crossing Development includes taller buildings than allowed by ordinance, it would be reasonable to assume future development may also require taller structures for economic reasons. For instance, one of the objectives of the General Plan is to encourage airport related support activities such as hotels. If such support activities were to involve the development of tall buildings they could indeed result in visual impacts. As such, they should be discussed in the DEIR.
6-P		LUD 69	“Conduct a design review....”. This should have been done as a part of the General Plan or in the visual impact analysis of this DEIR.
6-Q		T -28	As a mitigation measure, this General Plan policy does not indicate how these scenic routes will be protected.
6-R		T-33	“Encourage... building design to frame vistas.” This is not a mitigation measure as defined under CEQA. Encouraging an action does not actually mitigate anything unless there is a clear nexus between the impact and the action resulting in the mitigation of the impact. In addition, the DEIR does adequately explain what it means to “frame vistas.”
6-S	<b>Visual Impacts Page 3-25</b>	T-25	“Coordinate with Caltrans, etc. ....” This measure is not a mitigation action, and therefore, is not an adequate mitigation measure under CEQA.
6-T		T-28	This General Plan policy used as a mitigation measure does not indicate how these scenic routes will be protected.

	Subject – EIR Page No.	Specific Provision	Comment
6-U		T-29	“Review and Update....the Scenic Corridor Protection program”. This General Plan policy used as a mitigation measure is inadequate because it does not explain what criteria must be met in the review and update to actually reduce scenic impacts.
6-V		T-34	“Encourage planting of trees....” Encouragement is vague and does not correlate impacts to mitigation.
6-W	Visual Impacts Page 3-26	LUD - 24	“Coordinate with...” does not correlate impacts to mitigation.
6-X		LUD – 25	“Coordinate with ....” does not correlate impacts to mitigation.
6-Y	Transportation Page 3-56	Tables 3.4-6, 3.4-9, 3.4-10	The sources cited for traffic counts and levels of service are 2 to 5 years old. The transportation impact analysis discussion should include a validation analysis to disclose why this dated information is still considered valid.
6-Z	Transportation Page 3-56	Impact Analysis and Significance Conclusions	<p>The traffic impact analysis uses a future “No-Project” scenario based on ABAG projections as the baseline for determining the significance of impacts. Section 15125(a) of the CEQA Guidelines provides that <i>existing physical conditions</i> in the project vicinity will normally constitute the baseline for determining whether an impact is significant. Existing conditions are those that exist at the time of the Notice of Preparation. Although “existing conditions” are shown in the DEIR, they were not used as the baseline for determining significance. If the City of San Bruno decides to use something other than existing physical conditions as the baseline, it must clearly explain that it is doing so and why another baseline is justified.</p> <p>Without a comparison to existing conditions, it is impossible to determine if impacts are “significant” for purposes of CEQA. For example, in Table 3.4-10 there is no comparison to <i>existing conditions</i>, and no corresponding <i>significance</i> determination.</p>
6-AA	Transportation Page 3-57	Traffic Analysis – Use of Horizon Year 2020	The DEIR states that “the traffic analysis uses a horizon year 2020 which is the San Mateo County travel model forecast year. This methodology is standard for EIR traffic analyses in the region.” However, the DEIR does not provide a validation discussion to clarify to the reader why this shorter horizon year is used for this DEIR’s transportation analysis, and therefore, only analyzes the General Plan traffic impacts for a 12 year period, not the 20 year period indicated on page 1-2 of the DEIR. By shortening the evaluation period from 20 to 12, the DEIR does not adequately analyze the full transportation impact of the proposed General Plan land use policies.
6-AB	Transportation Page 3-62	T-20	“Study the benefit of implementing HOV and carpool lanes” is not an actual mitigation measure but merely a commitment to study rather than implement HOV and carpool lanes. This General Plan policy is not an adequate mitigation measure and would not reduce impacts to “less-than-significant.”
6-AC		T-21	A General Plan policy to “consider investment in ITS” is not an adequate mitigation measure. A commitment to consider ITS rather

	Subject – EIR Page No.	Specific Provision	Comment
			than to implement ITS is not an adequate mitigation measure and would not reduce impacts to “less-than-significant.”
6-AD	Air Quality Page 3-78	Impact Analysis and Significance Conclusions	The DEIR uses an inappropriate baseline for air quality impact analysis (See Transportation comment above). If the City of San Bruno decides to use something other than existing physical conditions as the baseline, it must clearly explain that it is doing so and why another baseline is justified.
6-AE	Air Quality Page 3-78, 79	Impact analysis and conclusion of “less-than- significant” and mitigation	The impact analysis uses the ABAG growth projections as a baseline and concludes that since the population and VMT growth of the plan would be within those projections, the impacts would be “less-than-significant.” This is not an appropriate baseline for comparison. CEQA requires that the baseline for determining the significance of impacts is the “existing conditions.” The DEIR should explain why the existing condition at the time the DEIR was prepared was not used to evaluate the significance of impacts.  Additionally, the General Plan policies that are the basis for the conclusion of “less-than-significant” are not mitigation measures as defined by CEQA, and are therefore insufficient for the purposes of the DEIR to identify mitigation measures for potential impacts.
6-AF	Libraries Page 3-106	Impact Analysis	The conclusion is that impacts to libraries will be “less-than-significant.” However, the discussion reveals that the libraries are already overcrowded. Thus the conclusion is not supported by the evidence. The DEIR does not analyze the project’s incremental contribution to impact on libraries.
6-AG	Libraries 3-107	PSF – 56	“ <i>Study potential locations and funding mechanisms....</i> ” is not an appropriate mitigation under CEQA. Deferring this location study to the future is not an adequate mitigation measure under CEQA.
6-AH	Fire and Police Protection Page 3-117 through 3-120	Conclusions of “less-than- significant” And mitigation	This section concludes that the General Plan policies will mitigate the fire protection and police protection impacts to less-than-significant. However, the General Plan policies are vague or defer action to the future. It is unclear which of those General Plan policies will actually solve the fire protection impacts of the General Plan. Thus, the conclusion of “less-than-significant” is not supported by the discussion of Fire and Police Protection in the DEIR.
6-AI	Water, Wastewater, and Solid Waste Pages 3-126 through 3-128	Impact Analysis	These “Environmental Setting” discussions use “existing conditions” as the baseline, but the analysis of impacts does not show the existing conditions in the tables for purposes of comparison. The impact tables in a DEIR should show both existing usage compared to projected usage under the General Plan build out, thereby enabling the reader to easily see the impact of the plan, and for the lead agency to consider the environmental impacts that may be raised by implementation of the preferred action.
6-AJ	Water, Wastewater, and Solid Waste Pages 3-126 through 3-128	Water Supply: Conclusions of “less-than- significant” and mitigation	This section concludes that the General Plan policies will mitigate the future water supply shortage resulting from build out to less-than-significant. However, the General Plan policies are vague or defer action to the future. Additionally, it is unclear which of those policies actually solve the water supply impacts of the General Plan. Thus, the conclusion of “less-than-significant” is not supported by the discussion of Water, Wastewater, and Solid Waste in the DEIR.

	<b>Subject – EIR Page No.</b>	<b>Specific Provision</b>	<b>Comment</b>
6-AK	<b>Water, Wastewater, and Solid Waste Pages 3-128- 129</b>	Groundwater Resources; Conclusions of “less-than- significant” and mitigation	This section concludes that the General Plan policies will mitigate the potential impacts on groundwater supplies to less-than-significant. However, the General Plan policies are vague or defer action to the future. Additionally, none of the policies deal specifically with groundwater resources. Thus, the conclusion of “less-than-significant” is not supported by the discussion of Water, Wastewater, and Solid Waste in the DEIR.
6-AL	<b>Water, Wastewater, and Solid Waste Pages 3-129 through 130</b>	Waste Water: Conclusions of “less-than- significant” and mitigation	The feasibility of these specific plan policies is not discussed. Thus it is unclear if the conclusions are supported by the discussion of Water, Wastewater, and Solid Waste in the DEIR.
6-AM	<b>Biological Resources Page 3-143</b>	Impacts to Special Status Species: Conclusions and Mitigation	The mitigation measures for special status species are inadequate because they defer action to project-level review. Additionally, many of them are vague even at the project-level. For example, ERC 16 requires future studies and future consultation with the California Department of Fish and Game, but does not actually require any specific measures in the way of mitigation. It does not appear that the Department of Fish and Game was consulted during the preparation of the DEIR. An adequate General Plan and DEIR should specify what types of project-level mitigation should be applied. Thus, most of these measures are inadequate, even at the program level, and therefore, the conclusion of “less-than-significant” is not supported by the biological resources discussion in the DEIR.
6-AN	<b>Biological Resources Page 3-144 through 3-145</b>	Riparian Habitat and Wetlands: Mitigation	The General Plan policies presented may be good ideas, but they are not specific enough for mitigation purposes as required by CEQA. The General Plan is the time to provide measurable standards that would be applied to future projects. What do regulatory agencies require in the way of mitigation? The General Plan and the DEIR should consider these mitigation measures and incorporate them, if appropriate. Therefore, these measures do not support the conclusion that impacts would be “less-than-significant”.
6-AO	<b>Cultural Resources Page 3-151, measu152</b>	Historic Resources: Conclusions and Mitigation	<p>This section concludes that the General Plan policies will mitigate the potential impacts on historic resources to less-than-significant levels. However, the General Plan policies are vague or defer action to the future. Thus, the conclusion of “less-than-significant” is not supported by the discussion of Historic Resources in the DEIR. Additionally, since the General Plan encourages in-fill development, it is reasonably foreseeable to conclude that some significant historic resources would be demolished or altered. The courts have held that demolition of historic resources cannot be mitigated at the program EIR level. Thus, future demolitions should be considered an indirect, but “unavoidable” impact of the plan.</p> <p>Further, the DEIR identifies General Plan policies ERC – 36, -39, -40, and -42 as mitigation measures. The DEIR should include a mitigation measure to address alterations to historic resources and require that rehabilitation shall be in accordance with the Secretary</p>

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			of the Interior standards, or according to the standards of State Office of Historic Preservation. Thus, the conclusion of “less-than-significant” is not supported by the discussion of Historic Resources in the DEIR without this additional mitigation measure.
6-AP	Page 3-152	Archeological Resources; Impacts and mitigation	This impact section is devoid of any analysis or adequate mitigation. Future archeological studies are not adequate mitigation. The DEIR should clearly explain what will be required if future studies reveal that archeological impacts are, indeed, discovered.  The possible discovery of human remains should also be discussed with reference to applicable laws and regulations that would require specific mitigation.
6-AQ	Geology Page 3-17) through 3-172	Earthquakes: Impacts and Mitigation	The DEIR should recognize and state that, even with the best mitigation, some level of earthquake impacts would be an “unavoidable impact” of future development. Even assuming all of the listed mitigation measures were implemented, when “ <i>the big one</i> ” comes, some earthquake damage and injury is foreseeable.
6-AR	Hydrology and Water Quality Page 3-173	HS 14	“ <i>Coordinate with.... FEMA</i> ” is vague and would defer action to the future and should not be considered an adequate mitigation measure as defined by CEQA.
6-AS		HS -15	“ <i>Actively engage the San Mateo County Flood Control District...</i> ” is not an adequate mitigation measure. Although some examples of potential measures that should be pursued are advocated, the treatment is still not adequate mitigation.
6-AT		HS – 19	“ <i>Maintain on-going communications with...</i> ” is not an adequate mitigation measure under CEQA.
6-AU	Hydrology and Water Quality Page 3-185	ERC – 19	“ <i>Regulate new development ... to minimize pollutants</i> ” is a vague phrase and the General Plan policy is not an adequate mitigation measure. How will the pollutants be regulated? What actual measures would be required of future development?
6-AV		ERC - 20	What are “Best Management Practices”? What types of practices do they consist of? What would actually be required on the ground for future projects?
6-AW		ERC – 22	Monitoring is not, by itself, a mitigation measure. What will happen if the monitoring reveals water quality problems? The mitigation measure should identify the specific measures required to address any water quality problem that may be encountered.
6-AX		HS – 1	The measure should specify the type of development regulation. As it is written, there is no indication of how development would be regulated to mitigate the impacts.
6-AY	Airport Safety Page 3-201	HS – 37	“ <i>Disclosure of...</i> ” existing airport operations does not actually mitigate any impacts. This measure is not adequate mitigation by itself, and would not reduce impacts to “less-than-significant.”
6-AZ		HS - 39	“ <i>Pursue...mitigation by SFO...</i> ” is not an actual mitigation measure, but merely a recommendation for future consultation. This General Plan policy is not an adequate mitigation measure and would not

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		reduce impacts to “less-than-significant.” Requiring housing unit developers to provide avigation easements to the Airport would be an appropriate mitigation measure.	
6-BA	HS- 40	<p>“Prohibit....certain residential development in CNEL+ 70 areas “ is adequate mitigation, but Figure 5.1-1 Proposed General Plan shows multi use land use designation at San Bruno Avenue East and Huntington Avenue, which is as defined on page 2-11 of the DEIR would allow for residential density up to 38 housing units per acre if certain density bonuses are achieved. Mr. Aknin has indicated that no residential land uses would be allowed in the 70 dB CNEL noise contour, and the DEIR should reflect this assurance.</p> <p>In addition, Figure 5.1-1 of the DEIR should also include the Airport’s 65- and 70- dB CNEL noise contour lines, to clearly show the proposed mixed use land use designations that allow residential uses within the 65- and 70- CNEL noise contours.</p>	
6-BB	HS – 47	<p>“Work together with other jurisdictions to... reduce airport noise and safety concerns...” is not an appropriate mitigation measure, but merely a commitment to future discussions and would not reduce impacts to “less-than-significant”.</p>	
6-BC	Noise Page 3-205	Aircraft Noise: Environmental Setting	<p>Aircraft noise from SFO is discussed in very general terms. Figure 3.15-2 illustrates applicable CNEL noise contours from airport operations. These contours are based on FAA noise modeling methods which calculate 24-hour average noise levels. The Airport’s Noise staff should have been contacted during the preparation of the DEIR, so that SFO could have provided the most recent Noise Exposure Map for the DEIR.</p> <p>The DEIR does not adequately analyze the impacts of allowing residential uses within the 65 dB CNEL noise contour, both on the residents as well as the impacts on SFO, as discussed at the beginning of this letter. The DEIR does not disclose the number of dwelling units nor the number of residents that will be exposed to airport and aircraft noise and other impacts.</p> <p>In addition, there is no data presented about “single-event” noise levels (e.g., from aircraft takeoffs and landings). The DEIR should evaluate all impacts relating to residential use in close proximity to the Airport, including the effect of single event aircraft noise on residents of the new housing units proposed in the 65 dB CNEL noise contour.</p>
6-BD	Noise Page 3-217	Impact 3.14 D	<p>Impact 3.14 D states that operations at SFO “may continue to expose San Bruno residents and workers to excessive noise.” Since residential uses are currently located within the 65 dB CNEL noise contour, it is a certainty that they and future residences located within the 65 dB CNEL contour <i>will</i> be exposed to excessive noise. The DEIR correctly concludes that the impact of the exposure of noise sensitive land uses to noise that exceeds City noise compatibility standards is significant. In order to conclude that this significant impact can be reduced to a less than significant, the DEIR</p>

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		<p>must identify City policies or specific mitigation measures that would physically reduce the significant noise impact. For the reasons described below, the City policies which the DEIR states will reduce this significant impact to a less than significant level are inadequate for this purpose.</p>
6-BE Noise Page 3-218	HS-37	<p>“<i>Disclosure of...</i>” existing airport operations does not mitigate any impacts. This mitigation measure is inadequate by itself and without the provision of aviation easements to the Airport, would not reduce impacts to “less-than-significant.”</p>
6-BF	HS 39	<p>“<i>Pursuing...</i>” mitigation by SFO is not a mitigation measure, but merely a recommendation for future consultation. This mitigation measure is inadequate and would not reduce impacts to “less-than-significant.”</p>
6-BG	HS-41	<p>“<i>Encouraging SFO authorities... to undertake noise abatement measures...</i>” is not a mitigation measure, but rather merely a recommendation for future mitigation. This is not an adequate mitigation measure and would not reduce impacts to “less-than-significant.” The provision of aviation easements to the Airport is a noise abatement procedure as discussed in the ALUP Handbook and in accordance to Title 21 of the California Code of Regulations.</p>
6-BH	HS –49	<p>“<i>Actively and aggressively participate in forums....</i>” is not a mitigation measure, but merely a commitment to future participation. This is not an adequate mitigation measure and would not reduce impacts to “less-than-significant.”</p>
6-BI Cumulative Impacts Pages 4.3-4.4		<p>Section 15130 (b) of the CEQA Guidelines require an EIR to evaluate cumulative impacts in one of two ways. Specifically, an EIR must utilize either: <i>a list of past, present or reasonable foreseeable future project or a summary of projections contained in an adopted planning document.</i></p> <p>It is unclear which approach the City is using. Apparently the General Plan build out is being used as a proxy for the list approach. However, using such an approach does not account for any large, specific projects that are proposed in neighboring communities. Although the DEIR states that the ABAG projection approach is being used to account for growth in adjacent communities, that also does not account for or identify any specific projects in the City of San Bruno or in neighboring communities.</p> <p>Even assuming that this approach is an acceptable way of accounting for future projects, the DEIR does not analyze their impacts. The DEIR contains mere conclusions that cumulative impacts would be “less-than-significant” and only for three impacts: Transportation, Air Quality and Flooding. However, the conclusion is not supported by any analysis.</p> <p>Further, the cumulative impact analysis overlooks the fact that even the non-significant impacts of the General Plan build out may contribute to regionally cumulative problems.</p>

6-BJ

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		Finally, there is no explanation as to why the cumulative impact section only covered Transportation, Air Quality and Flooding. Without an explanation to the contrary, other impacts of the General Plan also may contribute to the cumulative problems. For example, the DEIR does not consider the cumulative noise impacts generated from Highway 101 and local arterials, CalTrain operations, and aircraft overflights. These overlapping noise impacts are illustrated by Figure 3.15-1 but not adequately identified nor evaluated in the DEIR.

In closing, the Airport believes that it is good policy to restrict residential land uses to areas outside the 65 db CNEL noise contour and urges the City to reconsider the proposed expansion of residential development in these areas. If the General Plan is approved as written, allowing for housing in areas that are considered incompatible as defined by Title 21, then the Airport urges you to include a General Plan policy and a mitigation measure in the EIR requiring aviation easements as a condition of residential development within these areas.

The Airport appreciates your consideration of these comments. Please do not hesitate to call me or Nixon Lam, Senior Environmental Planner, if you have any questions concerning the Airport's comments.

Sincerely,



Danielle J. Rinsler, AICP  
Director of Planning & Environmental Affairs

#### Attachments

cc: John L. Martin, Airport Director  
Hon. Larry Franzella, Mayor  
Members, San Bruno City Council  
Members, San Bruno Planning Commission  
Connie Jackson, City Manager  
Richard Newman, ALUC Chair  
Dave Carbone, ALUC  
Camille Garibaldi, FAA San Francisco Airports District Office  
Terry Barrie, Caltrans Aeronautics  
Betsy Eskridge, Caltrans Aeronautics  
Ron Bolyard, Caltrans Aeronautics  
Nixon Lam, SFO Senior Environmental Planner, BPEA  
Mike McCarron, SFO Community Affairs  
Bert Ganoung, SFO Noise

## **2.2-6 RESPONSE TO COMMENT LETTER 6: SAN FRANCISCO INTERNATIONAL AIRPORT, MAY 16, 2008**

6-A: Thank you for this comment. The location and/or presence of the San Francisco International Airport (SFO) is described in text on pages 2-2, 3-73, 3-190, and 3-205 of the DEIR, and explicitly in maps on page 3-3 and 3-75. While we appreciate your concern that the maps in this General Plan and EIR do not adequately reflect the relative position of SFO to the City of San Bruno, Figures 2.2-2, 2.5-1, 3.1-2, 3.14-2, 3.15-2, 5.1-1, 5.2-1, 5.3-1, and 5.4-1 all are trying to convey other information about the City's existing and future conditions. In order to show SFO on each of these maps, the map of the City would have to shrink considerably, and this would diminish the effectiveness of the maps for portraying details about what exists within the City proper.

The following changes, however, have been made in order to provide a more graphic presence for SFO within the FEIR (See Appendix D for all revised maps):

1. Figure 2.2-1 has been updated to include the location of SFO;
2. Map Figures 2.2-2, 2.5-1, 3.1-2, 3.14-2, 3.15-2, 5.1-1, 5.2-1, 5.3-1, and 5.4-1 have all been updated to include annotation indicating how far SFO lies from the City limits; and
3. An additional figure has been added, 3.15-3: San Bruno and SFO, depicting a map of San Bruno, SFO, and the related noise contours and height restrictions that impact City development.

6-B: Thank you for your comments. The DEIR use the most current San Mateo County Comprehensive Airport Land Use Plan (CALUP) adopted in 1996, in order to establish the General Plan's compatibility with SFO airport operations. State law defines the powers and duties of Airport Land Use Commissions (ALUCs) broadly "to assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses" (Section 21674(a)), and one of the major tools ALUCs have to achieve this goal is to prepare Compatibility Plans: "Each commission is required to "prepare and adopt" an airport land use plan for each of the airports within its jurisdiction (Sections 21674(c) and 21675(a)). The land use and noise compatibility standards provided in the San Mateo County Comprehensive Airport Land Use Plan are reported on page 3-211 of the DEIR. According to these standards, residential land use is conditionally compatible from 65dBA up to 70dBA CNEL, which permits residential development to be undertaken "only after an analysis of noise reduction requirements is made and needed noise insulation features included in the design." In San Bruno, a significant share of both existing and potential development sites have projected noise greater than 70db—whether from freeways, railroad, or the airport. Accordingly, because the City is required under State law to continue meeting its share of regional housing

needs obligations and because transit-supportive land use is a priority for the City of San Bruno and thus mixed-use development is desirable near BART and Caltrain, rather than prohibit mixed-use development between the 65 and 70 dBA contours, proposed policy HS-33 makes the overall city noise compatibility standards use ALUC compatibility requirements, regardless of noise source, and policy HS-35 requires developers to comply with noise insulation standards contained in Title 24 (this state law already requires noise level reduction to an interior noise level of 45dBA). Furthermore, as the Comprehensive Airport Land Use Plan deems noise exposure above 70 dBA CNEL incompatible with residential land uses, the City takes action to restrict the introduction of new residential land uses into this area with policy HS-40, which explicitly prohibits the development of new residential uses under these 70dBA airport contours.

The DEIR unintentionally omitted the text of policy HS-40 from the impact discussion; it is now inserted on page 3-218 as it appears below:

HS-40 Prohibit new residential development in 70+CNEL areas, as dictated by Airport Land Use Commission criteria.

In terms of implementation, this policy would have the effect of prohibiting a residential component in the mixed use land use areas that fall under the 70dBA airport noise contour, regardless of the description of the land use designation.

Policies HS-33 and HS-35 are already cited under this impact, in the last sentence before “Mitigation”. They are not written in their entirety because the full text is provided for an earlier impact statement, as is the consistent documentation approach for this DEIR. It is through these policies that the City of San Bruno achieves simultaneously the goals of promoting dense transit-supportive land uses and protecting existing and future residents from the overall noise impacts related to growth and development.

This FEIR would like to acknowledge that there may be a disconnect between the applicable ALUP (which conditionally permits residential development within the 65dBA CNEL) and the regulatory requirements imposed upon SFO by the Title 21 State Noise Standards (which, according to SFO, puts SFO in non-compliance if there is new residential development within the 65dBA CNEL, even if homes are given appropriate noise insulation -- unless SFO has an aviation easement). Given this disconnect, this FEIR provides a new General Plan policy:

Require new residential development within the 65 dBA CNEL SFO noise contour to provide an aviation easement to the airport prior to issuing occupancy permits.

6-C through 6-BJ: While under CEQA Section 15086(c) “a responsible agency or other public agency shall only make substantive comments regarding those activities involved in the project that are within an area of expertise of the agency or which are required to be carried out or approved by the responsible agency”, and SFO’s jurisdiction for

comments only extends to airport-related EIR issues, the following responses have been provided in appreciation of the thorough review:

**Table of Detailed SFO Comment Reponses**

Comment Number	Subject, Page, & Specific Provision	Comment (abbrev.)	Response
6-C	Summary of Impacts & Mitigation Table E.2-1	Summary table does not summarize key mitigation measures for the reader	According to CEQA Guidelines Section 15123, the summary identifies each significant effect, with proposed mitigation measures and alternatives that would reduce the effect. As there were no significant and unavoidable environmental effects identified in the DEIR, there were no mitigation measures created. Therefore, the table only cites the elements of the proposed project that reduce impacts to a less than significant level (these are the policies). There are no requirements in CEQA to summarize the key aspects of the proposed project that reduce potential impacts to less than significant.
6-D	Approach p 1-3	General Plan mitigation measures do not meet definition of mitigation in CEQA Guidelines Section 15370	As explained above in response to 6-C, there are no CEQA "mitigation measures" within this DEIR because the policies incorporated into the proposed project reduce the potential impacts to levels that are less than significant, before DEIR mitigation measures would be required.
6-E	Documents Incorporated by Reference p 1-5	DEIR does not properly incorporate these by reference	<p>Comment noted. Yes, these documents were not intended to be incorporated by reference, but rather were simply critical elements of the General Plan and EIR development process. This FEIR removes this section because no documents were intended to be incorporated by reference as defined by CEQA:</p> <p><del>1.6 Documents incorporated by reference</del>  <del>CEQA Guidelines permits documents of lengthy technical detail to be incorporated by reference in an EIR. Specifically, §15150 states that an EIR may "incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public." This Draft EIR incorporates by reference the following documents, which are available at the City of San Bruno Planning and Building Department:</del></p> <p><del>Existing Conditions &amp; Planning Issues Report. The Existing Conditions &amp; Planning Issues Report, published in March 2002, provided the General Plan Update Committee (GPUC) and general public with baseline environmental conditions, summary of opportunity sites, and analysis of planning issues.</del></p> <p><del>Alternatives Newsletter. The Alternatives Newsletter,</del></p>

Comment Number	Subject, Page, & Specific Provision	Comment (abbrev.)	Response
			<p>published in June 2002, was mailed to every household within the City limits. The Newsletter provided the general public with two different land use alternatives for consideration. New land use classifications were proposed, and potential buildout of the two alternatives were compared.</p> <p><i>San Bruno 2025: Proposed General Plan.</i> The <i>San Bruno 2025: Proposed General Plan</i>, also referred to as the Proposed General Plan, is the proposed project under consideration in this Draft EIR. The Plan provides a framework for future land development, transportation improvements, resource conservation, and provision of public services.</p> <p>Other Plans and EIRs that have been prepared for sites within San Bruno have been reviewed during preparation of this DEIR. The documents listed below have also been incorporated by reference, and are available for public review at the City of San Bruno Planning and Building Department:</p> <p><i>San Bruno Housing Element</i>, Dyett &amp; Bhatia, April 2003.</p> <p><i>U.S. Navy Site and Its Environs Specific Plan</i>, City of San Bruno, January 2001 / amended November 2001.</p> <p><i>U.S. Navy Site and Its Environs Specific Plan, Draft Environmental Impact Report (DEIR)</i>, City of San Bruno / Environmental Sciences Associates, October 2000.</p> <p><i>San Bruno Redevelopment Project Area Plan</i>, City of San Bruno, July 1999.</p> <p><i>San Bruno Redevelopment Project Area Plan, Draft Environmental Impact Report (DEIR)</i>, City of San Bruno / Environmental Sciences Associates, March 1999.</p>
6-F	Land Use Classifications p 2-9 through 2-12	Classifications in text do not match those on figure 2.5-1	<p>Comment noted. The following text is added at the end of page 2-12:</p> <p><u>The land use designations “Multi-Use” and “Visitor Services” come from the <i>Navy Site and its Environs Specific Plan</i> from 2001. For a description of these land uses please refer to the specific plan document.</u></p>
6-G	Land Use p 3-11, Mitigation Measures	Mitigation measures inadequate	<p>Comment noted. As explained in 6-C and 6-D, there are no CEQA defined mitigation measures contained within this EIR. Rather, the sum of the policies proposed within the General Plan were found to be sufficient to reduce the potential impact of the proposed project to less than significant, according to the criteria used for analyzing the impacts. The “applicable general plan policies” listed with each impact analysis include all policies whose implementation would reduce the aforementioned impacts.</p>
6-H	HS-37	See 6-G	<p>Comment noted. Please see response to comment 6-B for a</p>

Comment Number	Subject, Page, & Specific Provision	Comment (abbrev.)	Response
			detailed explanation of how the General Plan policies are consistent with the County's Comprehensive Airport Land Use Plan. However, policy HS-40 was unintentionally omitted from the relevant policies listed under Impact 3.1-B; this FEIR amends page 3-11 to include policy HS-40 between policies HS-37 and HS-47.
6-I	HS-47	See 6-G	Comment noted. Please see response to 6-G and 6-H above.
6-J	Population and Housing p 3-17, LUD-76	See 6-G	Comment noted. Please see response to 6-G above.
6-K	T-58	See 6-G	Comment noted. Please see response to 6-G above.
6-L	P 3-18, ERC-1	See 6-G	Comment noted. Please see response to 6-G above.
6-M	PFS-3	See 6-G	Comment noted. Please see response to 6-G above.
6-N	Visual Resources p 3-23, Impact 3.3-A	Should include viewshed analysis with photos and simulations	Comment noted. The conclusion in 3.3-A is actually that "new development under the General Plan will not likely impact views from the western hills" (p.3-23) This conclusion largely stems from the fact that the elevation of development in the western hills is high enough to make view obstruction by new buildings in the eastern portions of the City unlikely. In a programmatic analysis of General Plans, photographic analysis is not typical as the exact heights and sizes of future structures are not known at the time the General Plan policies are produced. It is typically at a project-specific level that the nature of the project can be simulated and specific view impacts can be ascertained.
6-O	Impact Analysis	Should assume taller buildings are possible	Comment noted. The impact analysis of the General Plan reviews existing City Ordinances and presumes they are valid and upheld, just as the analysis presumes that existing area plans (such as habitat conservation plans or airport land use plans) are also valid and upheld. The Crossings Development that is referred to in the comment resulted from a Specific Plan, for which a full EIR was prepared. Therefore, this analysis must assume that it is City policy to abide by Ordinance 1284, and therefore that future development would only have a minor impact on views because most structures would remain 3 or fewer stories tall.
6-P	LUD-69	Design review should not be a policy; city should conduct a design review as part of the general plan	Comment noted. This policy is designed to provide the city with a specific process to determine the viewshed impact of future development in highly visible areas. The level of analysis indicated within the policy is inappropriate for the general plan environmental review because it is specific to certain projects, the details of which are not presently known, nor are they described by the General Plan. The General Plan environmental review provides the basis for the

Comment Number	Subject, Page, & Specific Provision	Comment (abbrev.)	Response
		itself or impact analysis in the DEIR	analysis by indicating where the highly visible parts of town are. It is the responsibility of project-level environmental analysis to determine whether this policy is directly applicable, and if so, what are the specific conclusions of the design review for the project.
6-Q	T-28	Mitigation measure inadequate	Comment noted. As the City already has a “Scenic Corridor Protection Program” (referenced in General Plan policy T-29), this policy was not written to tell the City how to protect these corridors, but rather simply to recognize them officially and thus apply their existing (or enhanced, per T-29) protections to these corridors.
6-R	T-33	See 6-Q	Comment noted. Indeed, this is not intended to be a mitigation measure under CEQA, as explained in responses above. Therefore, it need not provide the same level of specificity as a CEQA mitigation measure.
6-S	Visual Impacts p 3-25, T-25	See 6-Q	Comment noted. Please see response to 6-R above.
6-T	T-28	See 6-Q	Comment noted. Please see responses to 6-Q and 6-R above.
6-U	T-29	See 6-Q	Comment noted. This policy presumes that the existing Scenic Corridor Protection Program already reduces impacts to scenic corridors, but that the program may need to be updated as new corridors are added to the list of scenic resources. More specificity is not necessary as this is not a CEQA mitigation measure.
6-V	T-33	Policy is not strong enough	Comment noted. This policy is strengthened by changing the language to say: <u>Promote and facilitate encourage</u> planting of shade trees along all streets within San Bruno, <u>through public education, developer incentives, and general beautification funds.</u> Tree specifics...
6-W	Visual Impacts p 3-26, LUD-24	Does not correlate impacts to mitigation	Comment noted. As the relationship between developments across City boundaries are often difficult to regulate, the most appropriate term for this policy was found to be “coordinate”. San Bruno can only coordinate with South San Francisco in order to make sure that adjacent developments provide compatible designs and uses. It cannot easily regulate or require compatibility with South San Francisco development, particularly if that development is happening simultaneously or in the future.
6-X	LUD-25	Does not correlate impacts to mitigation	Comment noted. This policy specifies that design elements such as “landscaping, feathered building heights... [and] pedestrian connections” would be used to reduce the incompatibilities between new development and existing

Comment Number	Subject, Page, & Specific Provision	Comment (abbrev.)	Response
			development. These recommendations are all typical of a project design review process such as described in LUD-3.
6-Y	Transportation p 3-56, Tables 3.4-6, 3.4-9, 3.4-10	Sources are old	Comment noted. The California Department of Transportation submitted comments on the DEIR, and the response to their comments provided in this FEIR, along with updated analysis, address the age of traffic counts and levels of service noted here.
6-Z	Impact Analysis and Conclusions	Analysis needs to compare to existing conditions	Comment noted. Existing conditions are provided for comparison in tables 3.4-6 and 3.4-7.
6-AA	p 3-57, Traffic analysis horizon year 2020	Horizon year is too short, with no explanation	Comment noted. The updated traffic analysis described in more detail in response to Caltrans comments from April 22 uses a horizon year of 2030, which encompasses the potential impact of the entire horizon of the General Plan.
6-AB	P 3-62, T-20	Not an adequate mitigation measure	Comment noted. Indeed, this is not intended to be a mitigation measure under CEQA, as explained in responses above. Therefore, it need not provide the same level of specificity as a CEQA mitigation measure.
6-AC	T-21	Not an adequate mitigation measure	Comment noted. Indeed, this is not intended to be a mitigation measure under CEQA, as explained in responses above. Therefore, it need not provide the same level of specificity as a CEQA mitigation measure.
6-AD	Air Quality p 3-78, Impact Analysis and Conclusions	The DEIR should explain why existing conditions is not used to evaluate the significance of impacts	Comment noted. For the purposes of setting a baseline, Table 3.5-2 and 3.5-3 provide a summary of existing air quality and attainment status for the Bay Area, of which San Bruno is a part. Page 3-77 gives a detailed description of which significance criteria are ultimately used, and why. That description cites the Bay Area Air Quality Management District's CEQA Guidelines for impact assessment from 1999. Those guidelines indicate that local plans found to be consistent with the most recent regional air quality plan would have a less than significant impact on regional air quality. Therefore, the section goes on to evaluate specifically the extent to which the proposed San Bruno General Plan is consistent with the most recent BAAQMD air quality plan, in this case, the 2005 Ozone Strategy. The 1999 BAAQMD guidelines specify 4 circumstances in which the San Bruno General Plan would be inconsistent with the 2005 Ozone Strategy: 1) if population or 2) VMT growth exceeds that predicted in the Ozone Strategy; 3) if reasonable efforts are not made to implement the TCMs contained in the Ozone Strategy, or 4) if buffer zones are not included to avoid new odor or toxic air impacts. The impact analysis then goes on to evaluate each of those

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			conditions and finds the San Bruno General Plan to be consistent with the 2005 Ozone Strategy. Therefore, the DEIR concludes that the General Plan's air quality impacts are less than significant.
6-AE	P 3-79	See above	See response to 6-AD above.
6-AF	Libraries, p 3-106, Impact Analysis	Policies do not do enough to mitigate potentially significant impact on overcrowded libraries	<p>Comment noted. A new General Plan policy is added on page 3-108 to reduce the impact of the General Plan on library facilities:</p> <p><u>In order to prevent anticipated future population growth in San Bruno from burdening existing over-extended library services, City staff will ensure upon individual project review that the developer sets aside contributions or in-lieu fees in general proportion to the burden proposed new residential development would have on the library system, and that those fees are used to improve public library facilities. The per capita share will be negotiated between the Ad Hoc Library Citizen's Committee, City Staff, and City Council, within 1 year of Plan adoption, and will be applied uniformly (and if necessary, retroactively) across all residential development occupancy permit applications submitted after Plan adoption, until such time as an alternative form of support is provided, or the library facilities are fully upgraded to the requirements as described on p 8-11 Table 8-3 of the General Plan.</u></p> <p>The policy number will be assigned before the General Plan is adopted.</p>
6-AG	P 3-107, PSF-56	Not an adequate mitigation measure	Comment noted. Indeed, this is not intended to be a mitigation measure under CEQA, as explained in responses above. Therefore, it need not provide the same level of specificity as a CEQA mitigation measure.
6-AH	Fire and Police Protection p 3-117 through 3-120, Conclusions and mitigation	Unclear impact mitigation	Comment noted. As described in the impact analysis, police and fire departments reported that the projected increase in population and development would not result in the need for additional department staff or facilities (p 3-118, 3-119).
6-AI	Water, waste water, and solid waste p 3-126 through 3-128, Impact Analysis	Analysis must compare to existing conditions	<p>Comment noted. The existing water use is provided on page 3-126 in Table 3.9-1 in the row labeled "existing water use". The projected demand rows indicate additional demand over existing, and the total rows indicate the total future projected high and low estimates of use.</p> <p>The existing waste water flows are provided on page 3-129 in table 3.9-3 in the row labeled "existing flows", and are added to anticipated additional flows to come to the total anticipated future flows.</p>

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			The existing solid waste stream is provided on page 3-131 in table 3.9-5 in the row labeled “existing waste stream” and is added to anticipated additional waste stream to come to an anticipated future waste stream.
6-AJ	Water supply conclusions	Unclear impact mitigation	<p>Comment noted. For clarification and update, the following text changes are provided on page 3-124:</p> <p><del>According to the Public Works Department, San Bruno has adequate water storage capacity to meet current demands. Two projects in the Department’s 10-Year Plan will increase storage capacity 25 to 30 percent, which will be adequate to accommodate future population growth.<sup>2</sup></del></p> <p><u>Based on the City of San Bruno Urban Water Management Plan by Erler &amp; Kalinowski, Inc., dated January 2007, San Bruno has adequate water supply to meet current and future demand. 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. The City’s 10-year capital improvements plan includes projects to provide this additional storage.</u></p> <p>Footnote 2 is removed.</p>
6-AK	3-129, Groundwater conclusions	Unclear impact mitigation	Comment noted. The less than significant conclusion rests on the amendment to the Water Supply Contract with SFPUC. The policies support this conclusion not because they deal specifically with groundwater resources, but because they present a menu of options to conserve and reclaim water overall, which relieves pressure on all fresh water supplies.
6-AL	3-130, Waste water conclusion	Unclear impact mitigation	<p>Comment noted. While the text in the impact analysis on page 3-130 states that current City requirements for developers address wastewater treatment need, a few inconsistent numbers and some language make the conclusion in this impact statement unclear. The following are revised text and numbers for Impact 3.9-C, pages 3-129 through 3-130:</p> <p><del>The City’s wet weather discharge currently exceeds its treatment plant capacity and approaches its unofficial wastewater treatment entitlement for the treatment plant expansion completed in 2001. Possible</del> <u>While</u> increased sewer and wastewater demand <del>exceeding available capacity could</del> <u>will</u> occur with further development in the City as envisioned by the Proposed General Plan, <u>this increase should not exceed dry season allocated capacity.</u></p> <p>According to the wastewater unit flow standards listed in Table 3.9-2, buildout of the Proposed General Plan will</p>

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			<p>generate an additional 105,359 gpd of sanitary sewer demand. Demand from residential uses would increase the most significantly (62,583 gpd), followed by commercial uses (25,311 gpd). Table 3.9-3 lists total <u>projected wastewater demand projections</u> for year 2025, <u>which at 3.1 mgd is still only a third of plant dry season capacity.</u></p> <p>The numbers in Table 3.9-2 are revised to match the text: <del>55,425</del> becomes <u>62,583</u>; <del>14,800</del> becomes <u>25,311</u>; <del>18,000</del> becomes <u>17,464</u>; and <del>88,225</del> becomes <u>105,359</u>. In Table 3.9-3, anticipated demand is revised from <del>88,225</del> to <u>105,359</u>; total is revised from <del>3,099,691</del> to <u>3,116,825</u>; and percent addition is revised from <del>10.7%</del> to <u>3.4%</u>.</p> <p><del>Wastewater flows resulting from development activities allowed by the Proposed General Plan represent a 10.7 percent increase over existing wastewater flows, from 2.8 mgd to 3.1 mgd. Proposed General Plan buildout will not, however, exceed one third, or 3.9 mgd, of the 13 mgd of the wastewater treatment capacity it is currently using. The City's wet weather discharge currently approaches its unofficial treatment entitlement for the plant expansion that was completed in 2001.</del></p>
6-AM	Biological Resources p 3-143, Impacts to Special Status Species, Conclusions and Mitigation	Inadequate mitigation measures; no consultation with F&G	<p>Comment noted. As this is a program-level EIR, it is not required to evaluate impacts at a project-specific level; there is not enough detailed information about future development to make that level of analysis possible. With that in mind, it is generally acceptable for a program EIR to identify overarching issues, and to make policy to prevent those issues from becoming significant impacts. If ERC-1, ERC-5, ERC-13 and ERC-16 are implemented, local process in conjunction with state and federal law can be expected to protect sensitive area species. The conclusions in the EIR analysis assume that state and federal laws are upheld.</p> <p>The Department of Fish and Game was consulted through the NOP (delivered in 2005 to region 3) and DEIR public review procedures. The City did not receive written comments on the DEIR from DFG.</p>
6-AN	P 3-144 through 3-145, Riparian Habitat and Wetlands: Mitigation	Inadequate mitigation measures	<p>Comment noted. As explained on page 3-144, the General Plan does not propose any new development within Junipero Serra Park or Crestmoor Canyon, two locations where wetlands and riparian habitat have been identified. Along the eastern border of the city, policy ERC-6 dictates the preservation of wetlands within the city's jurisdiction. Furthermore, as wetlands are protected through federal legislation, the General Plan policies provide support to uphold those federal regulations. This analysis concludes that between federal protections, proposed land use protections,</p>

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			and proposed policies, mitigation measures are not necessary and thus are not provided. As stated in earlier responses, General Plan policy language need not be as specific as CEQA mitigation measure language.
6-AO	Cultural Resources, p 3-151, Historic Resources: Conclusions and Mitigation	Inadequate mitigation measures	<p>Comment noted. The DEIR does not identify General Plan policies as mitigation measures. However, the DEIR can include the proposed language in the form of a new policy to help further ensure historic cultural resources are protected. Therefore, a new policy is added on page 3-152 to further reduce the impact of the proposed Plan on historic resources:</p> <p><u>Rehabilitation, renovation, or reuse of historic resources will be implemented in coordination with the standards of the Secretary of the Interior and the Office of Historic Preservation.</u></p> <p>The policy number will be assigned before the General Plan is adopted.</p>
6-AP	P 3-152, Archeological Resources	Inadequate analysis and mitigation	<p>Comment noted. There are currently strong state legal protections for archeological resources. The General Plan is not required to make additional policy repeating what is required under state law, and the EIR in turn need not create mitigation measures that duplicate what is required under state law. However, a summary of state requirements is provided below:</p> <p>Pursuant to CEQA Guidelines 15064.5(f), if potentially significant cultural resources are discovered during ground-disturbing activities associated with project preparation, construction, or completion, work shall halt in that area until a qualified archaeologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with the County and other appropriate agencies and interested parties. For example, a qualified archaeologist shall follow accepted professional standards in recording any find including submittal of the standard Department of Parks and Recreation (DPR) Primary Record forms (Form DPR 523) and locational information to the California Historical Resources Information Center office. The consulting archaeologist shall also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (Public Resources Code Section 5024.1; Title 14 CCR Section 4852). If the archaeologist determines that the find does not meet the CEQA standards of significance, construction shall proceed. On the other hand, if the archaeologist determines that further information is needed to evaluate significance, the Planning Department staff shall be notified and a data recovery plan shall be prepared.</p>

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			<p>All future development in the City will also be in accordance with state laws pertaining to the discovery of human remains. Accordingly, if human remains of Native American origin are discovered during project construction, the developer and/or the Planning Department would be required to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (PRC Sec. 5097). If any human remains are discovered or recognized in any location on the project site, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</p> <ul style="list-style-type: none"> <li>a. The County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and</li> <li>b. If the remains are of Native American origin, <ul style="list-style-type: none"> <li>• The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98; or</li> <li>• The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.</li> </ul> </li> </ul> <p>State law does not provide as much protection for paleontological resources. Therefore, the following additional policy is offered to further reduce the impact of the proposed Plan on paleontological resources:</p> <p><u>If, prior to grading or construction activity, an area is determined to be sensitive for paleontological resources, retain a qualified paleontologist to recommend appropriate actions. Appropriate action may include avoidance, preservation in place, excavation, documentation, and/or data recovery, and shall always include preparation of a written report documenting the find and describing steps taken to evaluate and protect significant resources.</u></p> <p>The policy number will be assigned before the General Plan is adopted.</p>
6-AQ	Geology p 3-171 through 3-172, Earthquake impacts and mitigation	Impact should be more significant	<p>Comment noted. As the City of San Bruno is largely built out, and the existing population is not likely to move away to a less seismically active area, and as anticipated future new population are also not likely to avoid this region due to seismic concerns, the policies in the proposed General Plan take aggressive steps to reduce overall vulnerability for both</p>

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			<p>existing and new structures as compared to the policies offered in the existing General Plan. Evaluating the proposed Project itself compared to existing conditions and the No Project Alternative suggests that—due to the relatively small change in overall development and population, and the large number of new policies reducing risk—the proposed Project has a less than significant impact on existing levels of risk related to seismic hazards in the area.</p>
6-AR	Hydrology and Water Quality p 3-183, HS-14	Inadequate mitigation measure	<p>Comment noted. As stated previously, General Plan policies are not CEQA mitigation measures but rather integral parts of the proposed Project. As a matter of law, all future development will have to be consistent with the General Plan, including these policies. Compliance with these policies will ensure that future development under the General Plan will mitigate the impacts in question. However, the specific details as to how each future project will mitigate its impacts cannot be addressed now and will have to be addressed in the project-specific CEQA documentation for each future development.</p> <p>It should be noted that a major underlying reason for the less than significant conclusions in hydrology is that virtually all development within the City would result from the reuse of existing sites, and therefore would not create new vulnerability but would rather experience less vulnerability due to the strengthened policy framework.</p>
6-AS	HS-15	Inadequate mitigation measure	<p>Comment noted. As stated previously, General Plan policies are not CEQA mitigation measures but rather integral parts of the proposed Project. As a matter of law, all future development will have to be consistent with the General Plan, including these policies. Compliance with these policies will ensure that future development under the General Plan will mitigate the impacts in question. However, the specific details as to how each future project will mitigate its impacts cannot be addressed now and will have to be addressed in the project-specific CEQA documentation for each future development.</p> <p>It should be noted that a major underlying reason for the less than significant conclusions in hydrology is that virtually all development within the City would result from the reuse of existing sites, and therefore would not create new vulnerability but would rather experience less vulnerability due to the strengthened policy framework.</p>
6-AT	HS-19	Inadequate mitigation measure	<p>Comment noted. As stated previously, General Plan policies are not CEQA mitigation measures but rather integral parts of the proposed Project. As a matter of law, all future development will have to be consistent with the General Plan, including these policies. Compliance with these policies</p>

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			<p>will ensure that future development under the General Plan will mitigate the impacts in question. However, the specific details as to how each future project will mitigate its impacts cannot be addressed now and will have to be addressed in the project-specific CEQA documentation for each future development.</p> <p>It should be noted that a major underlying reason for the less than significant conclusions in hydrology is that virtually all development within the City would result from the reuse of existing sites, and therefore would not create new vulnerability but would rather experience less vulnerability due to the strengthened policy framework.</p>
6-AU	P 3-185, ERC-19	Inadequate mitigation measure	<p>Comment noted. As stated previously, General Plan policies are not CEQA mitigation measures but rather integral parts of the proposed Project. As a matter of law, all future development will have to be consistent with the General Plan, including these policies. Compliance with these policies will ensure that future development under the General Plan will mitigate the impacts in question. However, the specific details as to how each future project will mitigate its impacts cannot be addressed now and will have to be addressed in the project-specific CEQA documentation for each future development.</p> <p>It should be noted that a major underlying reason for the less than significant conclusions in hydrology is that virtually all development within the City would result from the reuse of existing sites, and therefore would not create new vulnerability but would rather experience less vulnerability due to the strengthened policy framework.</p>
6-AV	ERC-20	Inadequate mitigation measure	<p>Comment noted. As stated previously, General Plan policies are not CEQA mitigation measures but rather integral parts of the proposed Project. As a matter of law, all future development will have to be consistent with the General Plan, including these policies. Compliance with these policies will ensure that future development under the General Plan will mitigate the impacts in question. However, the specific details as to how each future project will mitigate its impacts cannot be addressed now and will have to be addressed in the project-specific CEQA documentation for each future development.</p> <p>It should be noted that a major underlying reason for the less than significant conclusions in hydrology is that virtually all development within the City would result from the reuse of existing sites, and therefore would not create new vulnerability but would rather experience less vulnerability due to the strengthened policy framework.</p>
6-AW	ERC-22	Inadequate	<p>Comment noted. As stated previously, General Plan policies</p>

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		mitigation measure	<p>are not CEQA mitigation measures but rather integral parts of the proposed Project. As a matter of law, all future development will have to be consistent with the General Plan, including these policies. Compliance with these policies will ensure that future development under the General Plan will mitigate the impacts in question. However, the specific details as to how each future project will mitigate its impacts cannot be addressed now and will have to be addressed in the project-specific CEQA documentation for each future development.</p> <p>It should be noted that a major underlying reason for the less than significant conclusions in hydrology is that virtually all development within the City would result from the reuse of existing sites, and therefore would not create new vulnerability but would rather experience less vulnerability due to the strengthened policy framework.</p>
6-AX	HS-1	Inadequate mitigation measure	<p>Comment noted. As stated previously, General Plan policies are not CEQA mitigation measures but rather integral parts of the proposed Project. As a matter of law, all future development will have to be consistent with the General Plan, including these policies. Compliance with these policies will ensure that future development under the General Plan will mitigate the impacts in question. However, the specific details as to how each future project will mitigate its impacts cannot be addressed now and will have to be addressed in the project-specific CEQA documentation for each future development.</p> <p>It should be noted that a major underlying reason for the less than significant conclusions in hydrology is that virtually all development within the City would result from the reuse of existing sites, and therefore would not create new vulnerability but would rather experience less vulnerability due to the strengthened policy framework.</p>
6-AY	Airport Safety p 3-201, HS-37	Inadequate mitigation measure	<p>Comment noted. As stated previously, General Plan policies are not CEQA mitigation measures but rather integral parts of the proposed Project. As a matter of law, all future development will have to be consistent with the General Plan, including these policies. Compliance with these policies will ensure that future development under the General Plan will mitigate the impacts in question. However, the specific details as to how each future project will mitigate its impacts cannot be addressed now and will have to be addressed in the project-specific CEQA documentation for each future development.</p> <p>The disclosure policy is one of a bundle of policies to increase the compatibility of surrounding land uses with the airport land use. With a Notice of Fair Disclosure new</p>

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			residents acknowledge the presence of the airport and the potential for airport noise in their living environment.
6-AZ	HS-39	Inadequate mitigation measure	<p>Comment noted. As stated previously, General Plan policies are not CEQA mitigation measures but rather integral parts of the proposed Project. As a matter of law, all future development will have to be consistent with the General Plan, including these policies. Compliance with these policies will ensure that future development under the General Plan will mitigate the impacts in question. However, the specific details as to how each future project will mitigate its impacts cannot be addressed now and will have to be addressed in the project-specific CEQA documentation for each future development.</p> <p>The policy is one of a bundle of policies to increase the compatibility of surrounding land uses with the airport land use.</p>
6-BA	HS-40	Potential conflict between land use designation and plan policy; inadequate map	<p>Comment noted. As the General Plan Land Use designations are more “permanent” than the specific location of airport noise contours (or any noise contours for that matter), the General Plan presents the mixed use designation as the foundation, and the limiting policy as the caveat; where noise is too great (70dB or more) residential uses can’t be part of the “mix”. This policy, in conjunction with building noise reduction standards, would ensure compatibility between the airport and new development, thus warranting the less than significant conclusion.</p> <p>Within the DEIR, the airport and roadway 70dB contours are provided on the Noise map; the airport contour is also provided on the land use diagram.</p>
6-BB	HS-47	Inadequate mitigation measure	<p>Comment noted. As stated previously, General Plan policies are not CEQA mitigation measures but rather integral parts of the proposed Project. As a matter of law, all future development will have to be consistent with the General Plan, including these policies. Compliance with these policies will ensure that future development under the General Plan will mitigate the impacts in question. However, the specific details as to how each future project will mitigate its impacts cannot be addressed now and will have to be addressed in the project-specific CEQA documentation for each future development.</p> <p>Also stated previously, the airport noise policies are a bundle of policies to increase the compatibility of surrounding land uses with the airport land use.</p>
6-BC	Noise p 3-205, Aircraft Noise setting	Inadequate contours and analysis;	Comment noted. The noise contours in the EIR are the official set published by the airport in 2001; they contain the 2001 existing contour and the 5-year projected contour to

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		should present single event noise levels	<p>2006. As of today, the airport still does not have a more current set of existing and projected contours, and the same set from 2001/2006 was recently provided to the City of San Bruno in GIS form.</p> <p>Under CEQA an EIR is not required to evaluate every conceivable impact and impact measurement approach when evaluating a proposed Project; rather, CEQA expects that likely significant impacts be evaluated using a study approach and methodology that meets a test of reasonableness and represents a good faith effort to measure and understand the potential impact. As the specific location and characteristics of possible future new housing are not known at the program level, it was determined acceptable for this program level EIR for average CNEL, rather than single event, to be used to determine compatibility. This is a standard measurement, with standard compatibility criteria that appear in General Plans and airport land use plans throughout California.</p> <p>Please see additional, more detailed responses in 6-A and 6-B regarding airport and noise mapping and noise exposure criteria.</p>
6-BD	Noise p 3-217, Impact 3.14-D	Inadequate mitigation measures	<p>(Note: Comment refers to Impact 3.14-D, as does SFO's original comment letter. This is a typo. It should be Impact 3.15-D) Comment noted. Overall, this analysis finds noise impact (from all sources) to be reduced to a less than significant level through Policy HS-35 which requires developers to comply with relevant noise standards contained in Title 24 of the CA Code of Regulations, which corresponds to a minimum noise level reduction via building standards. Also reducing the impact is Policy HS-40 that prohibits residential development in completely incompatible noise areas (those experiencing 70dB or higher CNEL). All other policies cited in comments below supplement those two primary efforts.</p>
6-BE	Noise p 3-218, HS-37	Inadequate mitigation measure	<p>Comment noted. As stated previously, General Plan policies are not CEQA mitigation measures but rather integral parts of the proposed Project. As a matter of law, all future development will have to be consistent with the General Plan, including these policies. Compliance with these policies will ensure that future development under the General Plan will mitigate the impacts in question. However, the specific details as to how each future project will mitigate its impacts cannot be addressed now and will have to be addressed in the project-specific CEQA documentation for each future development.</p>
6-BF	HS-39	Inadequate mitigation	<p>Comment noted. As stated previously, General Plan policies are not CEQA mitigation measures but rather integral parts</p>

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		measure	of the proposed Project. As a matter of law, all future development will have to be consistent with the General Plan, including these policies. Compliance with these policies will ensure that future development under the General Plan will mitigate the impacts in question. However, the specific details as to how each future project will mitigate its impacts cannot be addressed now and will have to be addressed in the project-specific CEQA documentation for each future development.
6-BG	HS-41	Inadequate mitigation measure	Comment noted. As stated previously, General Plan policies are not CEQA mitigation measures but rather integral parts of the proposed Project. As a matter of law, all future development will have to be consistent with the General Plan, including these policies. Compliance with these policies will ensure that future development under the General Plan will mitigate the impacts in question. However, the specific details as to how each future project will mitigate its impacts cannot be addressed now and will have to be addressed in the project-specific CEQA documentation for each future development.
6-BH	HS-49	Inadequate mitigation measure	Comment noted. As stated previously, General Plan policies are not CEQA mitigation measures but rather integral parts of the proposed Project. As a matter of law, all future development will have to be consistent with the General Plan, including these policies. Compliance with these policies will ensure that future development under the General Plan will mitigate the impacts in question. However, the specific details as to how each future project will mitigate its impacts cannot be addressed now and will have to be addressed in the project-specific CEQA documentation for each future development.
6-BI	Cumulative Impacts p 4-3 through 4-4	Cumulative impact analysis method unclear; omits possible cumulative noise impacts	Comment noted. As stated on page 4-3, the DEIR evaluates the entirety of the proposed General Plan through a combination of a thorough existing conditions inventory (including data on permitting processes) combined with widely accepted regional projections. This is possible because a citywide general plan is designed to encompass all development activity in the city, and all resources and conflicts that may arise at a program level. While the General Plan does not account for every individual project that might have occurred in the recent past or occur in the near future, major recent and future planned projects such as the BART and Caltrain stations, the Navy site redevelopment (The Crossing), and Tanforan are described individually in the General Plan and in the DEIR analysis (e.g. page 4-4 paragraph on transportation cumulative impacts) Since the impact analyses earlier in the DEIR have major

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6-BJ			<p>cumulative components and considerations, extensive additional analysis was not repeated in this section. Rather, the text explains that due to the fact that virtually all new development is infill on existing urbanized land, and regional growth and development around San Bruno has generally more potential to change environmental conditions in the area, the cumulative impact of proposed development in the General Plan itself is relatively small. The conclusions made in each impact section are thus carried over to the cumulative analysis, which highlights the three specific areas where cumulative impacts are most likely to occur: transportation, air quality, and flooding. Again, the scope of change in each of these areas relative to regional population and development trends and the extent of existing development and impacts is what leads to the conclusion of less than significant impact for the propose Plan.</p> <p>The omission of a description of cumulative noise impact is noted. The following text is added under the cumulative impact discussion, after flooding on page 4-4:</p> <p><b>Noise</b></p> <p><u>The presence of Highway 101, local arterials, Caltrain, BART, and SFO all within or near the city provides the potential for significant cumulative noise impact related to implementation of the proposed General Plan. This potential cumulative impact is illustrated in Figure 3.15-2. However, building noise standards encompassed in policies HS-33 and HS-35, and the land use noise compatibility standard encompassed in policy HS-40, do not distinguish between noises from different sources and thus are appropriate policy responses to the cumulative impact. Therefore, due to the extensive policy requirements within the Plan for reducing interior noise levels (requirements which uphold existing State standards for interior building noise levels) and new policy requirements for excluding residential development from areas where the CNEL is 70dB or higher, the actual potential cumulative impact of noise is considered to be less than significant.</u></p>



# HEALTH DEPARTMENT

June 4, 2008

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

Dear Mr. Akin:

The San Mateo County Health Department is dedicated to ensuring the health and safety of all residents, by providing direct services and supporting good policies that promote the health of our community. I thank you for the opportunity to review and comment on the City of San Bruno's General Plan. We are encouraged by the many proposed General Plan components which promote healthy community design; and congratulate you on developing a plan which is forward thinking, comprehensive and which promotes a healthy environment for the current and future residents of San Bruno.

Across the country we see rising rates of chronic diseases such as obesity, diabetes, heart-disease and asthma, these same trends exist in San Mateo County. Research shows that the built environment, the ways in which we build our cities and towns, contributes significantly to the health of our communities. Increasingly, planners and health professionals are coming together to consider community design that promotes physical activity, access to fresh fruits and vegetables, easy walkability, public transportation and neighborhood cohesion. The Health Department has been working with our local planning, housing and park agencies, as well as city officials to create policies which promote health.

As you are well aware, general plans are long-lasting guidelines that shape the development of our communities. We believe that integrating health elements into General Plans across San Mateo County will allow for future growth and design that maximizes communities' ability to lead active, healthy lifestyles and that turns the tide on increasing rates of chronic disease. The choices individuals make are shaped by the choices that they have - healthy general plans can help ensure healthy spaces and places for everyone.

Based on our review of the City of San Bruno's proposed General Plan, we would like to highlight those areas that make a particular contribution to a healthy community, and offer suggestions for a few additions in this area. We applaud your **Land Use and Urban Design Element** Guiding Policy:

*LUD-A Promote development of El Camino Real as a boulevard with a series of "districts" with distinctive uses weaved together with unified streetscape, sidewalk*

*improvements, and pedestrian amenities. Encourage residential development to promote walkability and transit use.*

By creating transit-oriented development, whether it is single use or mixed use, and by improving sidewalk and cityscape to create walkable and safe communities that have convenient transit access, we are promoting healthy, active lifestyles by increasing the opportunities to obtain physical activity as well as decrease vehicle miles traveled. It is clear through the Implementing Policies in the Downtown, Regional Commercial, BART and Caltrain Station Areas, and through the El Camino Real, and also evident in your **Transportation Element**, that the City of San Bruno is dedicated to strengthening pedestrian corridors, especially to and from areas of retail and transit connection. These policies make huge strides in promoting healthy communities.

I am especially supportive of the **Pedestrian Paths** policy as a contributor to addressing the local obesity epidemic:

*T-80 Prioritize improvements to sidewalks and other walking paths adjacent to public school facilities where children and youth are likely to use them on a daily basis.*

- 7-A As you move towards implementation, I encourage you to consider a complimentary program, "Safe Routes to School." This program promotes the most convenient and affordable access to obtaining physical activity for children. The City of Marin has a great example of how they created a comprehensive Safe Routes to School program. For more information, go to <http://www.saferoutestoschools.org/> and click on "Toolkit". In addition, the Health Department is available to explore this implementation option with you.

Under the **Economic Development Element**, we consider the **Implementing Policies on Cultural Amenities** very strong. Farmers Markets, performing arts centers and beautified public spaces help to create a positive sense of community that promotes the mental health of San Bruno residents. Also under Implementing Policies we are in full support of the **Education and Job Training** policy:

*ED-28 Encourage local school districts to incorporate internship, mentoring, and/or structured workplace learning programs into the last year of high school programs, to guide students who are not college-bound into productive adult careers.*

This policy fully aligns with the Health Department's commitment to creating opportunities for Youth Development and promoting diversity in our community.

The proposed language has much strength in promoting a healthy built environment, especially in the areas of pedestrian safety and walkability. There are also areas that can be enhanced to create an even stronger focus on health. The proposed General Plan includes a **Health and Safety Element** which is limited to toxic sites, toxic materials and noise. While these are important public health concerns, they are only a very small piece of what affects the health of a neighborhood. I strongly encourage you to expand this element to incorporate language that focuses on designing healthy neighborhoods by creating convenient and safe opportunities for

7-B

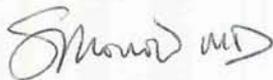
physical activities, such as walking or through community gardens, for residents of all ages and income levels. Additional components should include: an emphasis on avoiding concentrations of unhealthy food providers and alcohol outlets and conversely promoting access to healthy food options within walking distance of all neighborhoods. We know that concentrations of unhealthy food stores, and deficits in convenient full service grocery stores can have a significant impact on community health. We can help you on the public health based metrics of these concepts. I also think you should take special consideration for areas with lower-income residents as there has historically been more concentration of unhealthy food outlets/alcohol outlets in these neighborhoods.

Attached please find a document detailing specific language that might be useful in addressing a full range of health considerations in the proposed General Plan. We are working to get this language in all General Plans in the county.

The Health Department, in collaboration with many partner organizations, recently developed a demographic projection model that details the plans and service needs of the future aging population. This population will increase quickly and dramatically as the baby boomers age and live longer than prior generations. The baby boomers' preferences are quite different from previous generations and the better you understand them now, the better off you'll be in the future. This requires significant planning for housing, transportation and other infrastructure. Specific attention to the needs of this population and direction for addressing these needs would be an important addition to the proposed General Plan. For more information about this study and associated policy briefs, please visit [www.smhealth.org/hpp](http://www.smhealth.org/hpp) and click on "San Mateo County Aging Model".

I understand that creating the City of San Bruno's General Plan has been a very long and involved process with many invested stakeholders, and your completion deadline is fast approaching. We appreciate the opportunity to apply a health lens to San Bruno's proposed General Plan and would value continued discussion. It is our objective to increase technical assistance to cities beginning the general plan update process so that health is a central consideration. If you have questions, or to discuss further, please contact Sara T. L. Mayer, Director of Health Policy and Planning at (650) 573-2104 or [smayer@co.sanmateo.ca.us](mailto:smayer@co.sanmateo.ca.us). Thank you for your commitment to creating and sustaining a healthy and vibrant community and congratulations on the near completion of your General Plan!

Sincerely,



Scott Morrow, MD, MPH, MBA  
Health Officer  
San Mateo County Health Department

Cc: Sara T. L. Mayer, Director of Health Policy and Planning  
Angela Sajuthi, Community Program Specialist

**2.2-7 RESPONSE TO COMMENT LETTER 7: COUNTY OF SAN MATEO  
HEALTH DEPARTMENT, JUNE 4, 2008**

- 7-A: Thank you for the comment. The City appreciates your offer to help explore the application in particular of the Safe Routes to School program as one approach to implementation of these General Plan policies. However, this is a General Plan comment and does not pertain to the adequacy of the Draft EIR; as such, no EIR text revisions are necessary. Comments on the General Plan will be addressed separately by City staff.
- 7-B: Thank you for the comment. However, this is a General Plan comment and does not pertain to the adequacy of the Draft EIR; as such, no EIR text revisions are necessary. Comments on the General Plan will be addressed separately by City staff.

### 3 Corrections to the Draft EIR

This section includes additional revisions and corrections to the Draft EIR that were not part of the above responses to comments. These minor revisions are based on City Staff and EIR consultant review. Text additions appear in underline, and text deletions appear in ~~striketrough~~ format. These corrections do not change the meaning or intent of any of the text, nor do they change the overall analysis or findings of the Draft EIR.

Any minor changes to the proposed General Plan, as identified by City Staff or the City’s EIR consultant, do not alter the conclusions presented in the Draft EIR regarding significant environmental impacts.

#### 3.1 LIST OF CORRECTIONS

Page 3-8, Table 3.1-3 is hereby replaced with the following updated Table 3.1-3:

**Table 3.1-3: Potential Citywide Buildout of Proposed General Plan**

	<u>Housing Units</u>	<u>Population</u>	<u>Employed Residents</u>	<u>Jobs</u>	<u>Jobs/ Employed Residents Ratio</u>
<u>Existing Development<sup>1</sup></u>	<u>15,776</u>	<u>42,215</u>	<u>19,150</u>	<u>16,910</u>	<u>0.88</u>
<u>Recent Development</u>					
<u>    U.S. Navy Site Specific Plan<sup>2</sup></u>	<u>763</u>	<u>1964</u>	<u>1073</u>	<u>600</u>	
<u>    Housing at Skyline College (as of 2005)</u>	<u>115</u>	<u>296</u>	<u>162</u>	<u>0</u>	
<u>Pending Development(Crossing, Skycrest, Merimont)<sup>3</sup></u>	<u>444</u>	<u>1143</u>	<u>624</u>	<u>0</u>	
<u>Additional Development under General Plan (see Table 2-3)</u>	<u>682</u>	<u>1756</u>	<u>959</u>	<u>4,882</u>	
<u>Total with Existing, Pending, and Additional Development</u>	<u>17,780</u>	<u>47,374</u>	<u>21,967</u>	<u>22,392</u>	<u>1.02</u>
<u>Change 2005 to 2025</u>	<u>1,126</u>	<u>2,899</u>	<u>1,583</u>	<u>5,482</u>	

1 Housing Units & Population: CA DOF, Report E-5, 2005. Employed Residents & Jobs: ABAG Projections 2005 (with adjustment of +3,000 for jobs at Tanforan).

2 Residential development includes 185 unit apartment building, 300 unit apartment building, & 228 senior units. Non-residential development includes full service 350-400 room hotel, plus ancillary commercial uses.

3 Pending development includes 350 condo units at the Crossing, 70 units at the former Carl Sandburg School site and 24 units at Skycrest.

Assumptions:

Buildout of Surface Parking Lots = 40%; Buildout of Vacant Sites = 100%; Buildout of Reuse Areas = 20%.

Population Calculation Assumptions: HH size=2.71 (ABAG projections for San Bruno for 2025), vacancy rate=5%, group quarters population=0.52% of total (same as in 2005)

Potential Employed Residents: 0.546 of additional/recent population growth (ABAG projections for San Bruno in 2025)

Source: San Bruno, 2008; Dyett & Bhatia, 2008

Page 3-32, paragraph 1 under General Plan Improvements is revised as follows:

The following improvements are identified in the General Plan (Policy T-7) and shown in Figure 3.4-3. ~~These improvements were identified for intersections that would worsen to LOS F under the proposed General Plan, relative to the No Project Scenario.~~

The list of General Plan Improvements on pages 3-32 and 3-33 is hereby replaced with this list of improvements which correspond to the result of the response to Caltrans comments:

A. San Mateo Ave/Huntington Ave. Within the existing right-of-way, restripe the southbound Huntington Avenue approach from one left/through/right lane to one left turn lane and one through/right lane. This recommended improvement would result in a delay of 9.3 seconds and a LOS D for the General Plan Buildout Condition PM peak hour. No right-of-way acquisition or utility relocation would be anticipated.

B. El Camino Real/Noor Ave. The southbound El Camino Real left turn onto Noor Avenue is the critical movement at this intersection. Converting the intersection from a one-way stop controlled to a signalized intersection would result in a V/C ratio of 0.56 and a LOS A for the General Plan Buildout Condition PM peak hour. The peak hour signal warrant is satisfied under both Conditions. No right-way acquisition would be anticipated. A new signal may require movement of utilities and street furniture, and would require restriping the intersection.

C. Skyline Blvd and San Bruno Ave. With restriping and minor right-of-way additions, the northbound Skyline Boulevard approach could be converted from one through lane and one right turn lane to one through lane and one through/right lane. The southbound Skyline Boulevard approach could be converted from one through lane and one left turn lane to two through lanes and one left turn lane. This improvement would result in a maximum V/C ratio of 0.79 and a LOS C. The northbound reconfiguration would require additional right-of-way to accommodate two receiving lanes, which could taper to one lane downstream of the intersection. The southbound reconfiguration would require additional right of way to accommodate the additional through lane and for two receiving lanes downstream. The two southbound receiving lanes could taper to one lane downstream.

D. Skyline Blvd and College Drive/Berkshire Dr. With additional right-of-way and restriping, add one left turn lane to the northbound Skyline Boulevard approach for a total of two, and add one through lane to the southbound Skyline Boulevard approach, for a total of three. This improvement would result in a V/C ratio of 0.76 and a LOS C. Additional right-of-way, utility relocation, and movement of traffic signals and other street furniture would be required to implement this improvement.

E. Skyline Blvd and Westborough Blvd/Sharp Park Rd. With additional right-of-way and restriping, add one through lane to the southbound Skyline Boulevard approach for a total of three. This improvement would result in a maximum V/C ratio of 0.86

and a LOS D. Additional right-of-way and traffic signal relocation would be required to accommodate the extra through lane and extra receiving lane downstream.

F. Skyline Blvd and Sneath Lane. Convert the eastbound and westbound approaches from split phasing to permitted control. This improvement would result in a V/C ratio of 0.84 and a LOS D. No additional right-of-way or utility relocation would be required.

G. Sneath and Sequoia Ave. Covert the intersection from a three-way stop control to a permitted or protected signalized control. This improvement would result in a maximum V/C ratio of 0.76 and a LOS C. Restriping and installation of traffic signal hardware would be required to implement this improvement. No additional right-of-way would be required.

H. El Camino Real/San Mateo Ave. Permit southbound San Mateo Avenue traffic to turn south on El Camino Real and add pedestrian crossing at north leg of El Camino Real to create a pedestrian connection to Memory Lane.

Page 3-84, Table 3.5-6 is updated to correspond to the new traffic trip data, with changes as follows:

**Table 3.5-6: Proposed General Plan Total Annual Greenhouse Gas Emissions (metric tons)**

	Carbon Dioxide	CO2 Equivalent of Nitrous Oxide Emissions	CO2 Equivalent of Methane Emissions	Total Carbon Dioxide Equivalent
Electricity	103,147	147	18	103,312
Vehicle emissions	<del>61,900</del> 57,179	<del>2,850</del> 2,633	<del>193</del> 178	<del>64,944</del> 59,990
Total	<del>165,047</del> 160,326	<del>2,997</del> 2,780	<del>211</del> 178	<del>168,255</del> 163,302

Source: Dyett & Bhatia, 2007~~8~~; CCAR GRP v.2.2

Page 3-123, paragraph 1 under Water Supply is hereby revised as follows:

~~Four~~ Five wells produce approximately half of the City’s water supply.

Page 3-123, paragraph 5 under Water Supply is hereby revised as follows:

In addition to the ~~four~~ five wells...

The list of policies on page 3-128 that reduce the impact of future development on water supply is amended to include policy PFS-66 as follows:

PFS-66 Enforce landscape requirements that facilitate efficient energy use or conservation, such as drought-resistant landscaping and/or deciduous trees along southern exposures.

For consistency with the traffic analysis update requested by Caltrans, page 3-213, Table 3.15-2 is replaced with the following updated Table 3.15-2:

**Table 3.15-2: Traffic Noise Level Estimates during PM Peak Hour, dBA**

<u>Roadway Segment</u>	<u>Existing (2000)</u>	<u>Future No Project (2025)</u>	<u>Change from Existing</u>	<u>Future With Project (2025)</u>	<u>Change from Existing</u>
<u>3<sup>rd</sup> Ave. (north of San Bruno Ave.)</u>	<u>52.7</u>	<u>52.8</u>	<u>0.1</u>	<u>59.1</u>	<u>+6.5</u>
<u>3<sup>rd</sup> Ave. (south of San Bruno Ave.)</u>	<u>54.0</u>	<u>54.1</u>	<u>0.1</u>	<u>55.5</u>	<u>+1.5</u>
<u>Cherry Lane (south of Sneath Ln.)</u>	<u>61.2</u>	<u>61.8</u>	<u>0.6</u>	<u>63.2</u>	<u>+2</u>
<u>San Bruno Ave. (west of NB I-280 Ramp)</u>	<u>65.6</u>	<u>66.3</u>	<u>0.7</u>	<u>64.5</u>	<u>-1.1</u>
<u>NB I-280 Ramp (south of San Bruno Ave.)</u>	<u>61.9</u>	<u>63.2</u>	<u>1.3</u>	<u>63.2</u>	<u>+1.3</u>
<u>Sneath Lane (west of NB I-280 Ramp)</u>	<u>66.2</u>	<u>66.4</u>	<u>0.2</u>	<u>67.3</u>	<u>+1.1</u>
<u>NB I-280 Ramp (north of Sneath Lane)</u>	<u>41.0</u>	<u>41</u>	<u>0</u>	<u>47.8</u>	<u>+6.8</u>
<u>NB I-280 Ramp (south of Sneath Lane)</u>	<u>62.6</u>	<u>62.8</u>	<u>0.2</u>	<u>63.9</u>	<u>+1.1</u>
<u>NB US 101 Ramp (north of San Bruno Ave.)</u>	<u>60.4</u>	<u>60.6</u>	<u>0.2</u>	<u>61.8</u>	<u>+1.2</u>
<u>College Dr. (west of Skyline Blvd.)</u>	<u>61.5</u>	<u>61.6</u>	<u>0.1</u>	<u>63.9</u>	<u>+2.3</u>
<u>Sneath Lane (east of Skyline Blvd.)</u>	<u>63.1</u>	<u>63.3</u>	<u>0.2</u>	<u>65.1</u>	<u>+2</u>
<u>Sneath Lane (west of SB I-280 Ramp)</u>	<u>64.1</u>	<u>64.3</u>	<u>0.2</u>	<u>65.8</u>	<u>+1.7</u>
<u>Commodore Dr. (south of Sneath Lane)</u>	<u>52.5</u>	<u>52.6</u>	<u>0.1</u>	<u>54</u>	<u>+1.5</u>
<u>Pacific Heights Blvd. (north of Sharp Park Rd.)</u>	<u>51.1</u>	<u>50.8</u>	<u>-0.3</u>	<u>55.2</u>	<u>+4.1</u>
<u>Sneath Lane (east of Sequoia Ave.)</u>	<u>62.9</u>	<u>64.9</u>	<u>2</u>	<u>64.7</u>	<u>+1.8</u>
<u>Sneath Lane (west of Sequoia Ave.)</u>	<u>62.7</u>	<u>62.8</u>	<u>0.1</u>	<u>64.4</u>	<u>+1.7</u>

Source: Environmental Science Associates, 2008.

For consistency with the traffic analysis update requested by Caltrans, page 3-214, Table 3.15-3 is replaced with the following updated Table 3.15-3:

**Table 3-15.3: Change in Freeway Traffic Volumes and Associated Noise Levels**

<i>Highway Link</i>	<i>PM Peak Hour Traffic Volumes</i>			<i>Change in Noise Level Over Existing, dBA</i>
	<i>Existing (2000)</i>	<i>Future With Proposed General Plan (2030)</i>	<i>% Change from Existing</i>	
<u>US 101 (SR-92 to 3<sup>rd</sup> Avenue)</u>	<u>24,698</u>	<u>22,977</u>	<u>-7.0%</u>	<u>-0.3</u>
<u>US 101 (3<sup>rd</sup> Avenue to Peninsula Avenue)</u>	<u>25,621</u>	<u>25,487</u>	<u>-0.5%</u>	<u>0.0</u>
<u>US 101 (Peninsula Avenue to Broadway)</u>	<u>24,734</u>	<u>24,390</u>	<u>-1.4%</u>	<u>-0.1</u>
<u>US 101 (Broadway to Millbrae)</u>	<u>27,908</u>	<u>24,110</u>	<u>-13.6%</u>	<u>-0.6</u>
<u>US 101 (Millbrae to SFIA)</u>	<u>26,389</u>	<u>22,285</u>	<u>-15.6%</u>	<u>-0.7</u>
<u>US 101 (SFIA to I-380)</u>	<u>23,392</u>	<u>24,866</u>	<u>6.3%</u>	<u>0.3</u>
<u>US 101 (I-380 to Grand Avenue)</u>	<u>20,362</u>	<u>23,415</u>	<u>15.0%</u>	<u>0.6</u>
<u>US 101 (Oyster Point to 3Com Park.)</u>	<u>22,146</u>	<u>21,690</u>	<u>-2.1%</u>	<u>-0.1</u>
<u>I-280 (Bunker Hill to Hayne Road)</u>	<u>23,075</u>	<u>25,108</u>	<u>8.8%</u>	<u>0.4</u>
<u>I-280 (Hayne Road to Trousdale)</u>	<u>24,916</u>	<u>27,010</u>	<u>8.4%</u>	<u>0.4</u>
<u>I-280 (Trousdale to Hillcrest)</u>	<u>24,834</u>	<u>25,416</u>	<u>2.3%</u>	<u>0.1</u>
<u>I-280 (Hillcrest to Larkspur)</u>	<u>22,568</u>	<u>24,589</u>	<u>9.0%</u>	<u>0.4</u>
<u>I-280 (Larkspur to Crystal Springs)</u>	<u>19,865</u>	<u>26,548</u>	<u>33.6%</u>	<u>1.3</u>
<u>I-280 (Crystal Springs to San Bruno Avenue)</u>	<u>21,114</u>	<u>18,732</u>	<u>-11.3%</u>	<u>-0.5</u>
<u>I-280 (Sneath Lane to Westborough)</u>	<u>24,085</u>	<u>23,478</u>	<u>-2.5%</u>	<u>-0.1</u>
<u>I-280 (Westborough to Hickey)</u>	<u>20,539</u>	<u>20,861</u>	<u>1.6%</u>	<u>0.1</u>
<u>I-280 (Hickey to Serramonte)</u>	<u>20,332</u>	<u>20,549</u>	<u>1.1%</u>	<u>0.0</u>
<u>I-280 (Serramonte to SR-1)</u>	<u>23,741</u>	<u>20,249</u>	<u>-14.7%</u>	<u>-0.7</u>
<u>I-380 (I-280 to El Camino Real)</u>	<u>11,996</u>	<u>14,088</u>	<u>17.4%</u>	<u>0.7</u>
<u>I-380 (El Camino Real to US 101)</u>	<u>13,432</u>	<u>16,755</u>	<u>24.7%</u>	<u>1.0</u>

Source: DKS Associates, Environmental Science Associates, 2008.

The text at the end of the first paragraph on page 3-216 is changes as follows:

Table 3.15-4 shows typical noise levels produced by various types of construction equipment during different construction stages. Table 3.15-5 shows typical noise levels produced by various types of construction equipment.

Page 3-217, tables 3.15-4 and 3.15-5 are replaced with the following new Table 3.15-4:

**Table 3.15-4: Typical Noise Levels from Construction Equipment**

<u>Construction Equipment</u>	<u>Noise Levels (dBA at 50 feet from source)</u>
<u>Air Compressor</u>	<u>81</u>
<u>Backhoe</u>	<u>80</u>
<u>Ballast Equalizer</u>	<u>82</u>
<u>Ballast Tamper</u>	<u>83</u>
<u>Compactor</u>	<u>82</u>
<u>Concrete Mixer</u>	<u>85</u>
<u>Concrete Pump</u>	<u>82</u>
<u>Concrete Vibrator</u>	<u>76</u>
<u>Crane, Derrick</u>	<u>88</u>
<u>Crane, Mobile</u>	<u>83</u>
<u>Dozer</u>	<u>85</u>
<u>Generator</u>	<u>81</u>
<u>Grader</u>	<u>85</u>
<u>Impact Wrench</u>	<u>85</u>
<u>Jack Hammer</u>	<u>88</u>
<u>Loader</u>	<u>85</u>
<u>Paver</u>	<u>89</u>
<u>Pile-Driver (Impact)</u>	<u>101</u>
<u>Pile-Driver (Sonic)</u>	<u>96</u>
<u>Pneumatic Tool</u>	<u>85</u>
<u>Pump</u>	<u>76</u>
<u>Rail Saw</u>	<u>90</u>
<u>Rock Drill</u>	<u>98</u>
<u>Roller</u>	<u>74</u>
<u>Saw</u>	<u>76</u>
<u>Scarifier</u>	<u>83</u>
<u>Scraper</u>	<u>89</u>
<u>Shovel</u>	<u>82</u>
<u>Spike Driver</u>	<u>77</u>
<u>Tie Cutter</u>	<u>84</u>
<u>Tie Handler</u>	<u>80</u>
<u>Tie Inserter</u>	<u>85</u>
<u>Truck</u>	<u>88</u>

Source: U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.

**APPENDIX A: DEIR NOTICE OF AVAILABILITY**





**Notice of Availability  
Draft Environmental Impact Report for the  
San Bruno General Plan Update**

**Date:** February 29, 2008

The City of San Bruno has prepared a Draft Environmental Impact Report (Draft EIR) for the San Bruno General Plan Update. Notice is given pursuant to Section 21092 of the State Public Resources Code that the Draft EIR is available for public review and comment.

**Project Description:** The City of San Bruno has initiated a comprehensive update of its General Plan (excluding the Housing Element, which was updated in 2003), which is an opportunity for community members to explore long-term goals and development for the City. The Plan identifies current and future needs in areas such as land use, housing, transportation, public services, and environmental quality. The purpose of the project is to update the city's existing General Plan to accommodate development through 2025. The last comprehensive update was completed in 1984. The General Plan Update includes land use and urban design, economic development, transportation, open space and recreation, environmental resources and conservation, and public facilities and services.

**Project Location:** The City of San Bruno is located in northern San Mateo County just west of the San Francisco International Airport (SFO). The City stretches 3.5 miles from relatively flat eastern areas along Highway 101 to the hilly western neighborhoods, which are located on the eastern facing slope of the coast Range, gaining almost 1,200 feet in elevation. San Bruno's Planning Area includes over six square miles of land that encompass both the City corporate limits and its existing (2006) Sphere of Influence (SOI). San Bruno's SOI includes 347 acres of San Mateo County unincorporated land, 240 acres of San Francisco County Jail land, and approximately 105 acres of land adjacent to Highway 101.

**Significant Effects:** The Draft EIR evaluates the potential adverse impacts of the Proposed General Plan. The Draft EIR describes existing conditions within the Proposed General Plan area, analyzes the potential environmental impacts of implementing the Proposed General Plan, and identifies mitigation measures to minimize significant impacts. The Draft EIR also evaluates reasonable alternatives to the proposed project, including the "No Project" alternative, which discusses the result of not implementing the proposed project and continuing development under existing plans. The alternatives represent a range of reasonable alternative land use plans to the Proposed General Plan what would attain most of the basic objectives, but would avoid or substantially lessen one or more of the significant effects of the Proposed Project. The issues evaluated in this EIR were determined during the initial phase of the project.

The Draft EIR reflects comments made in response to the Notice of Preparation (February 3, 2005), as well as comments and concerns raised by the public over the course of the General Plan and EIR preparation. The following areas of concern and controversy were identified:

- Hazards
- Noise
- Open space and recreation
- Transportation
- Water quality

The proposed policies of the General Plan and associated implantation programs would avoid or eliminate the potentially significant impacts. The Draft EIR analysis determined that there are no significant unavoidable environmental impacts associated with the implementation of the Proposed General Plan.

**Public Review and Written Comments:** The review period for submitting written comments on the Draft EIR begins on Monday, March 3, 2008 and will close on Thursday, April 17, 2008 at 5:00 p.m. Written responses to any comments received during this period will be included in the Final EIR.

Written Comments should be directed to:

Aaron Aknin, Community Development Director  
City of San Bruno  
567 El Camino Real, CA 94066  
[aaknin@sanbruno.ca.gov](mailto:aaknin@sanbruno.ca.gov)  
Phone: 650-616-7074  
Fax: 650-873-6749

**Document Availability:** The Draft EIR is available at the San Bruno Planning Department at the address above and may be viewed on the City of San Bruno website at <http://www.sanbruno.ca.gov/gpupdate.html>

**Public Meetings:** The Planning Commission is tentatively scheduled to review the Draft EIR and General Plan Update at its April 1, 2008 meeting. Meeting dates and agendas will be posted on the City's website at <http://www.sanbruno.ca.gov/gpupdate.html>

Form A

Notice of Completion & Environmental Document Transmittal

SCH # \_\_\_\_\_

Mail to: State Clearinghouse, P. O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

Project Title: San Bruno General Plan Update
Lead Agency: City of San Bruno
Mailing Address: 567 El Camino Real
City: San Bruno Zip: 94066
Contact Person: Aaron Aknin, Community Development Director
Phone: 650-616-7074
County: San Mateo County

Project Location:
County: San Mateo County City/Nearest Community:
Total Acres:
Cross Streets: Zip Code: 94066
Assessor's Parcel No. Section: Twp. Range: Base:
Within 2 Miles: State Hwy #: 101, 280, 380 Waterways:
Airports: San Francisco Airport Railways: CalTrain Schools:

Document Type:
CEQA: [ ] NOP [x] Draft EIR NEPA: [ ] NOI Other: [ ] Joint Document
[ ] Early Cons [ ] Supplement to EIR (Note prior SCH # below) [ ] EA [ ] Final Document
[ ] Neg Dec [ ] Subsequent EIR (Note prior SCH # below) [ ] Draft EIS [ ] Other
[ ] Mit Neg Dec [ ] Other [ ] FONSI

Local Action Type:
[x] General Plan Update [ ] Specific Plan [ ] Rezone [ ] Annexation
[ ] General Plan Amendment [ ] Master Plan [ ] Prezone [ ] Redevelopment
[ ] General Plan Element [ ] Planned Unit Development [ ] Use Permit [ ] Coastal Permit
[ ] Community Plan [ ] Site Plan [ ] Land Division (Subdivision, etc.) [ ] Other

Development Type:
[ ] Residential: Units Acres
[ ] Office: Sq.ft. Acres Employees
[ ] Commercial: Sq.ft. Acres Employees
[ ] Industrial: Sq.ft. Acres Employees
[ ] Educational
[ ] Recreational
[ ] Water Facilities: Type MGD
[ ] Transportation: Type
[ ] Mining: Mineral
[ ] Power: Type MW
[ ] Waste Treatment: Type MGD
[ ] Hazardous Waste: Type
[ ] Other:

Project Issues Discussed in Document:
[ ] Aesthetic/Visual [ ] Fiscal [ ] Recreation/Parks [ ] Vegetation
[ ] Agricultural Land [ ] Flood Plain/Flooding [ ] Schools/Universities [ ] Water Quality
[ ] Air Quality [ ] Forest Land/Fire Hazard [ ] Septic Systems [ ] Water Supply/Groundwater
[ ] Archeological/Historical [ ] Geologic/Seismic [ ] Sewer Capacity [ ] Wetland/Riparian
[ ] Biological Resources [ ] Minerals [ ] Soil Erosion/Compaction/Grading [ ] Growth Inducement
[ ] Coastal Zone [ ] Noise [ ] Solid Waste [ ] Land Use
[ ] Drainage/Absorption [ ] Population/Housing Balance [ ] Toxic/Hazardous [ ] Cumulative Effects
[ ] Economic/Jobs [ ] Public Services/Facilities [ ] Traffic/Circulation [ ] Other

Present Land Use/Zoning/General Plan Designation:
Current General Plan adopted 1984

Project Description: (please use a separate page if necessary)
City-wide General Plan Update

**Reviewing Agencies Checklist**

continued

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X". If you have already sent your document to the agency please denote that with an "S".

- |   |   |
|---|---|
| <input type="checkbox"/> Air Resources Board                    | <input type="checkbox"/> Office of Emergency Services                                   |
| <input type="checkbox"/> Boating & Waterways, Department of     | <input type="checkbox"/> Office of Historic Preservation                                |
| <input type="checkbox"/> California Highway Patrol              | <input type="checkbox"/> Parks & Recreation   |
| <input type="checkbox"/> Caltrans District # _____              | <input type="checkbox"/> Pesticide Regulation, Department of                            |
| <input type="checkbox"/> Caltrans Division of Aeronautics       | <input type="checkbox"/> Public Utilities Commission                                    |
| <input type="checkbox"/> Caltrans Planning                      | <input type="checkbox"/> Reclamation Board  |
| <input type="checkbox"/> Coachella Valley Mountains Conservancy | <input type="checkbox"/> Regional WQCB # _____  |
| <input type="checkbox"/> Coastal Commission                     | <input type="checkbox"/> Resources Agency   |
| <input type="checkbox"/> Colorado River Board Commission        | <input type="checkbox"/> S.F. Bay Conservation & Development Commission                 |
| <input type="checkbox"/> Conservation, Department of            | <input type="checkbox"/> San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy |
| <input type="checkbox"/> Corrections, Department of             | <input type="checkbox"/> San Joaquin River Conservancy                                  |
| <input type="checkbox"/> Delta Protection Commission            | <input type="checkbox"/> Santa Monica Mountains Conservancy                             |
| <input type="checkbox"/> Education, Department of               | <input type="checkbox"/> State Lands Commission   |
| <input type="checkbox"/> Office of Public School Construction   | <input type="checkbox"/> SWRCB: Clean Water Grants                                      |
| <input type="checkbox"/> Energy Commission                      | <input type="checkbox"/> SWRCB: Water Quality   |
| <input type="checkbox"/> Fish & Game Region # _____             | <input type="checkbox"/> SWRCB: Water Rights  |
| <input type="checkbox"/> Food & Agriculture, Department of      | <input type="checkbox"/> Tahoe Regional Planning Agency                                 |
| <input type="checkbox"/> Forestry & Fire Protection             | <input type="checkbox"/> Toxic Substances Control, Department of                        |
| <input type="checkbox"/> General Services, Department of        | <input type="checkbox"/> Water Resources, Department of                                 |
| <input type="checkbox"/> Health Services, Department of         | <input type="checkbox"/> Other _____  |
| <input type="checkbox"/> Housing & Community Development        | <input type="checkbox"/> Other _____  |
| <input type="checkbox"/> Integrated Waste Management Board      |   |
| <input type="checkbox"/> Native American Heritage Commission    |   |

-----  
**Local Public Review Period (to be filled in by lead agency)**

Starting Date March 3, 2008 Ending Date April 17, 2008 at 5:00 pm

-----  
**Lead Agency (Complete if applicable):**

**Applicant:** \_\_\_\_\_

Consulting Firm: \_\_\_\_\_

Address: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

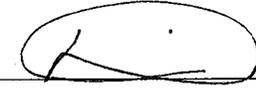
City/State/Zip: \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_

Contact: \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_

-----  
Signature of Lead Agency Representative

Date 2/29/08

**APPENDIX B: STATE CLEARINGHOUSE TRANSMITTAL OF  
RESPONSES AND LIST OF REVIEWING AGENCIES, LIST  
OF AGENCIES RECEIVING DIRECT CITY  
DISTRIBUTION OF DEIR**





ARNOLD SCHWARZENEGGER  
GOVERNOR

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



CYNTHIA BRYANT  
DIRECTOR

April 17, 2008

CITY OF SAN BRUNO  
COMMUNITY DEVELOPMENT DEPARTMENT

APR 21 2008

RECEIVED

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

Subject: San Bruno General Plan Update  
SCH#: 1982112306

Dear Aaron Akin:

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 April 16, 2008, 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.

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,

Terry Roberts  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 1982112306  
**Project Title** San Bruno General Plan Update  
**Lead Agency** San Bruno, City of

---

**Type** EIR Draft EIR  
**Description** City-wide General Plan Update.

---

**Lead Agency Contact**

**Name** Aaron Akin  
**Agency** City of San Bruno  
**Phone** (650) 616-7074 **Fax**  
**email**  
**Address** 567 El Camino Real  
**City** San Bruno **State** CA **Zip** 94066

---

**Project Location**

**County** San Mateo  
**City** San Bruno  
**Region**

**Cross Streets**

**Parcel No.**

<b>Township</b>	<b>Range</b>	<b>Section</b>	<b>Base</b>
-----------------	--------------	----------------	-------------

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**Proximity to:**

**Highways** I-280, I-380, US 101  
**Airports** San Francisco Airport  
**Railways** CalTrain  
**Waterways**  
**Schools**  
**Land Use** Current General Plan adopted 1984.

---

**Project Issues**

---

**Reviewing Agencies** Resources Agency; Regional Water Quality Control Board, Region 2; Department of Parks and Recreation; Native American Heritage Commission; Office of Emergency Services; Department of Housing and Community Development; Office of Historic Preservation; Cal Fire; Department of Fish and Game, Region 3; Department of Water Resources; Department of Conservation; California Highway Patrol; Caltrans, District 4; Caltrans, Division of Aeronautics

---

**Date Received** 03/03/2008 **Start of Review** 03/03/2008 **End of Review** 04/16/2008

CITY OF SAN BRUNO  
GENERAL PLAN DISTRIBUTION LIST

February 29, 2008

State Clearinghouse  
Airport Land Use Commission  
City of Millbrae  
City of Pacifica  
City of South San Francisco  
County of San Mateo  
LAFCO  
San Bruno park School District  
San Mateo Union High School District  
San Mateo Community College District  
Bay Area Air Quality Management District  
Mosquito Abatement District  
San Francisco public Utilities Commission  
Golden Gate National Cemetery  
Marines



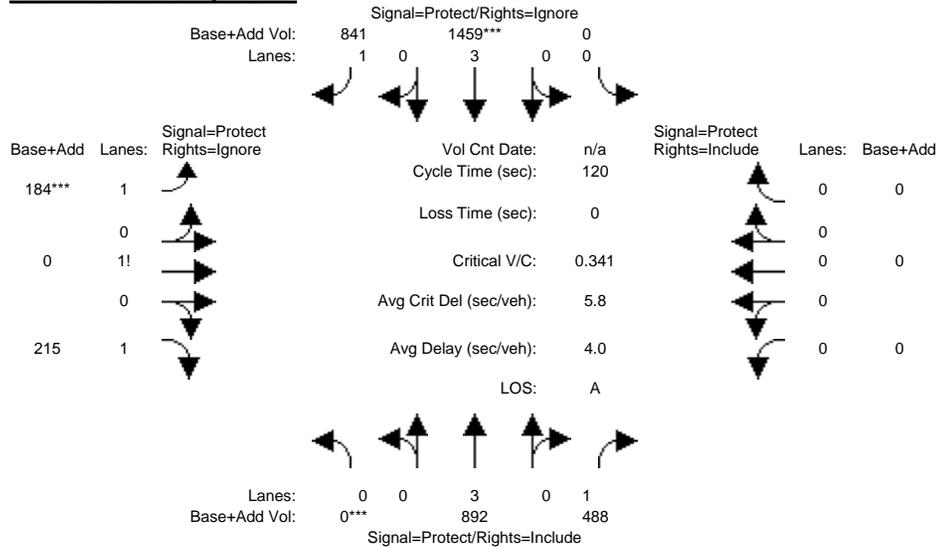
**APPENDIX C: DETAILED LOS ANALYSIS SHEETS FOR RESPONSE TO CALTRANS COMMENTS**



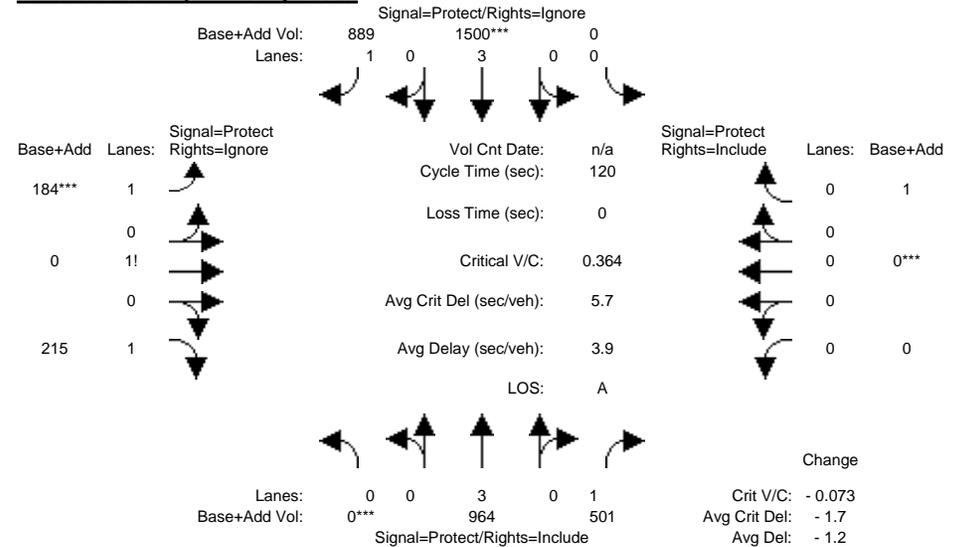
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #1: El Camino Real and EB I-380

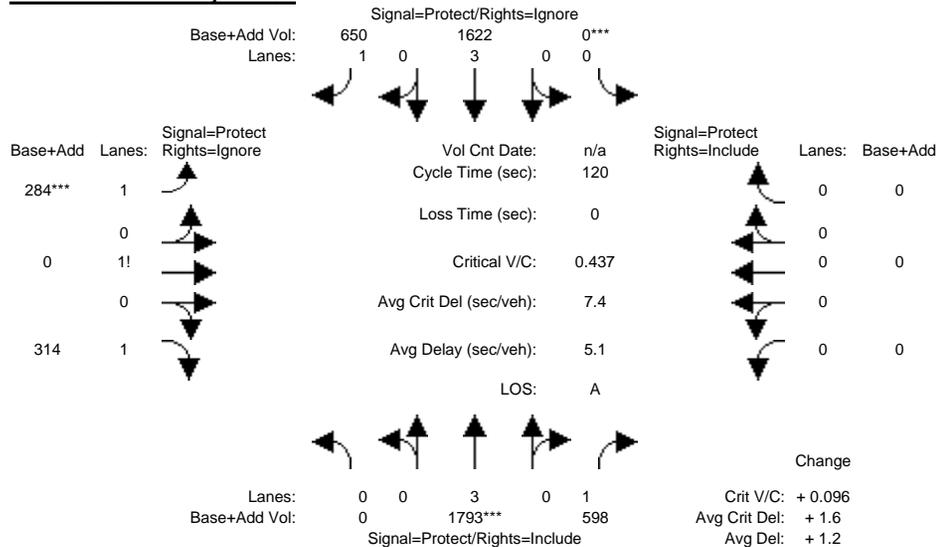
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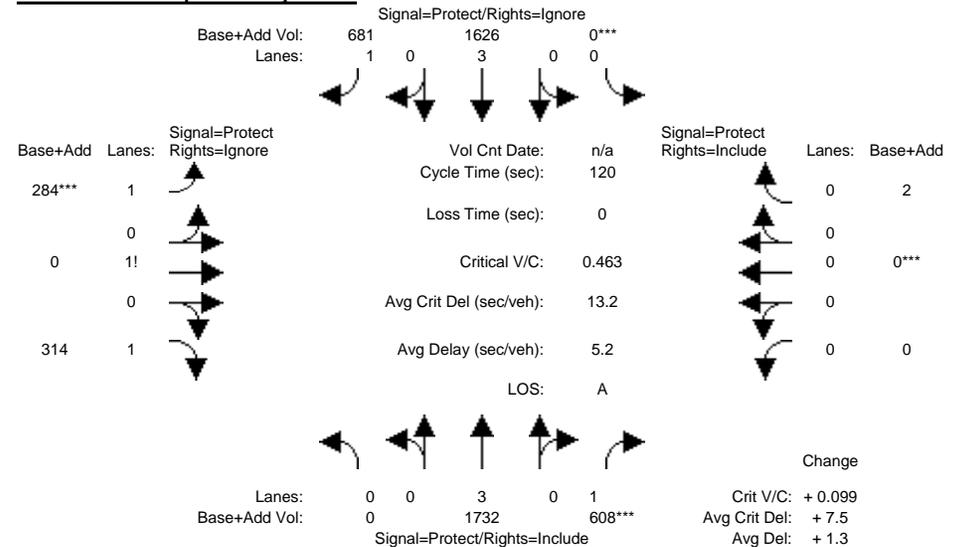
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**Scenario #2: No Project PM**



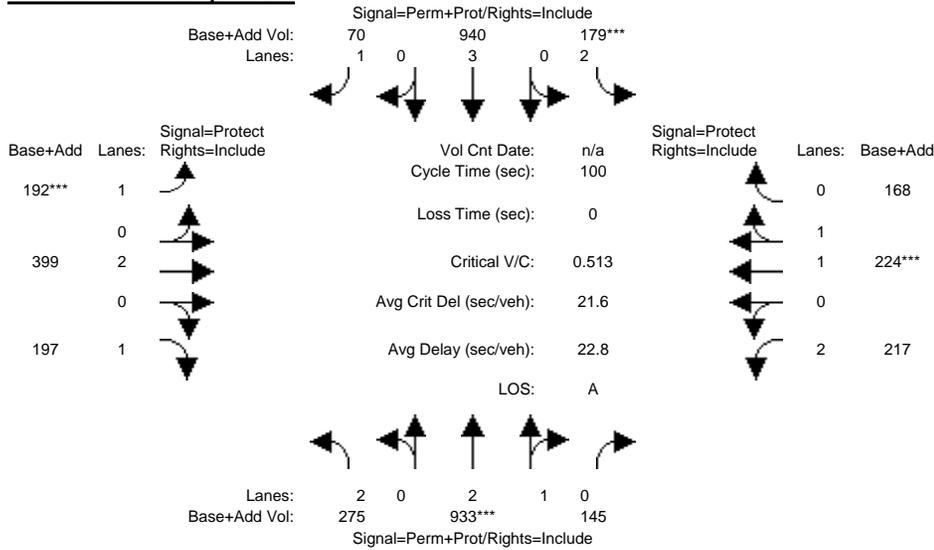
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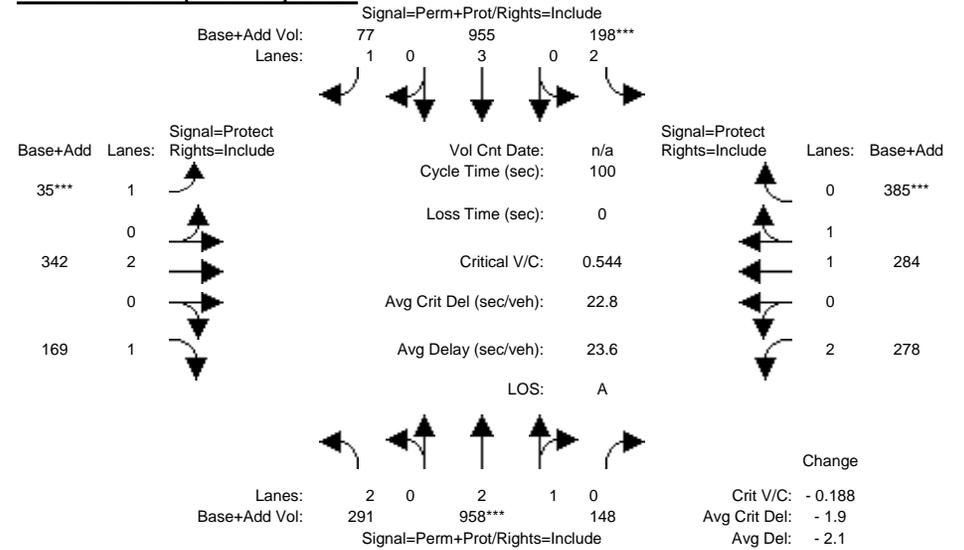
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #2: El Camino Real / San Bruno Ave

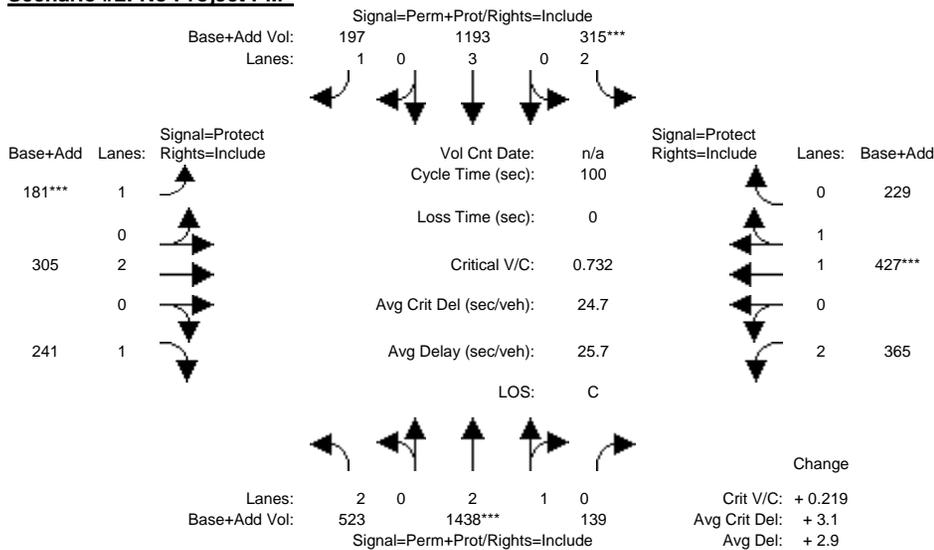
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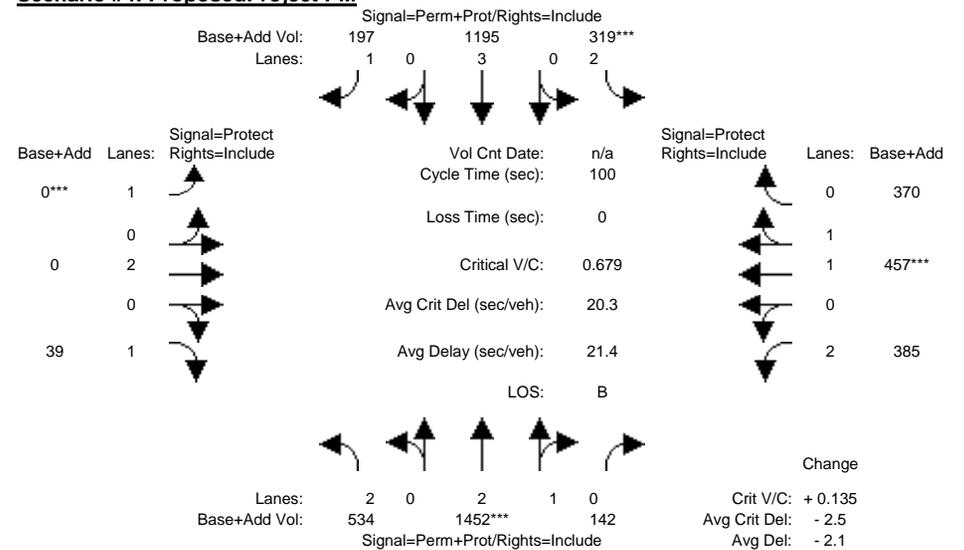
**Scenario #3: Proposed Project AM**



**Scenario #2: No Project PM**



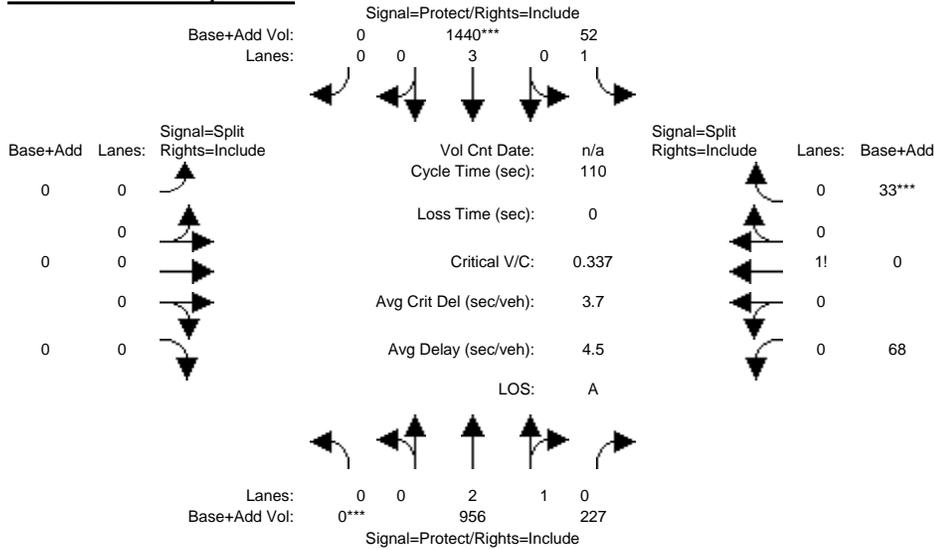
**Scenario #4: Proposed Project PM**



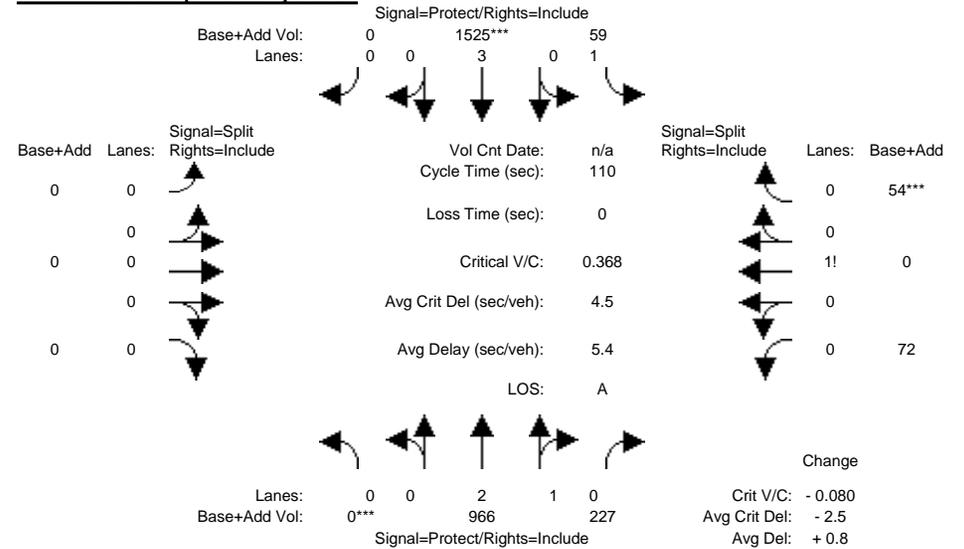
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #3: El Camino Real/San Mateo/Taylor

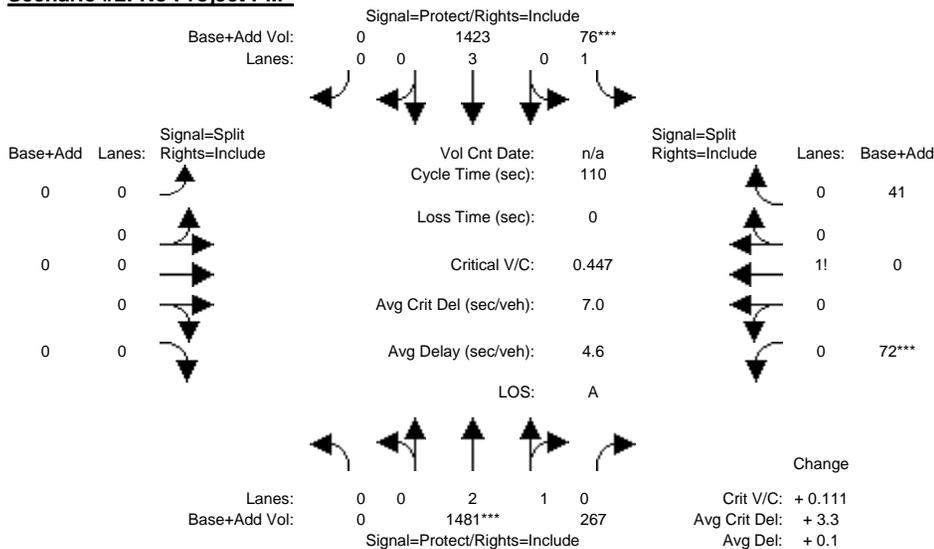
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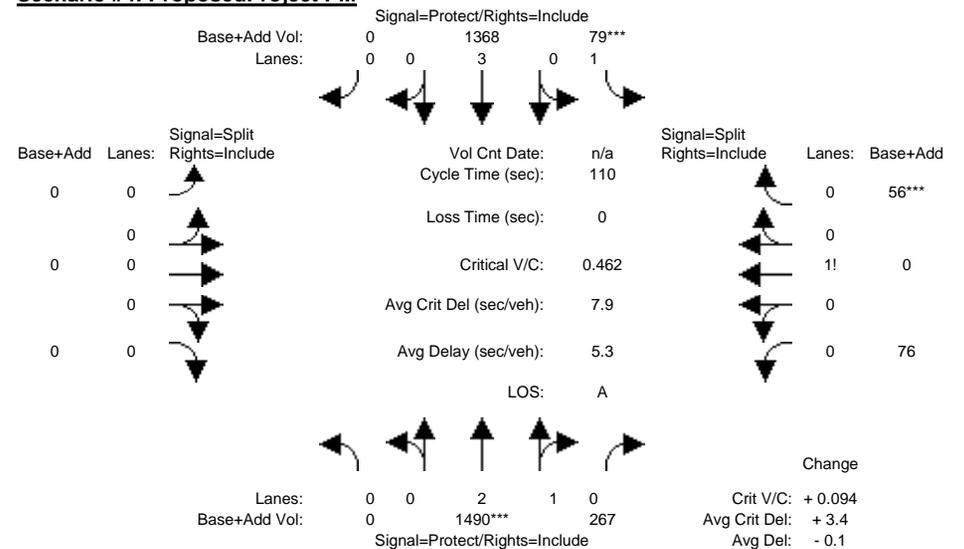
**Scenario #3: Proposed Project AM**



**Scenario #2: No Project PM**



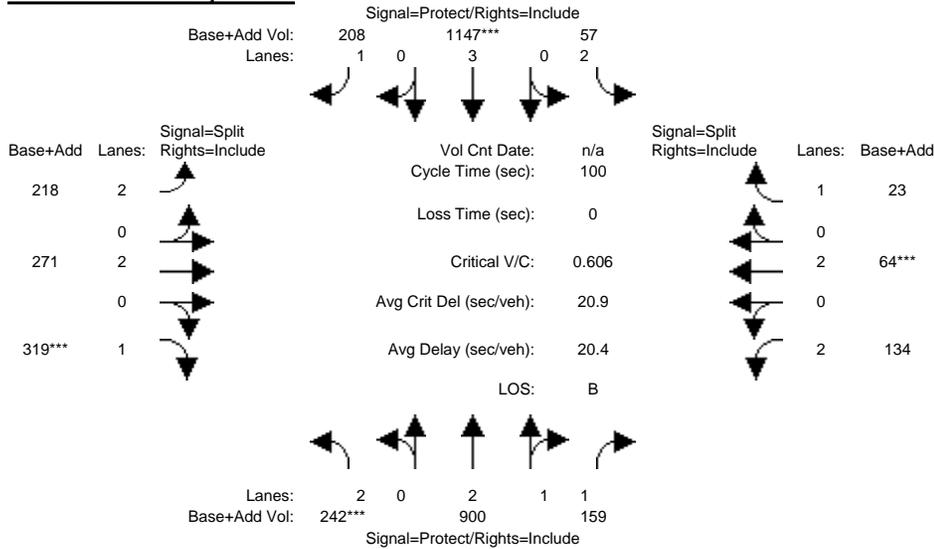
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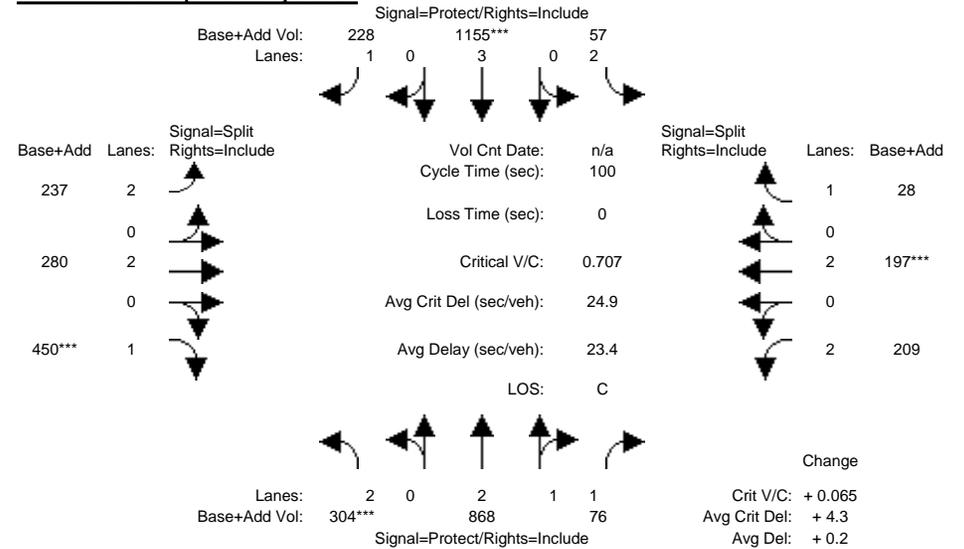
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #4: Sneath Lane / El Camino Real

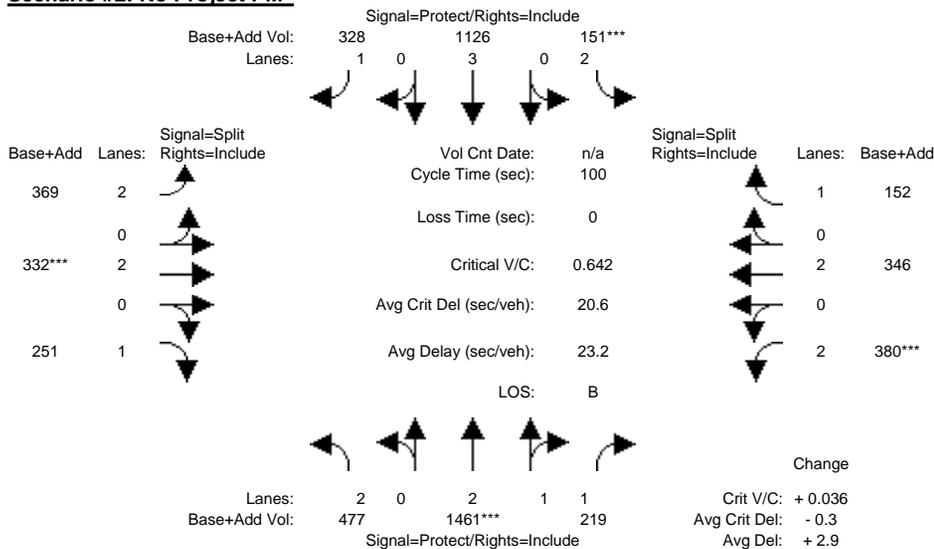
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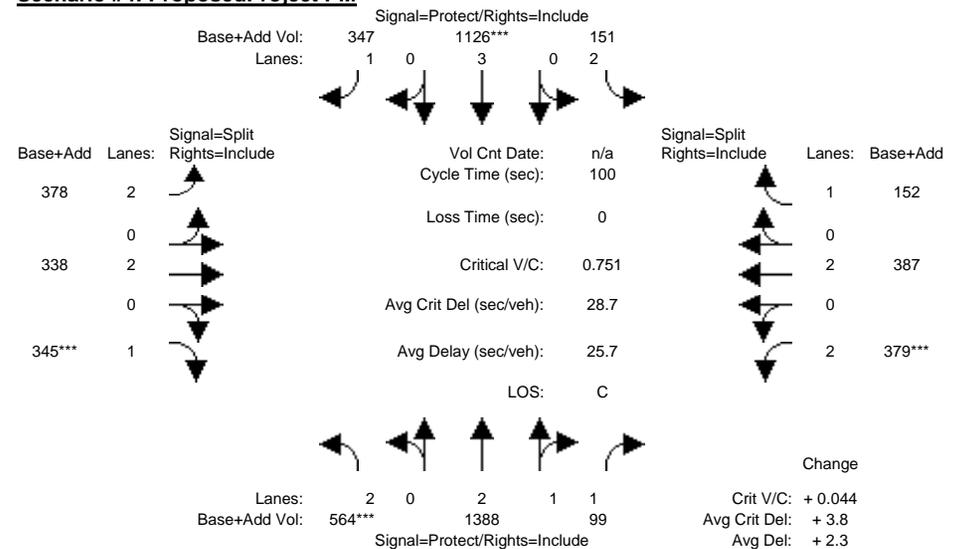
**Scenario #3: Proposed Project AM**



**Scenario #2: No Project PM**



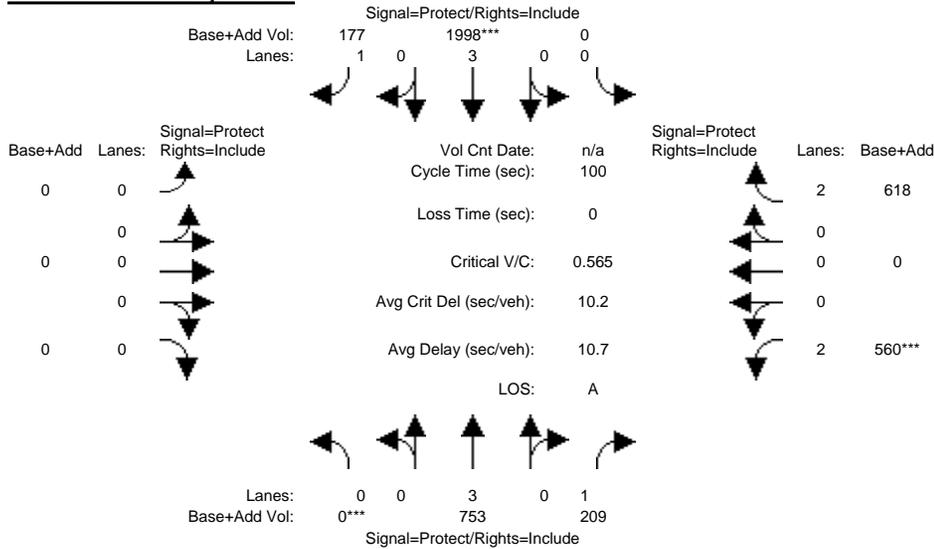
**Scenario #4: Proposed Project PM**



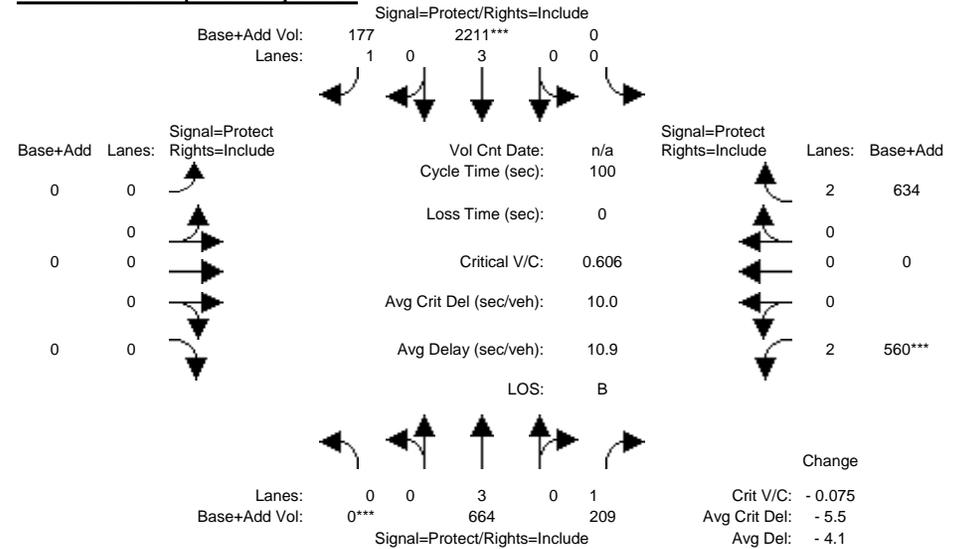
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #5: I-380 WB and El Camino

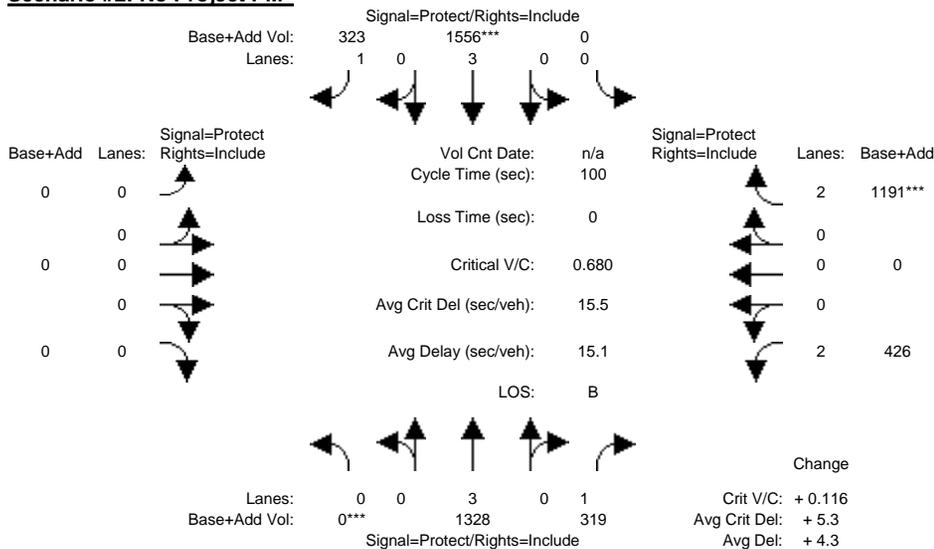
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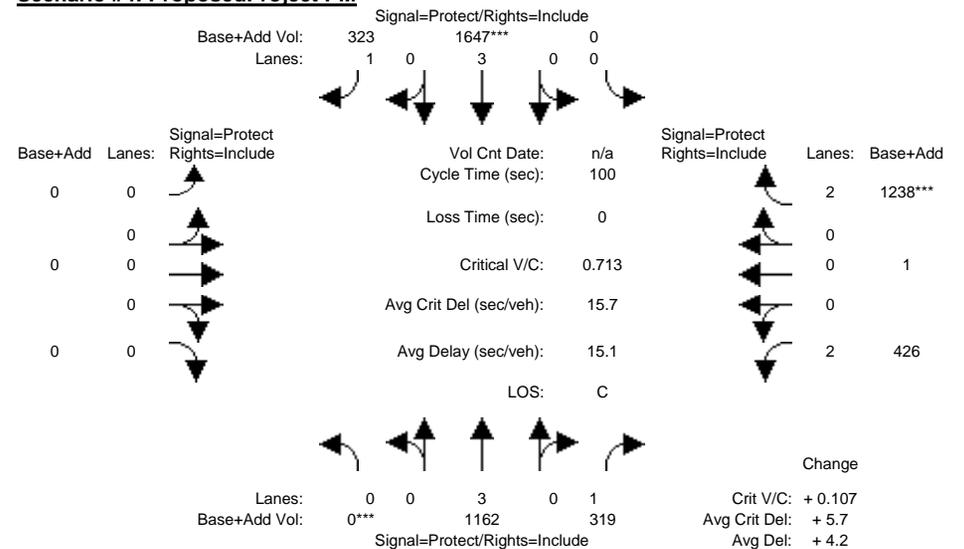
**Scenario #3: Proposed Project AM**



**Scenario #2: No Project PM**



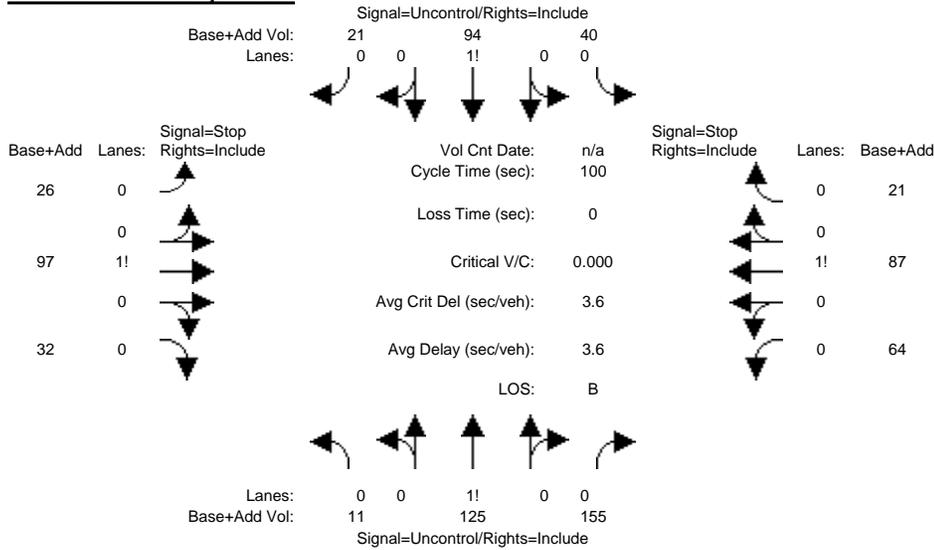
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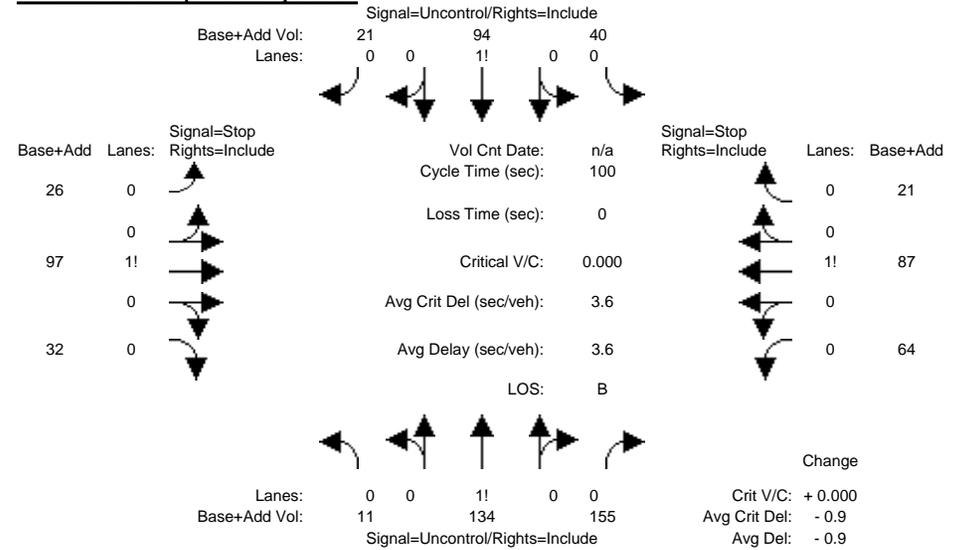
Detailed Scenario Comparison Report  
1994 HCM Unsignalized (Future Volume Alternative)

Intersection #6: Huntington Ave/Angus Ave

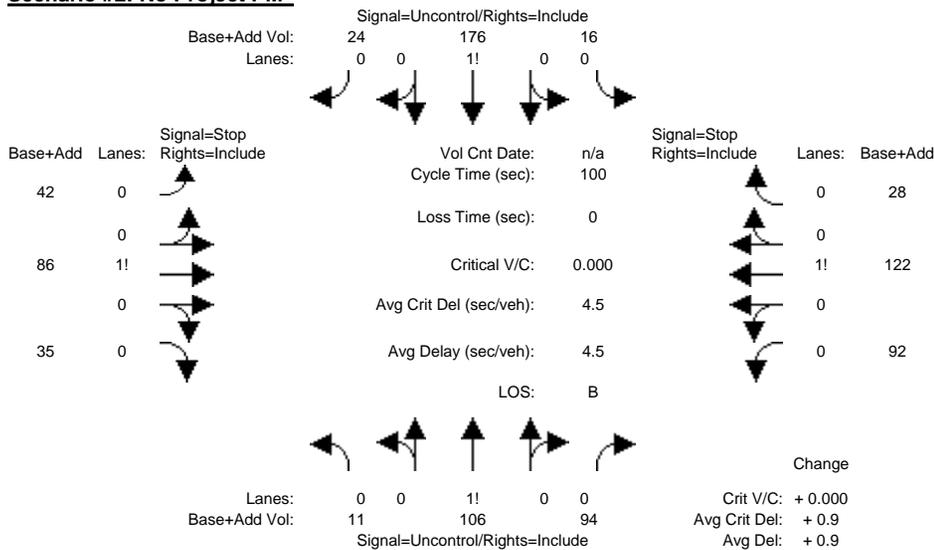
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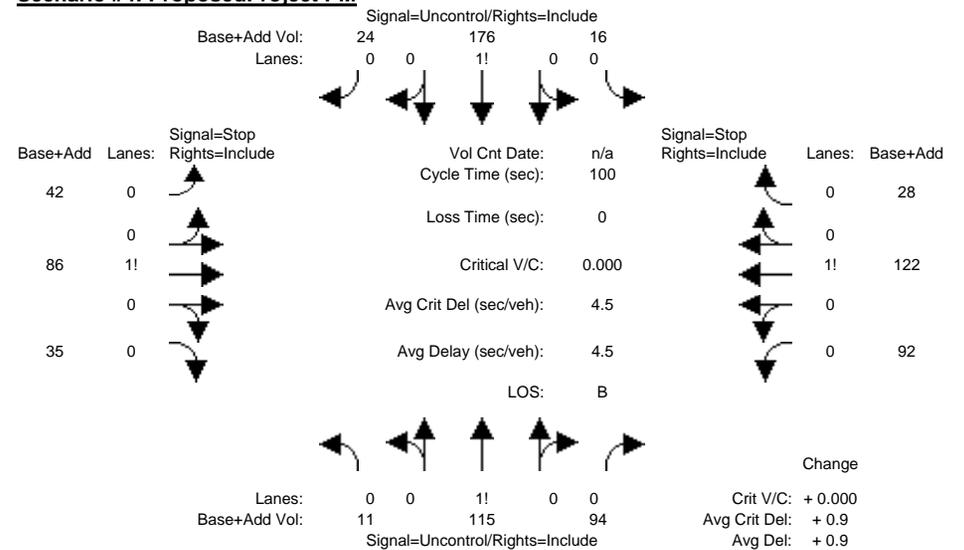
**Scenario #3: Proposed Project AM**



**Scenario #2: No Project PM**



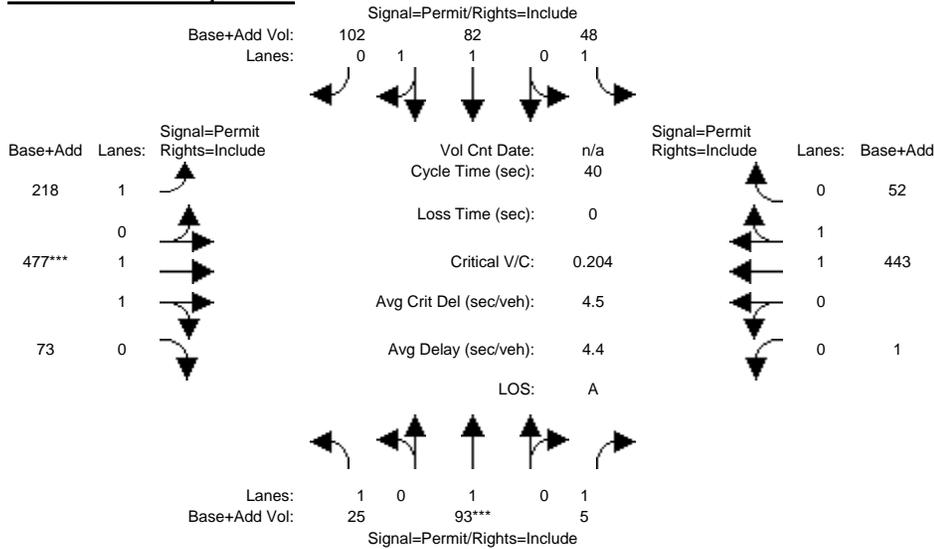
**Scenario #4: Proposed Project PM**



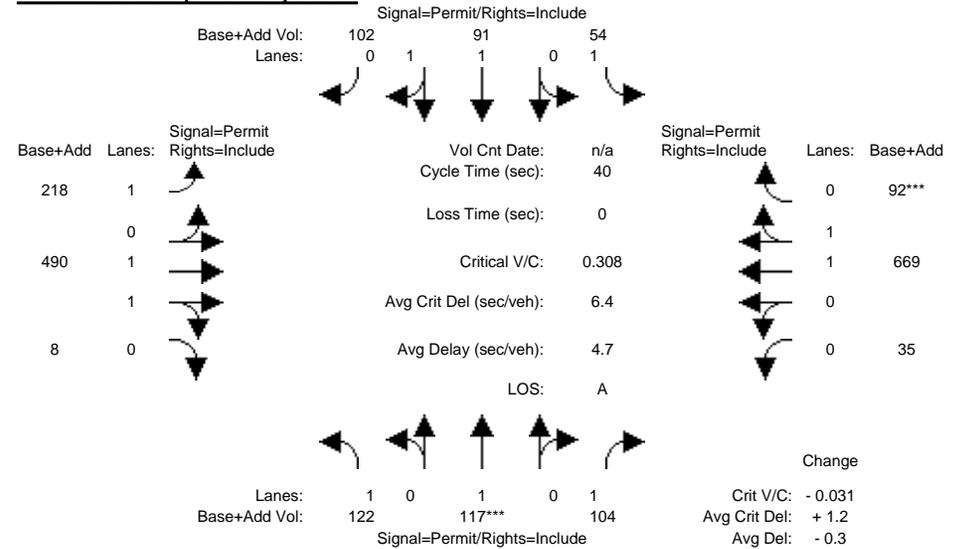
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #7: Huntington Ave / San Bruno Ave

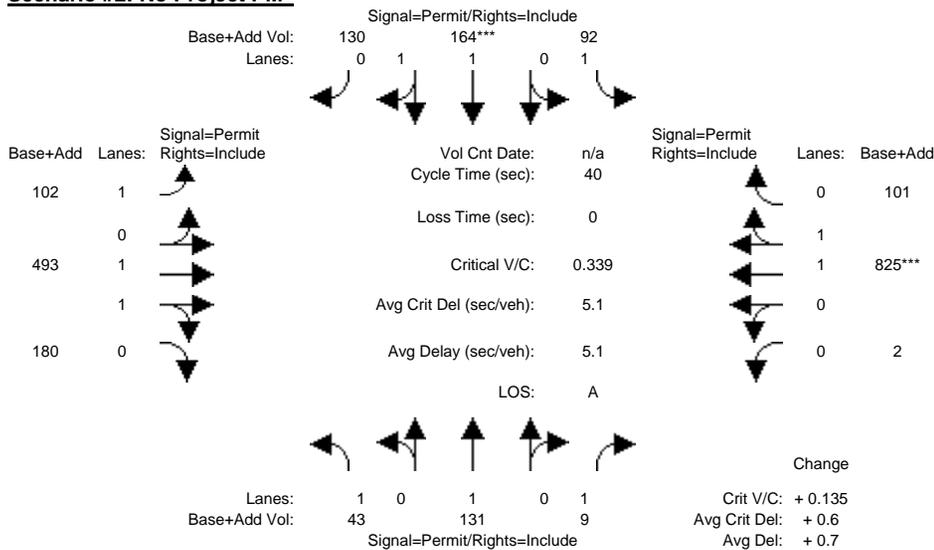
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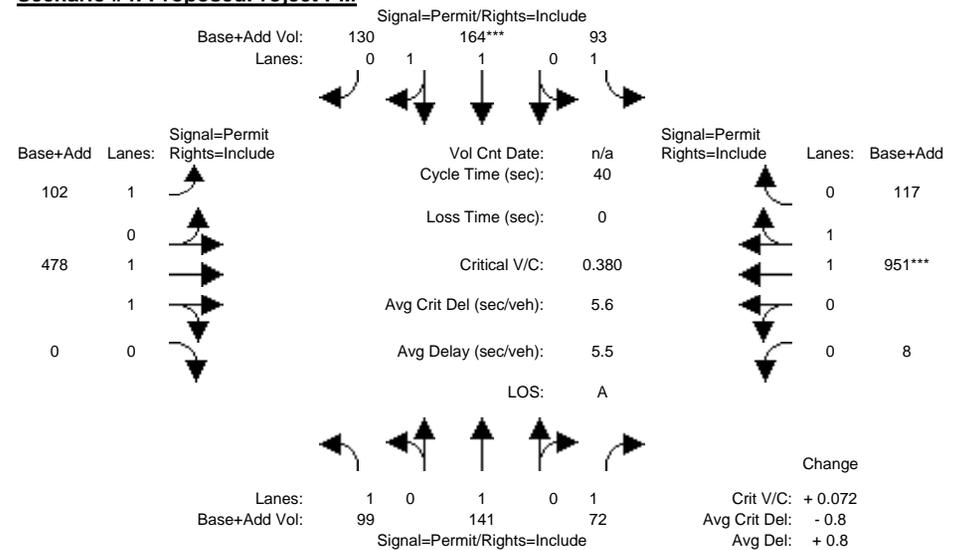
**Scenario #3: Proposed Project AM**



**Scenario #2: No Project PM**



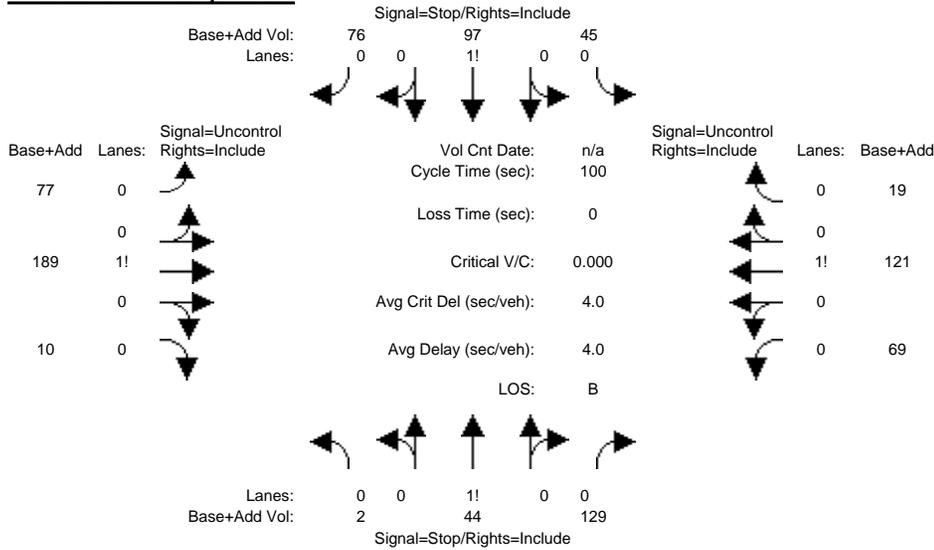
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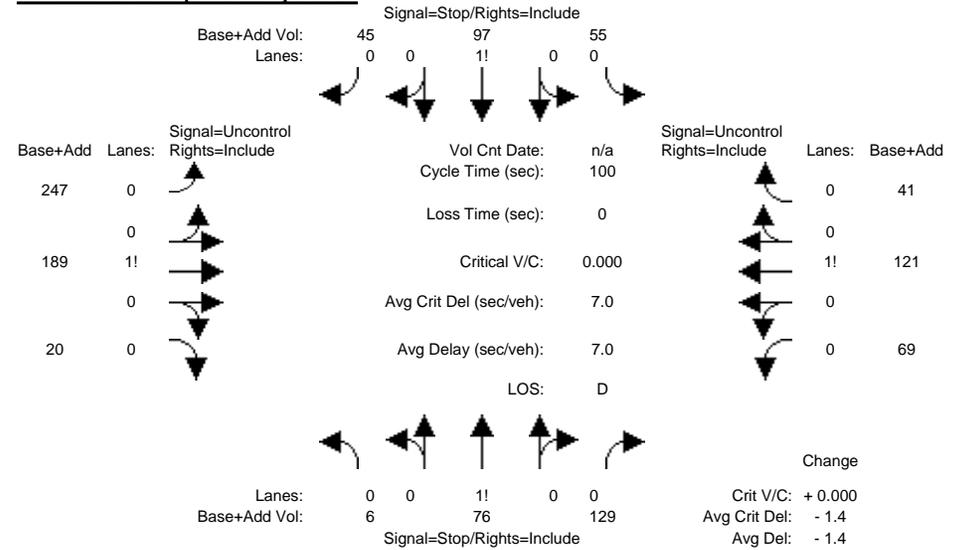
Detailed Scenario Comparison Report  
1994 HCM Unsignalized (Future Volume Alternative)

Intersection #8: San Mateo Ave/Huntington Ave

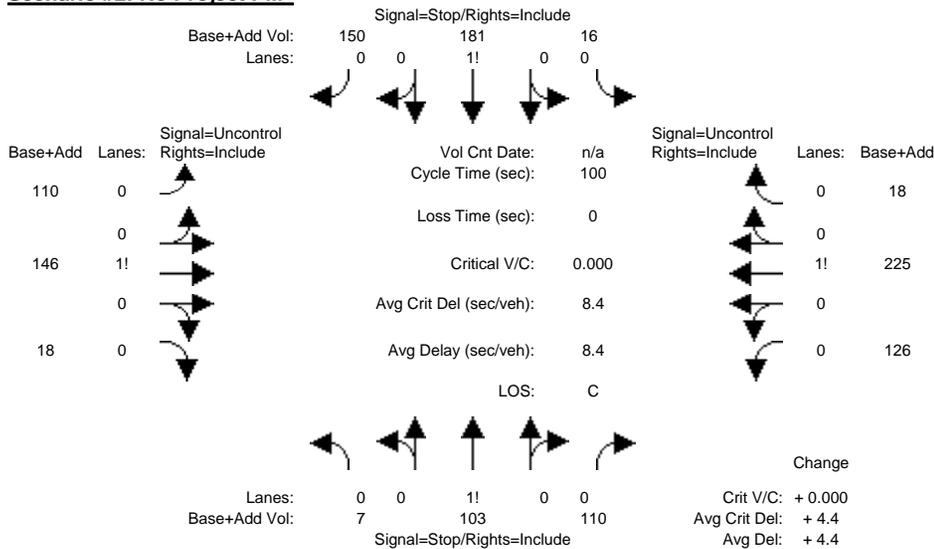
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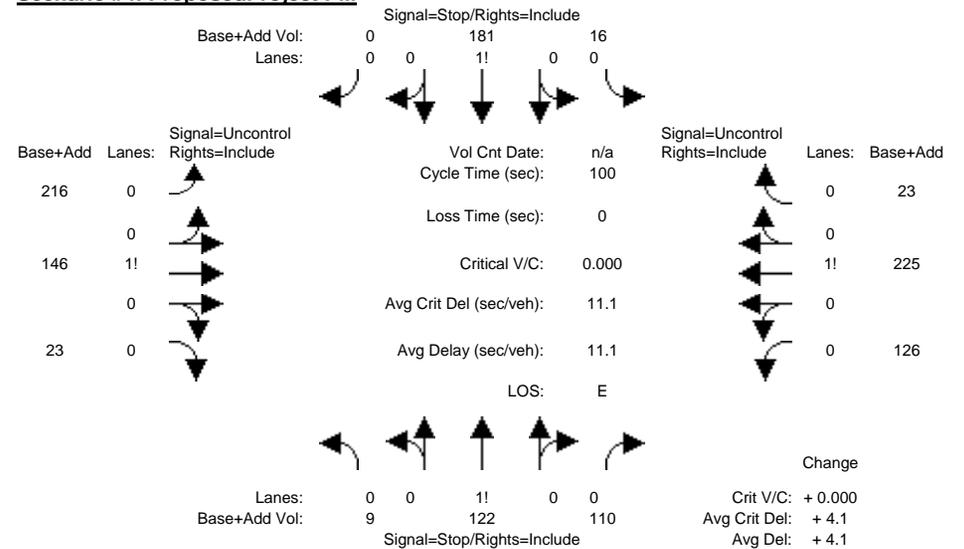
**Scenario #3: Proposed Project AM**



**Scenario #2: No Project PM**



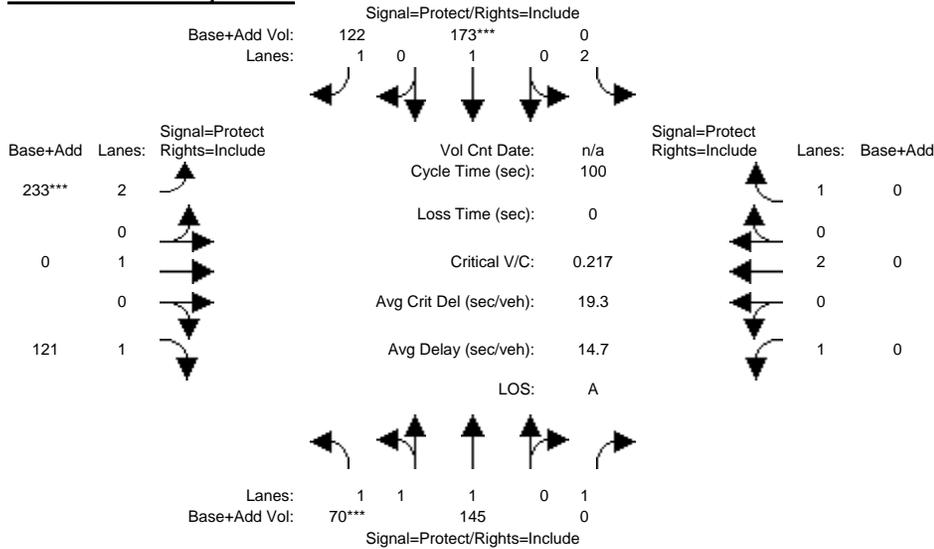
**Scenario #4: Proposed Project PM**



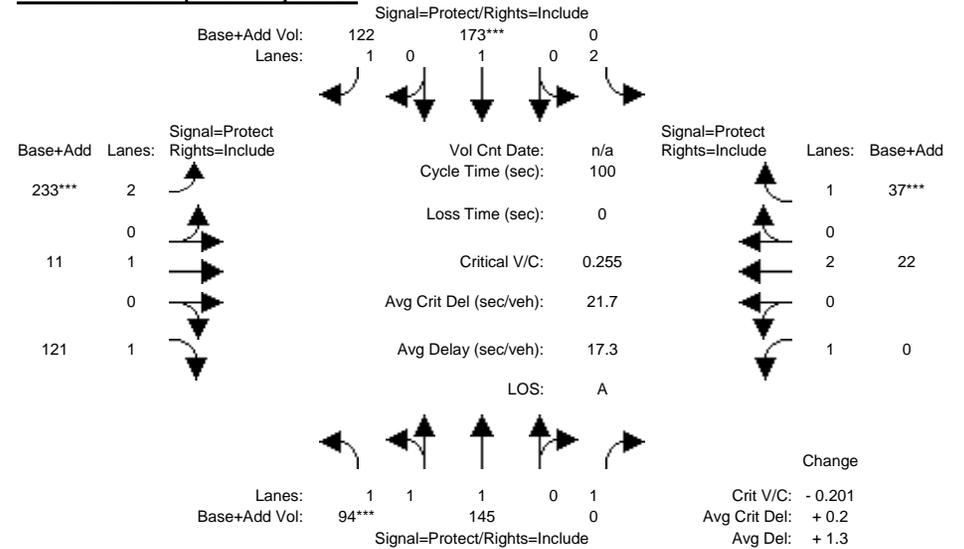
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #9: Sneath Ln/Huntington Ave

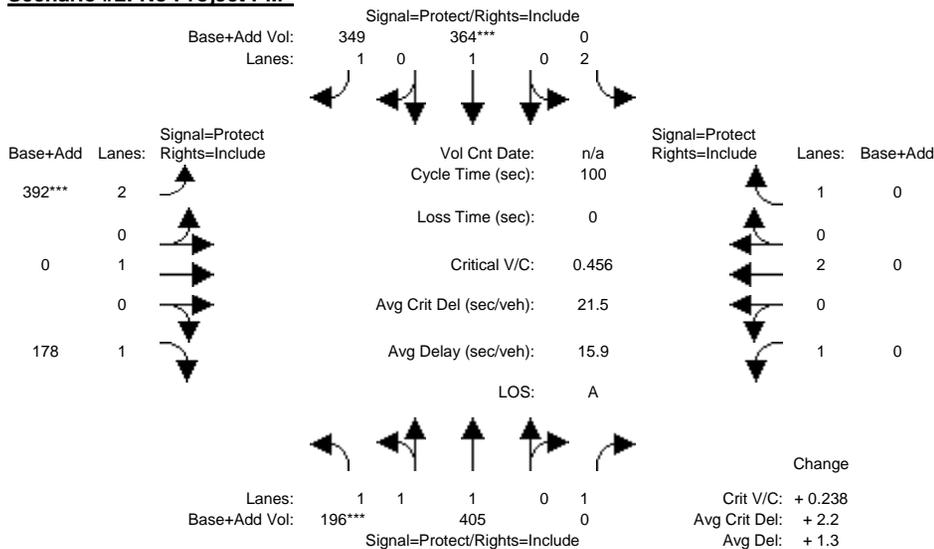
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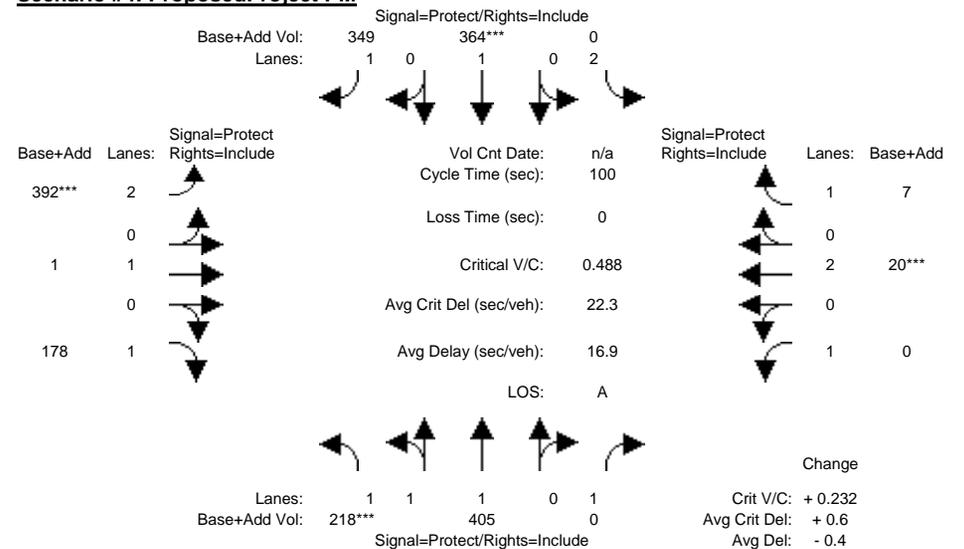
**Scenario #3: ProposedProject AM**



**Scenario #2: No Project PM**



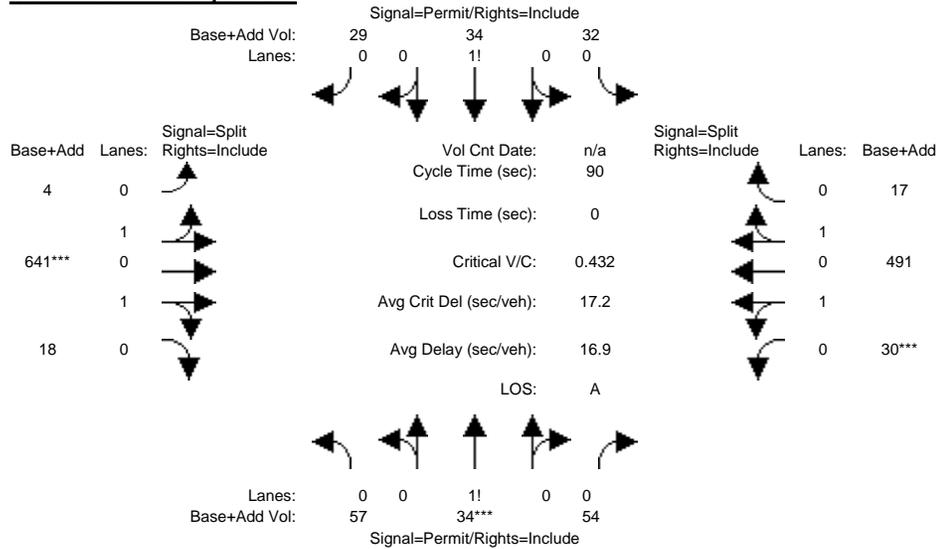
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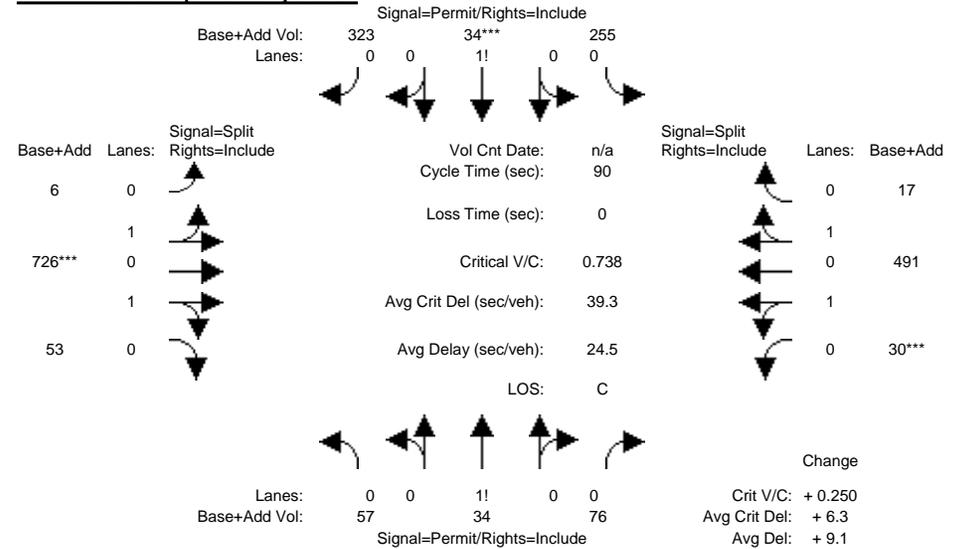
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #10: San Bruno and 3rd Ave

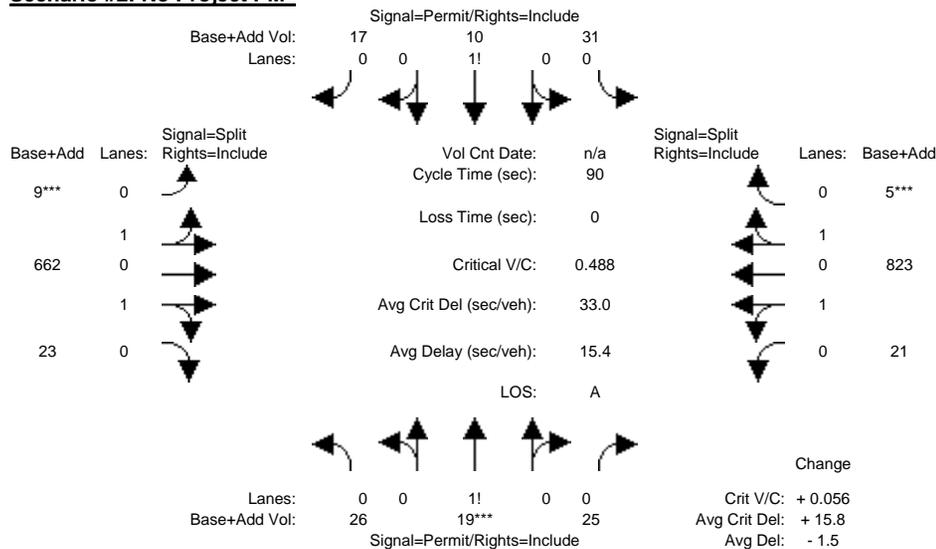
**Scenario #1: No Project AM**



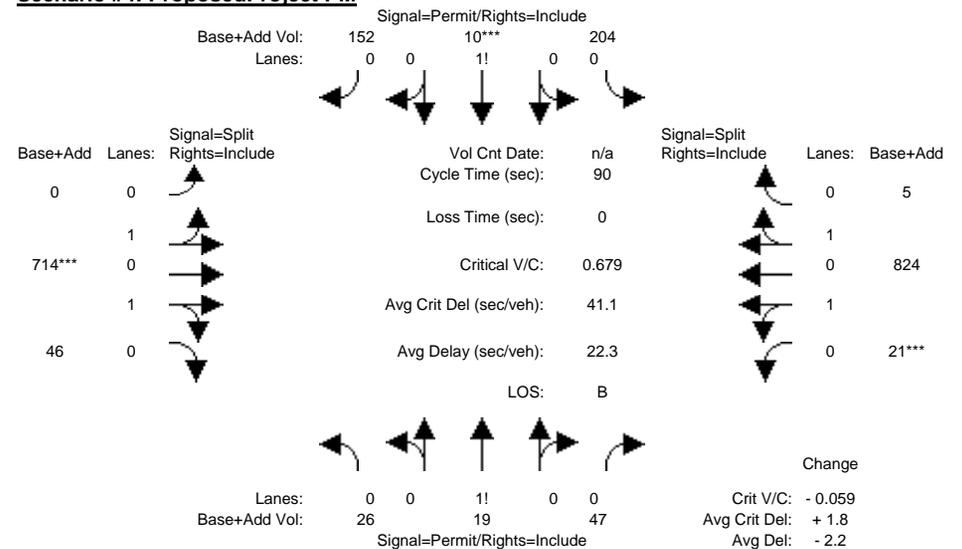
**Scenario #3: Proposed Project AM**



**Scenario #2: No Project PM**



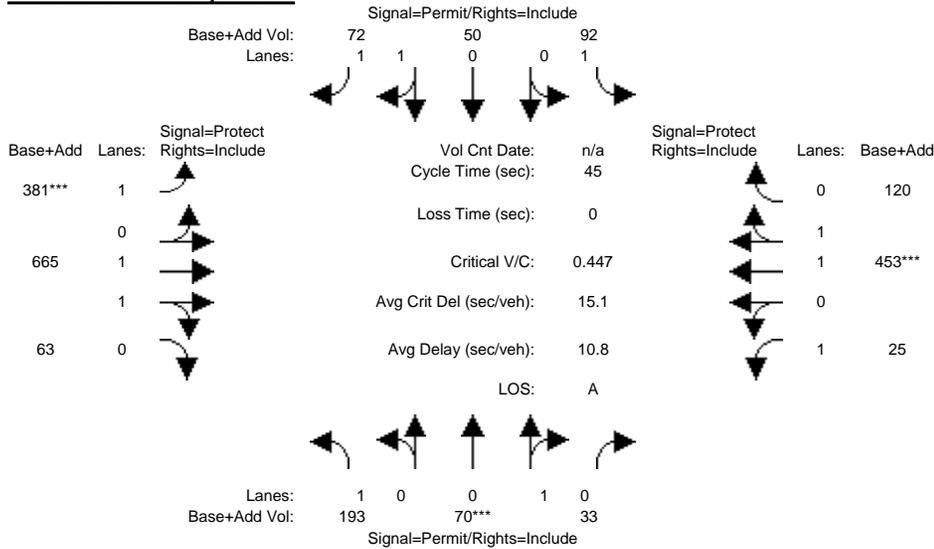
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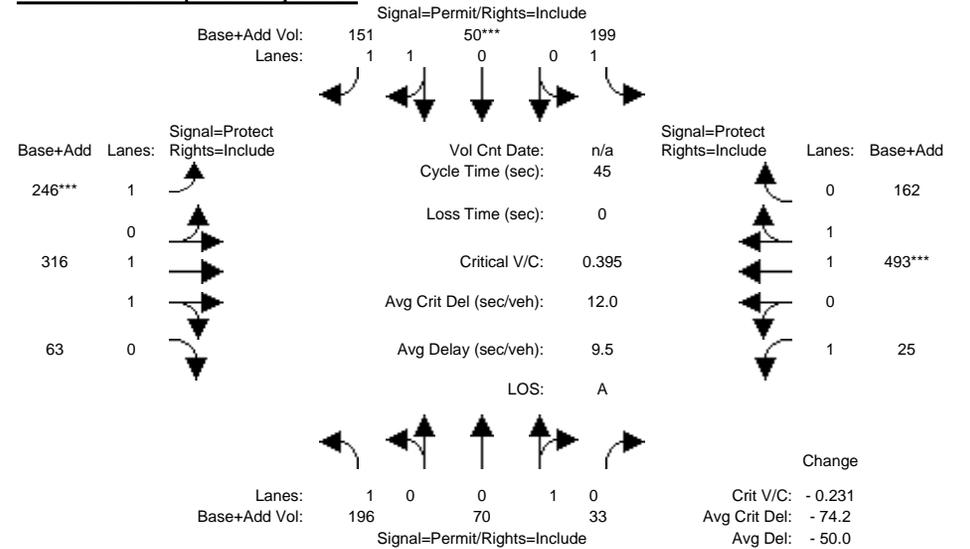
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #11: Cherry Ave and San Bruno Ave

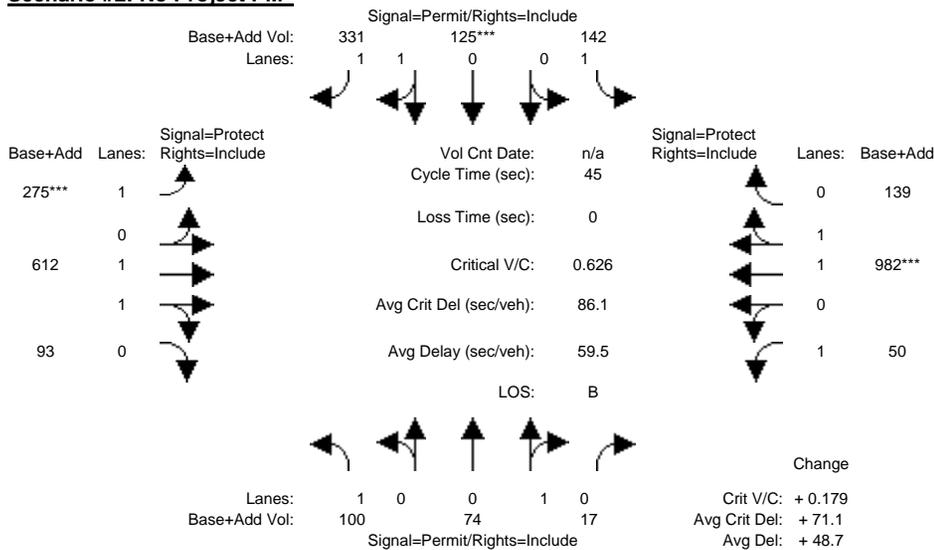
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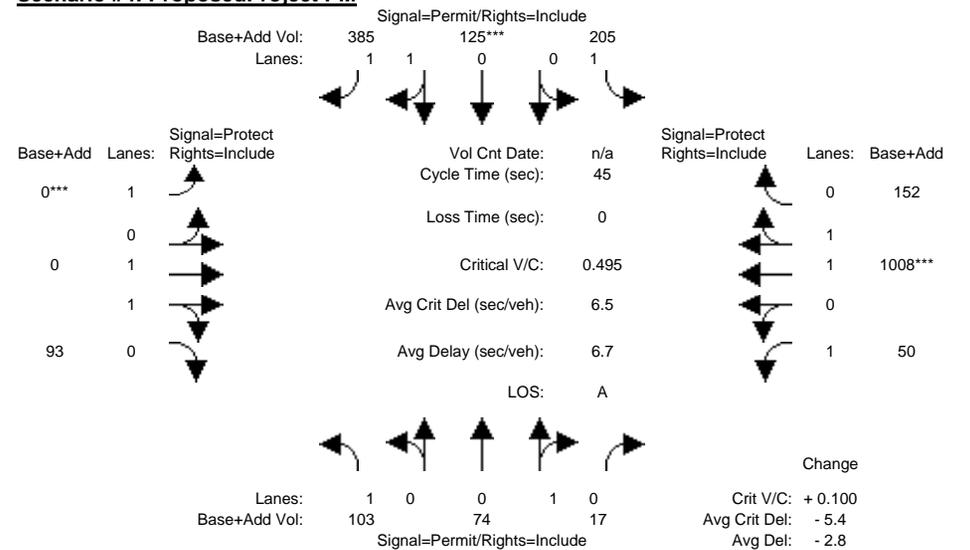
**Scenario #3: Proposed Project AM**



**Scenario #2: No Project PM**



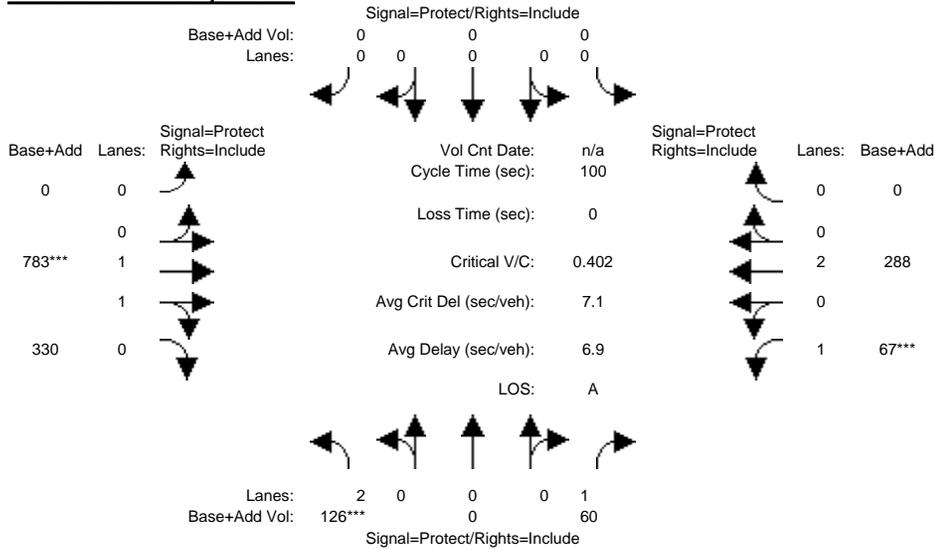
**Scenario #4: Proposed Project PM**



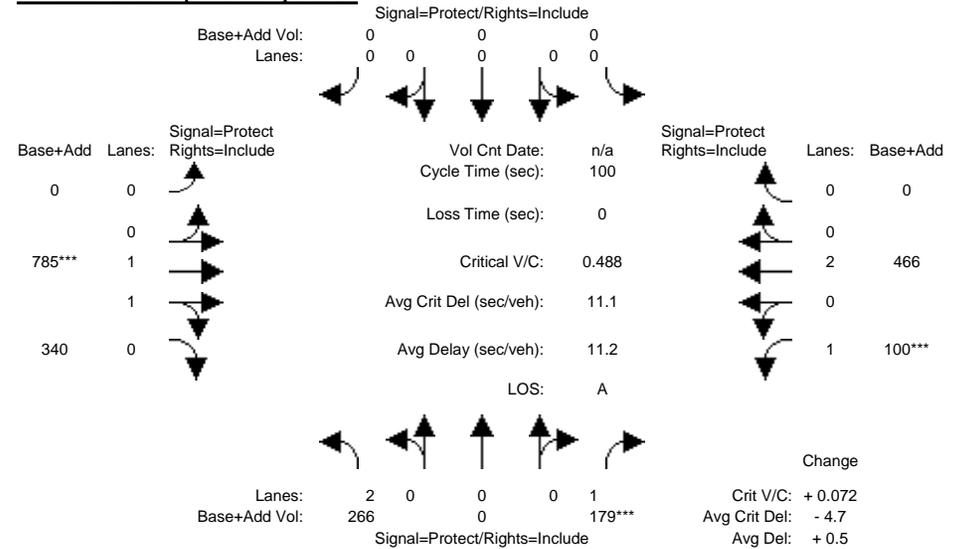
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #12: Cherry Ave and Sneath Ln

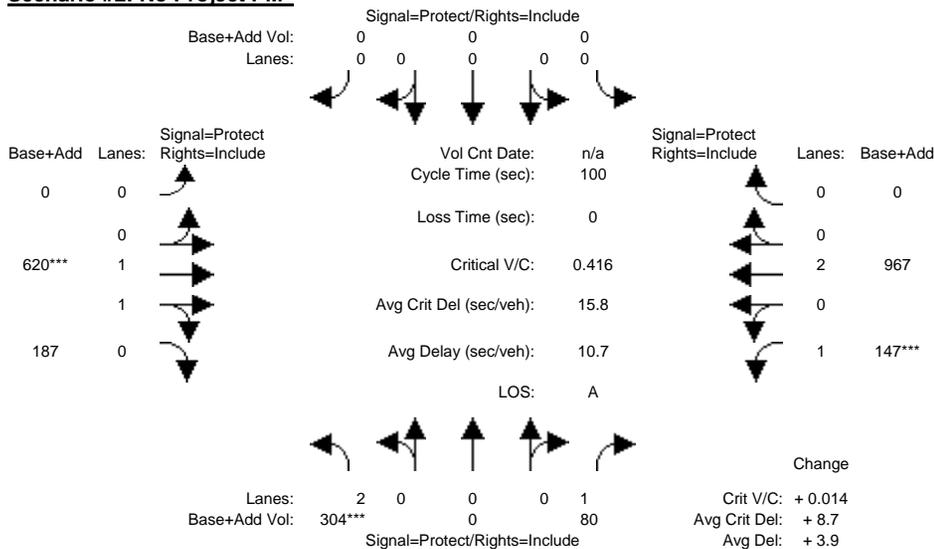
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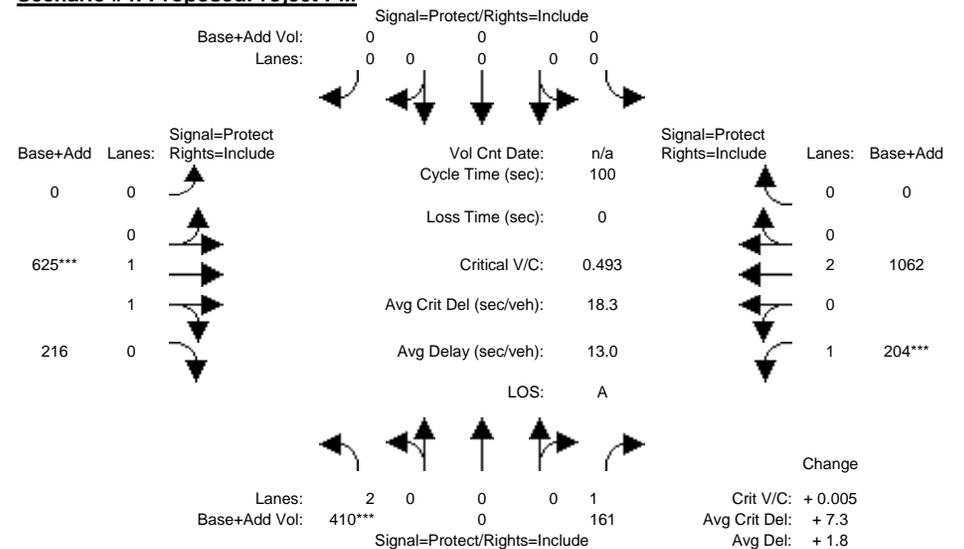
**Scenario #3: Proposed Project AM**



**Scenario #2: No Project PM**



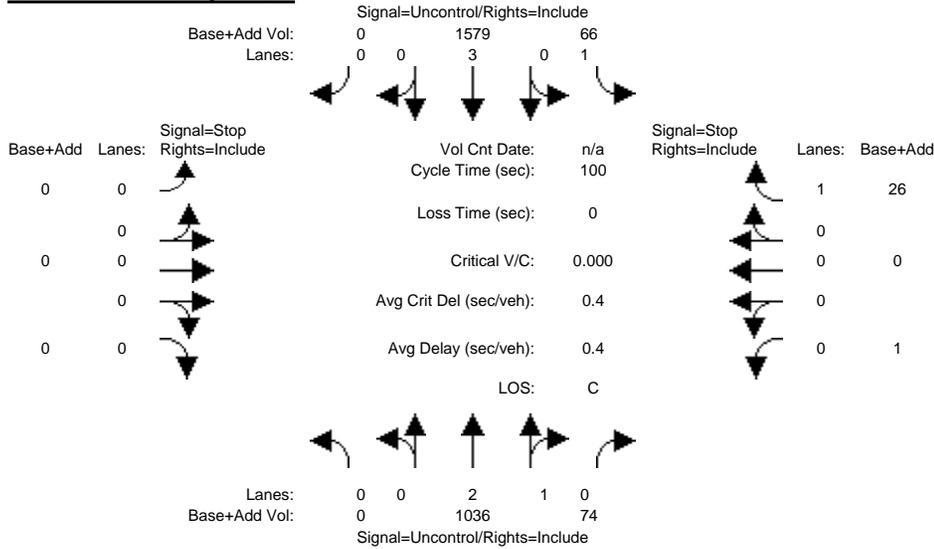
**Scenario #4: Proposed Project PM**



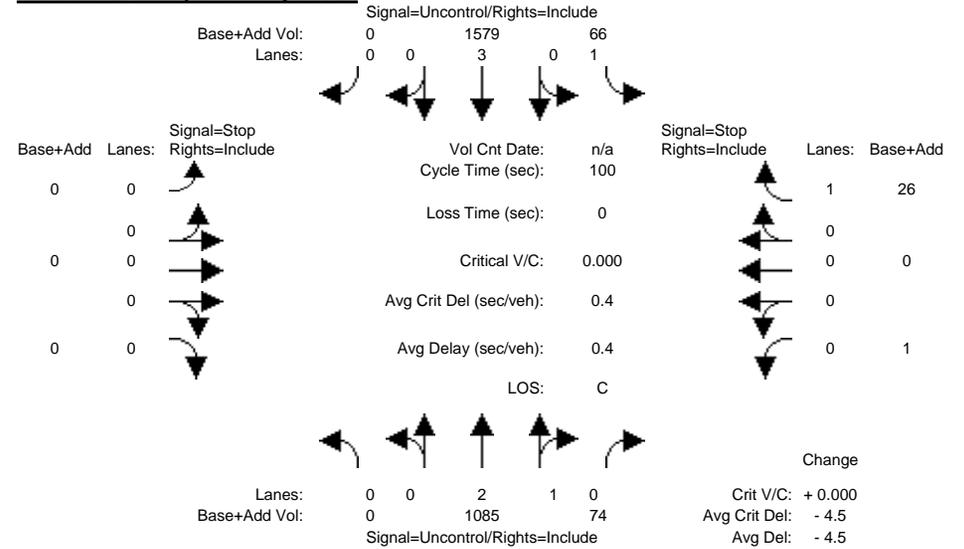
Detailed Scenario Comparison Report  
1994 HCM Unsignalized (Future Volume Alternative)

Intersection #13: El Camino Real/Noor Ave

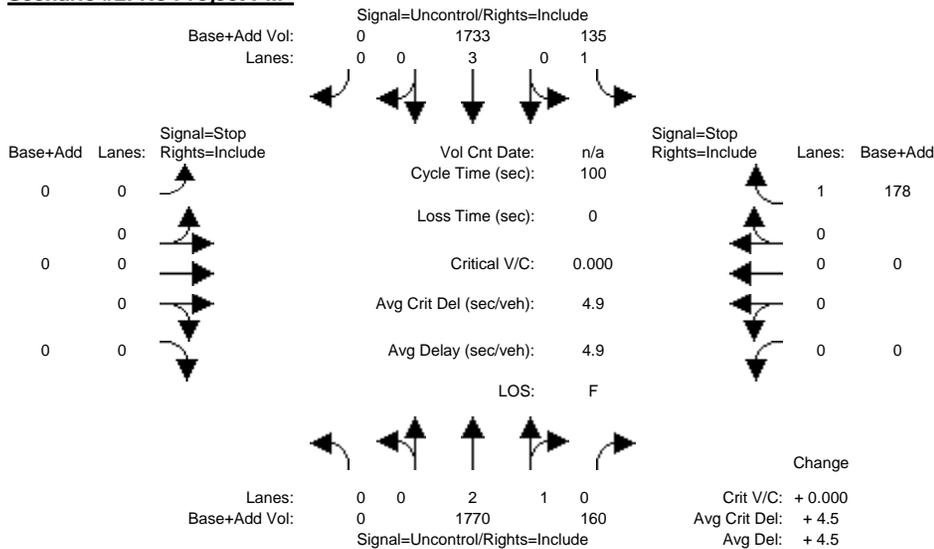
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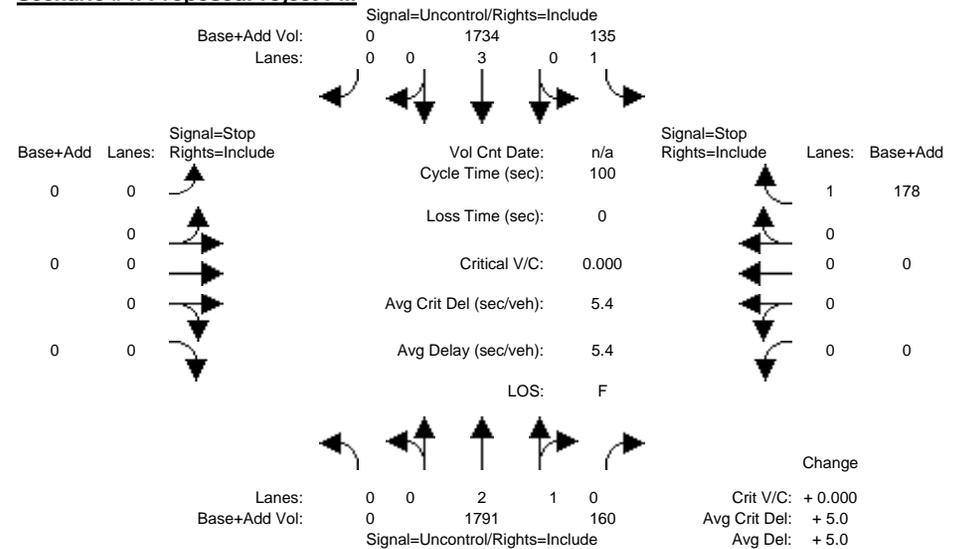
**Scenario #3: ProposedProject AM**



**Scenario #2: No Project PM**



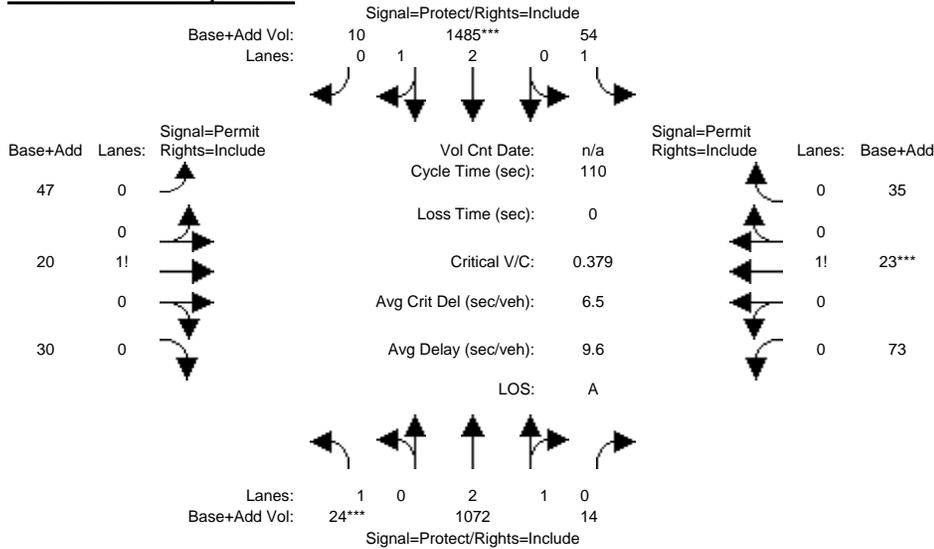
**Scenario #4: ProposedProject PM**



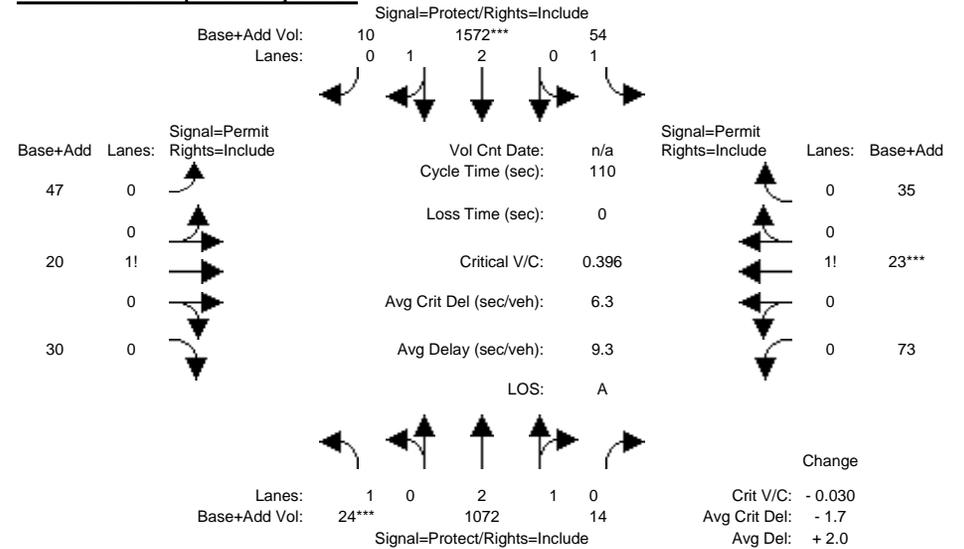
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #14: El Camino Real/San Felipe Ave

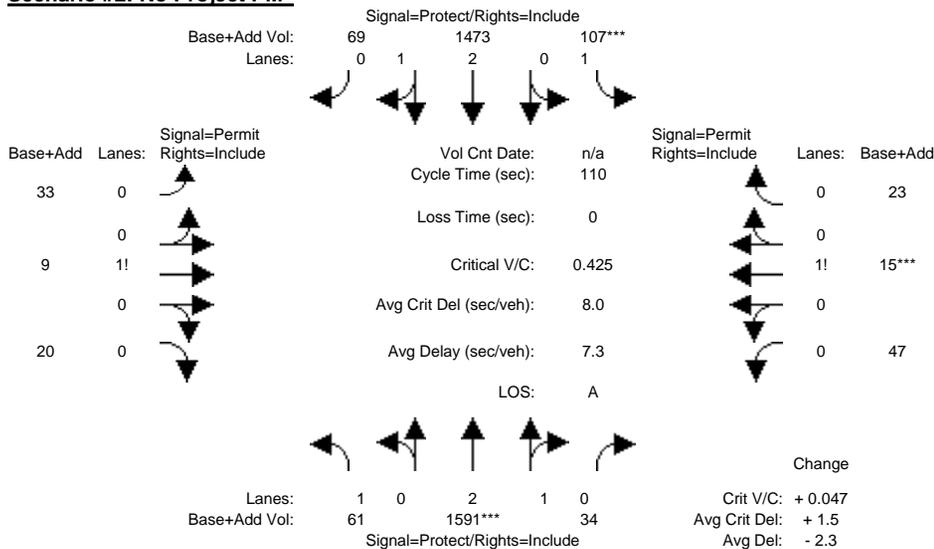
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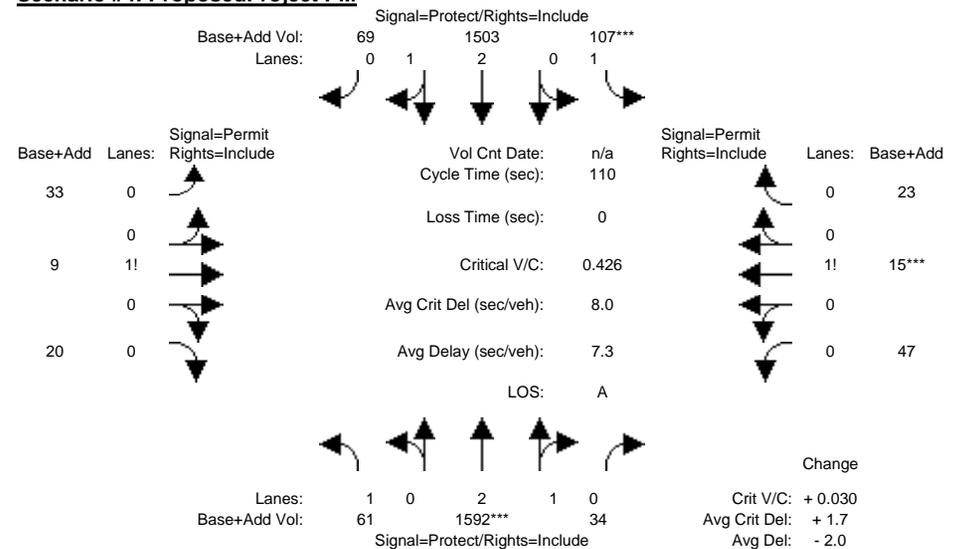
**Scenario #3: Proposed Project AM**



**Scenario #2: No Project PM**



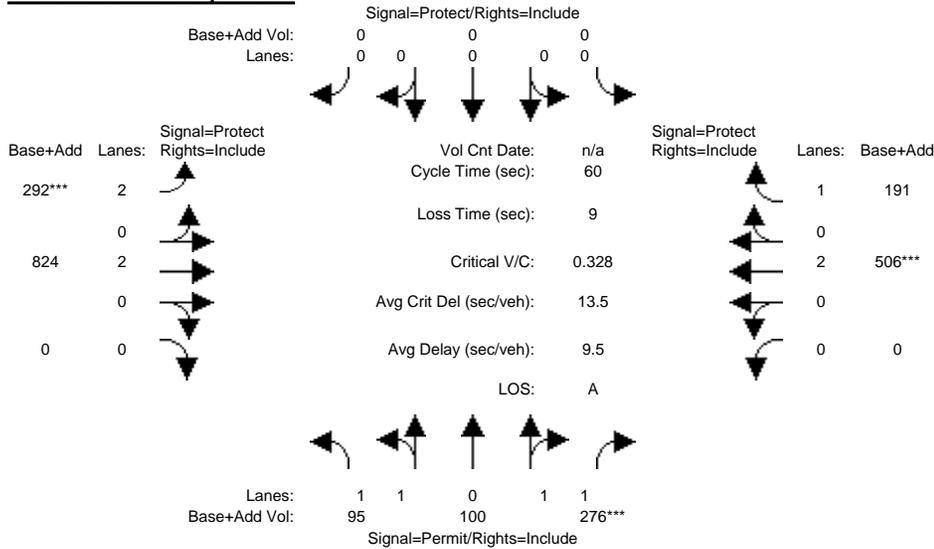
**Scenario #4: Proposed Project PM**



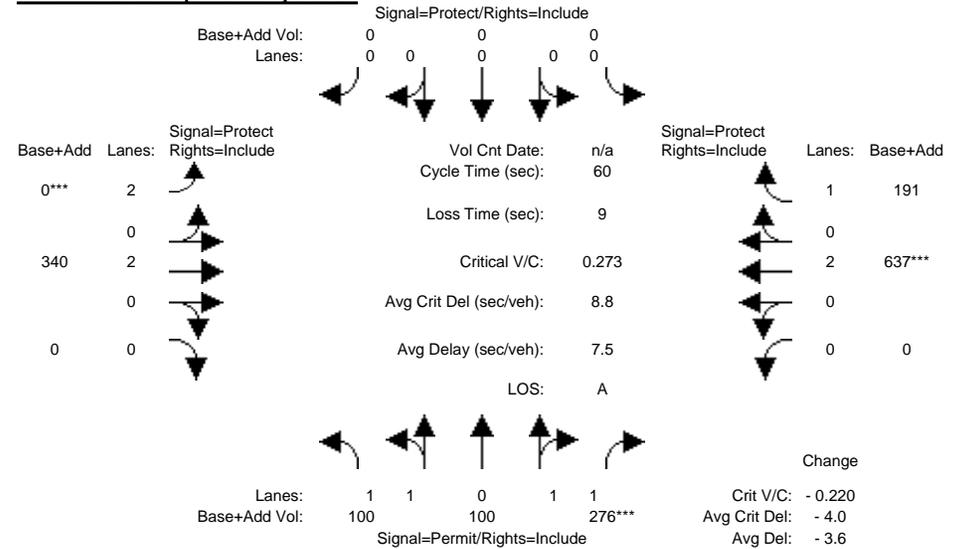
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #15: San Bruno Ave/I-280 NB Ramps

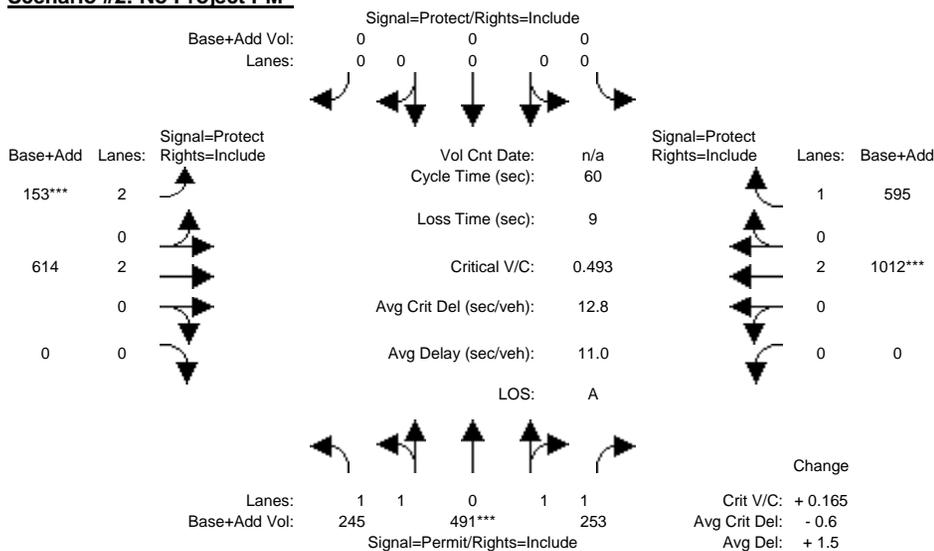
**Scenario #1: No Project AM**



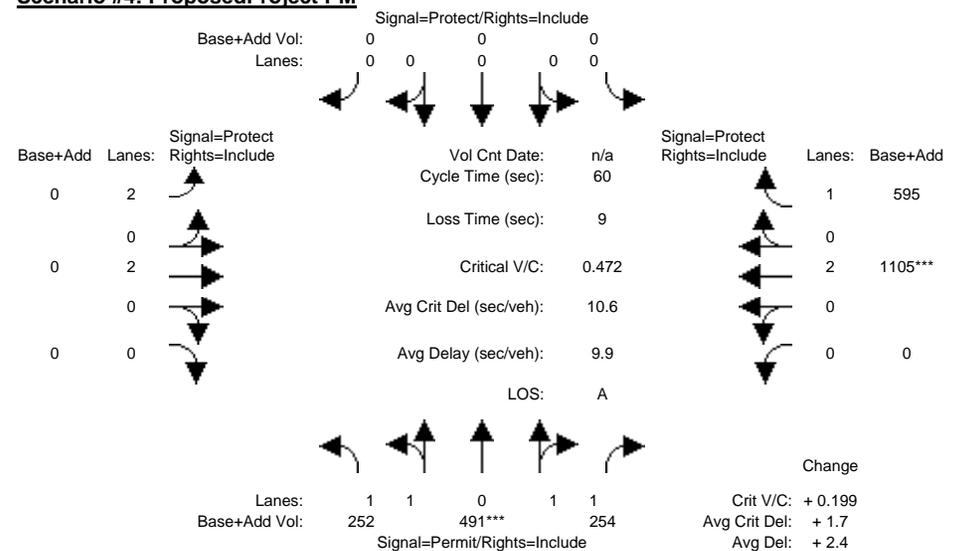
**Scenario #3: Proposed Project AM**



**Scenario #2: No Project PM**



**Scenario #4: Proposed Project PM**

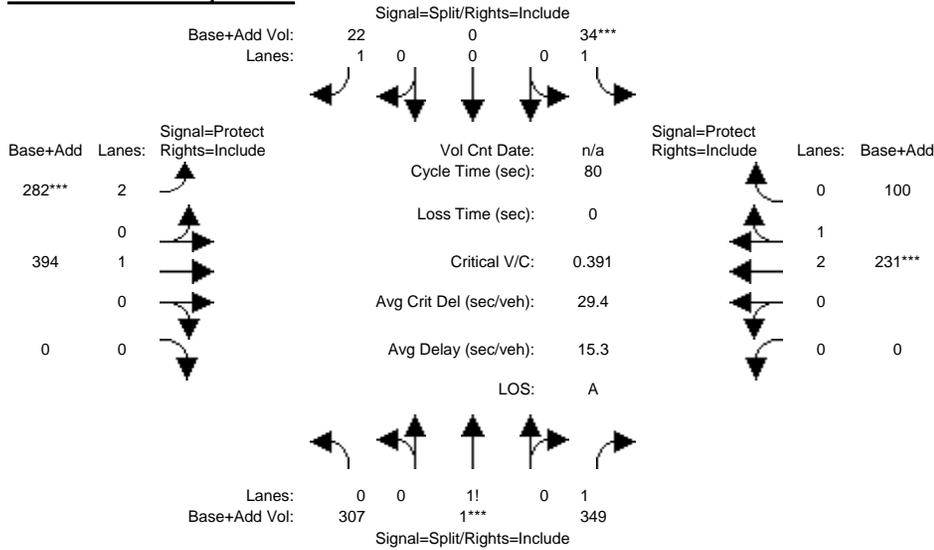




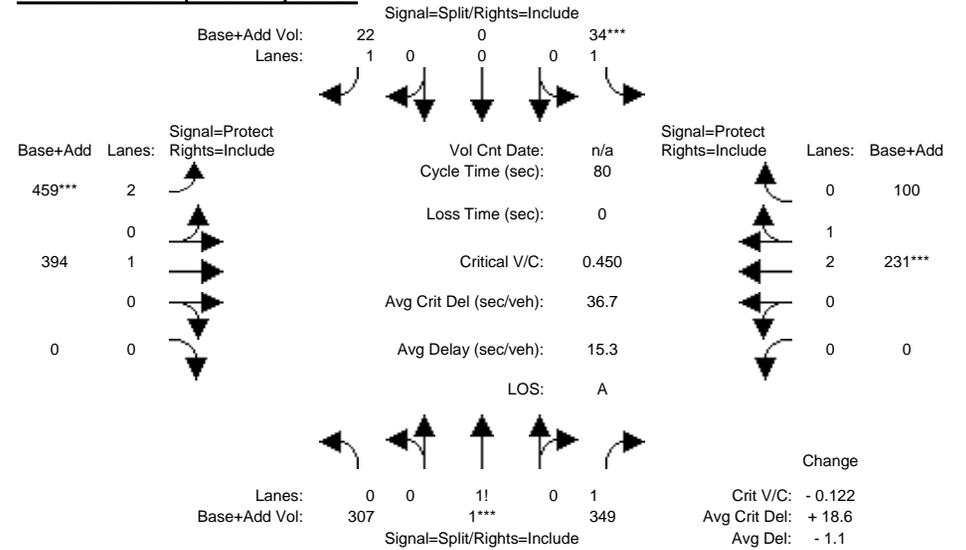
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #17: San Bruno and US 101 NB

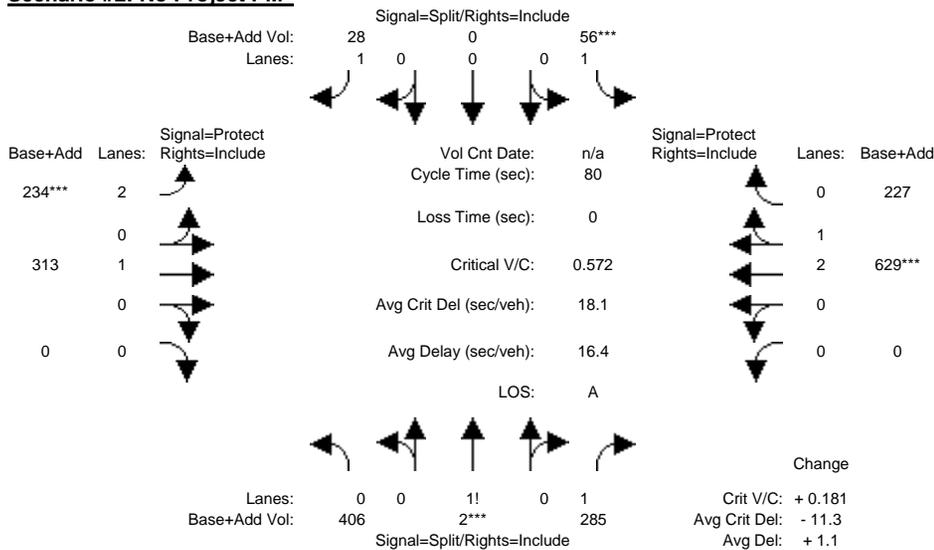
**Scenario #1: No Project AM**



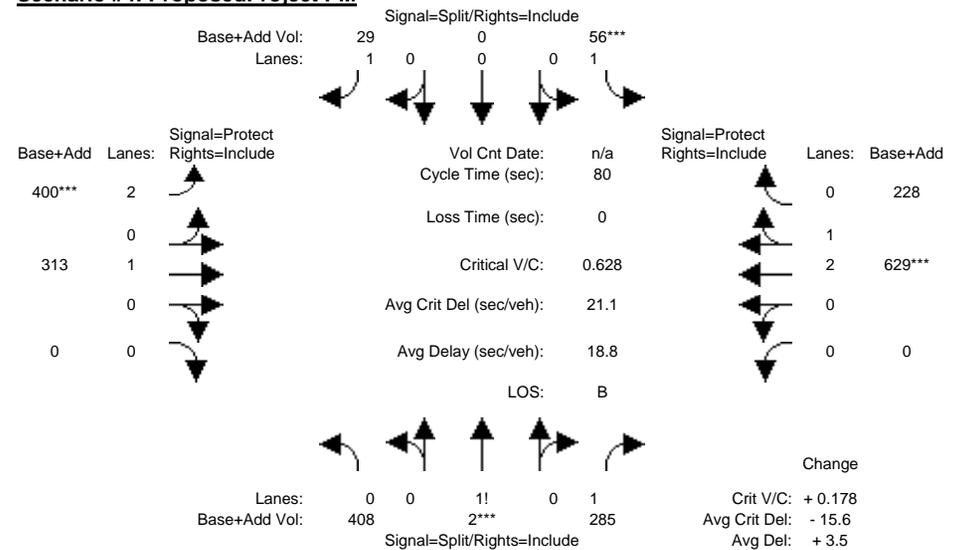
**Scenario #3: Proposed Project AM**



**Scenario #2: No Project PM**



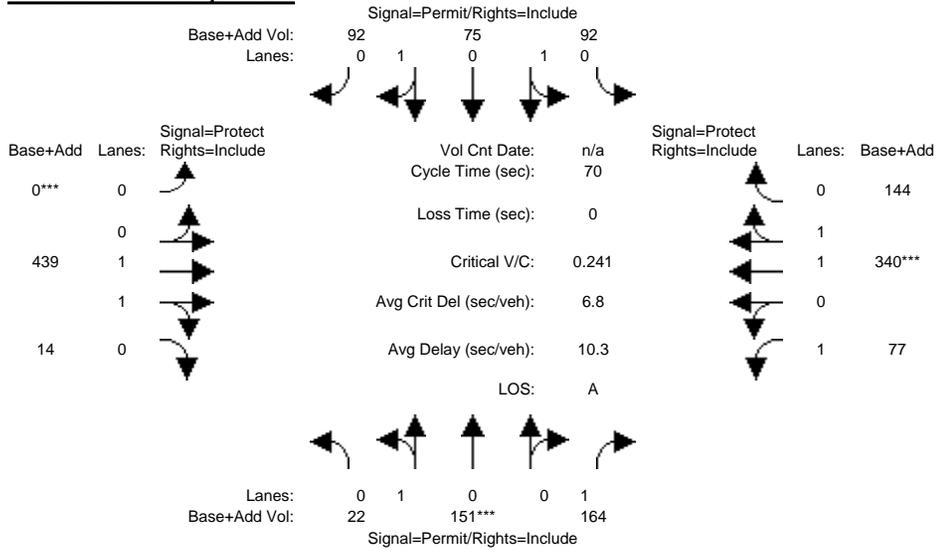
**Scenario #4: Proposed Project PM**



Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #18: San Bruno Ave/San Mateo Ave

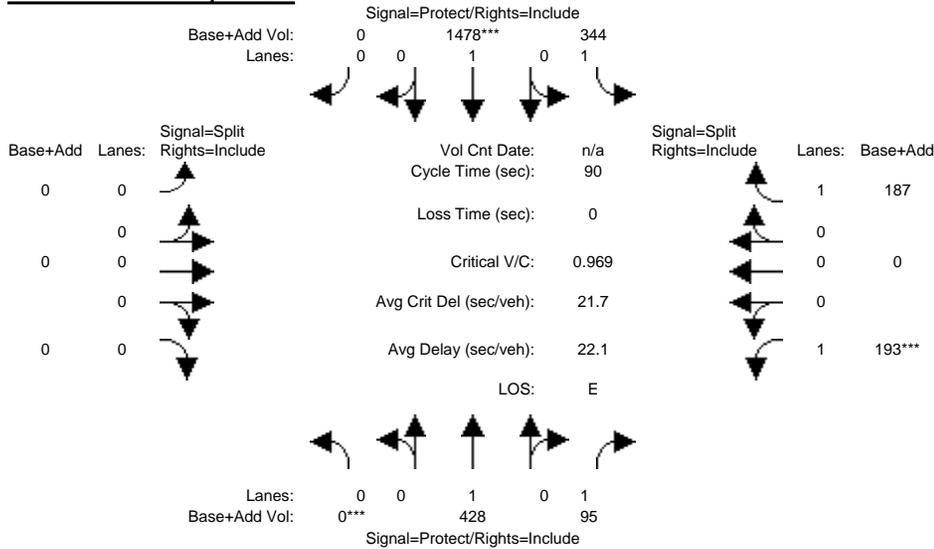
**Scenario #1: No Project AM**



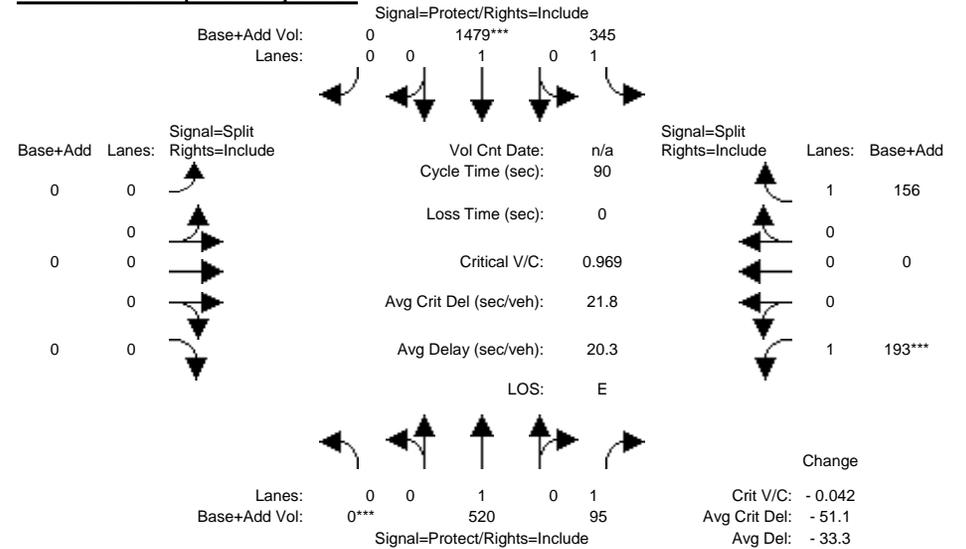
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #19: Skyline Blvd and San Bruno Ave

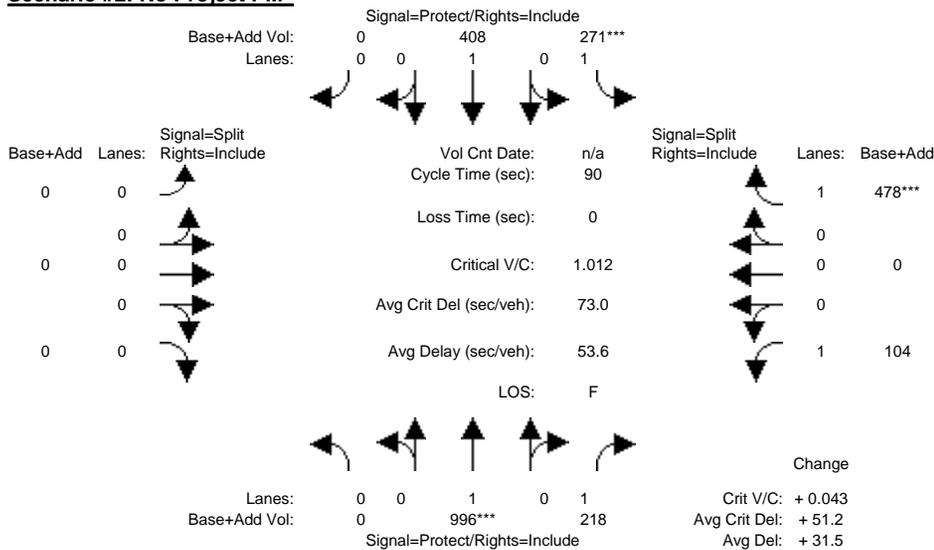
**Scenario #1: No Project AM**



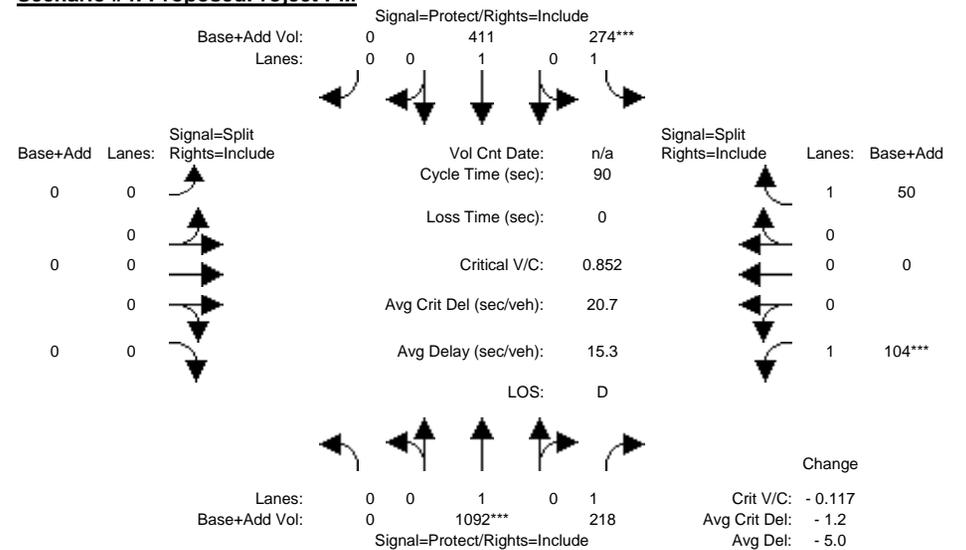
**Scenario #3: Proposed Project AM**



**Scenario #2: No Project PM**



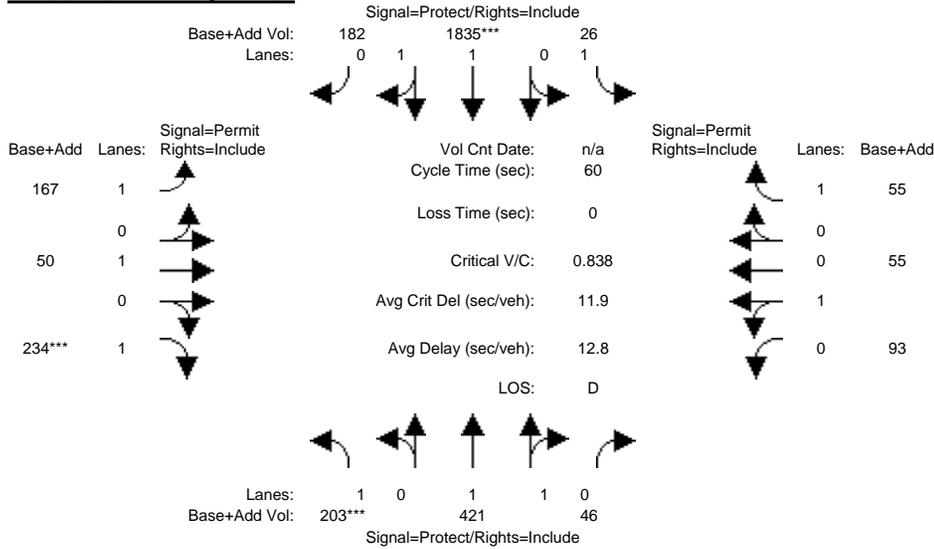
**Scenario #4: Proposed Project PM**



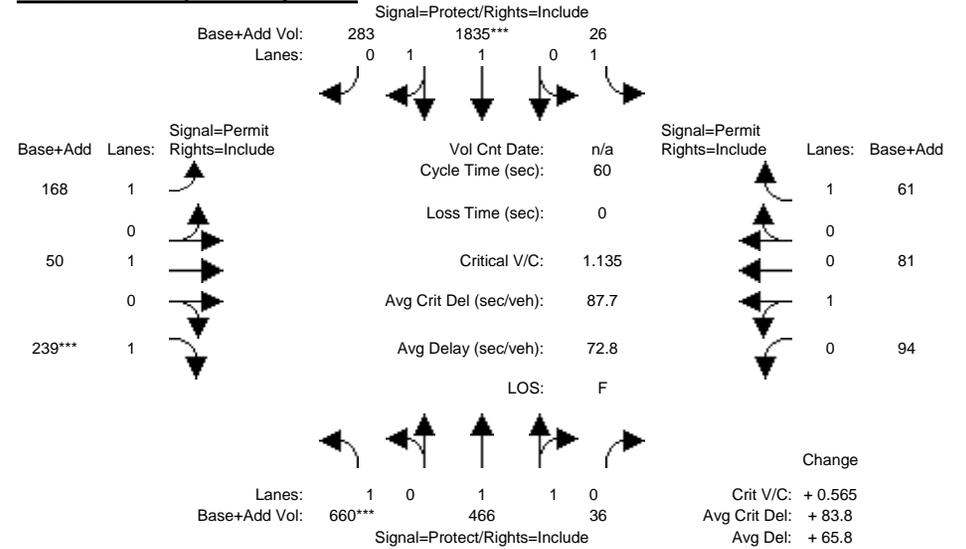
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #20: Skyline Blvd and College Drive/Berkshire Dr

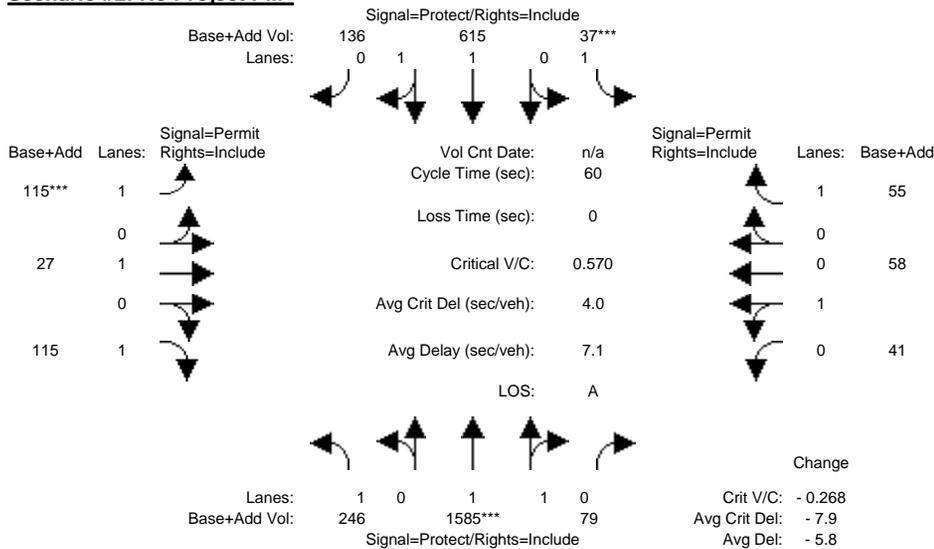
**Scenario #1: No Project AM**



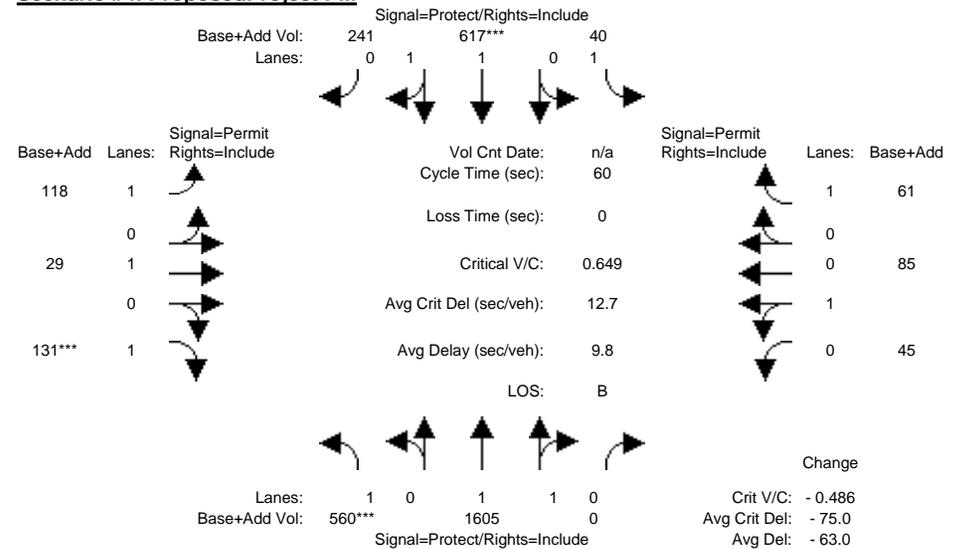
**Scenario #3: Proposed Project AM**



**Scenario #2: No Project PM**



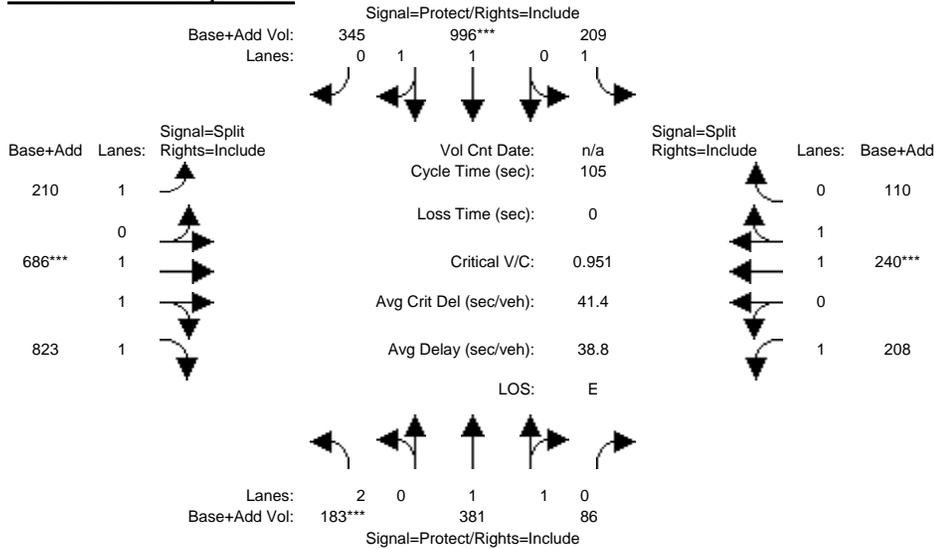
**Scenario #4: Proposed Project PM**



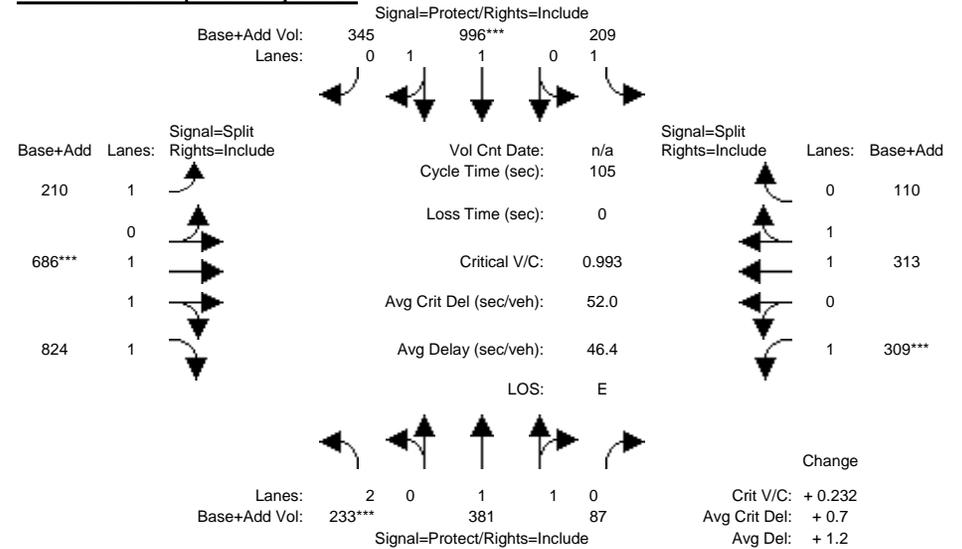
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #21: Skyline Blvd and Westborough Blvd/Sharp Park Rd

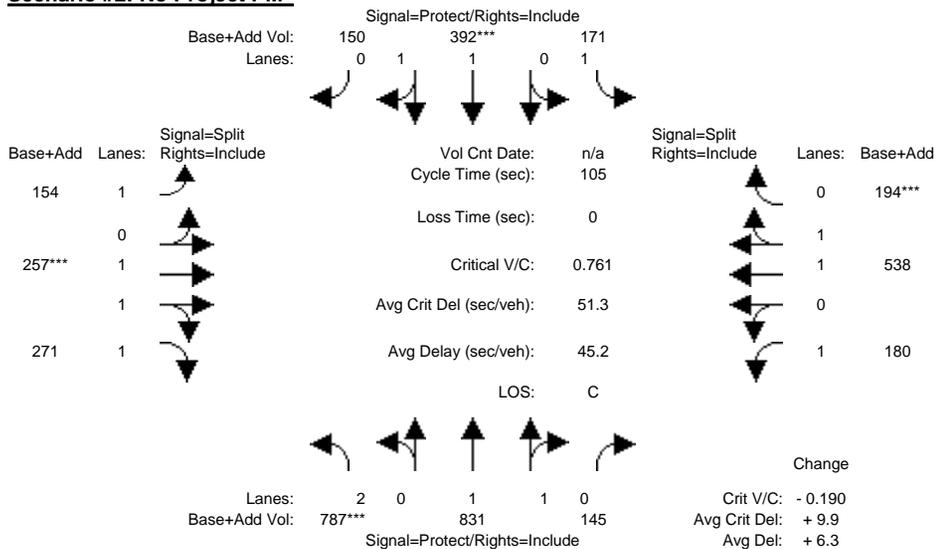
**Scenario #1: No Project AM**



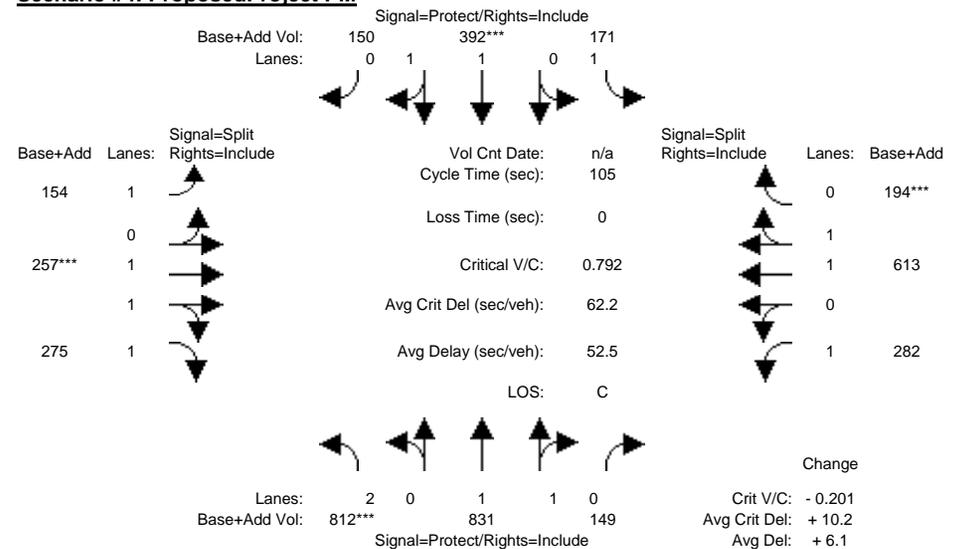
**Scenario #3: ProposedProject AM**



**Scenario #2: No Project PM**



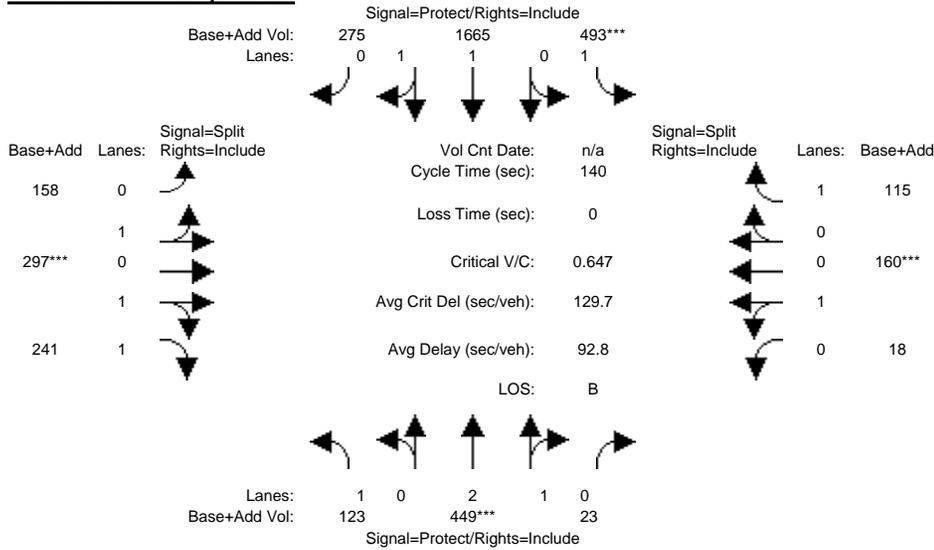
**Scenario #4: ProposedProject PM**



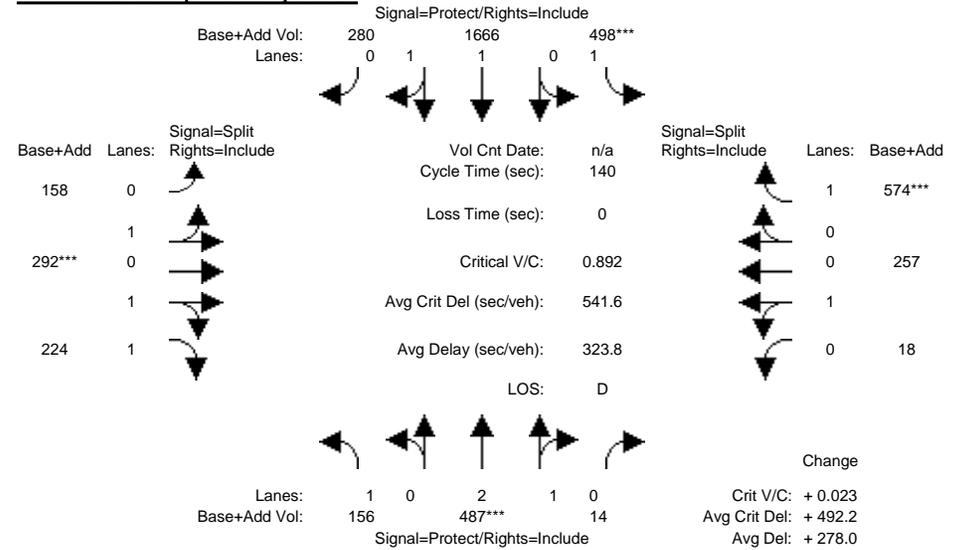
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #22: Skyline Blvd and Sneath Lane

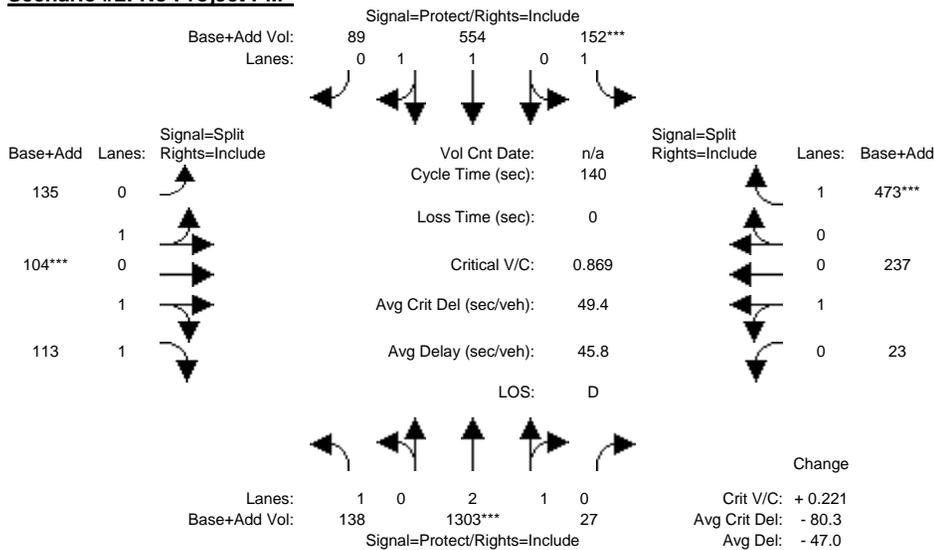
**Scenario #1: No Project AM**



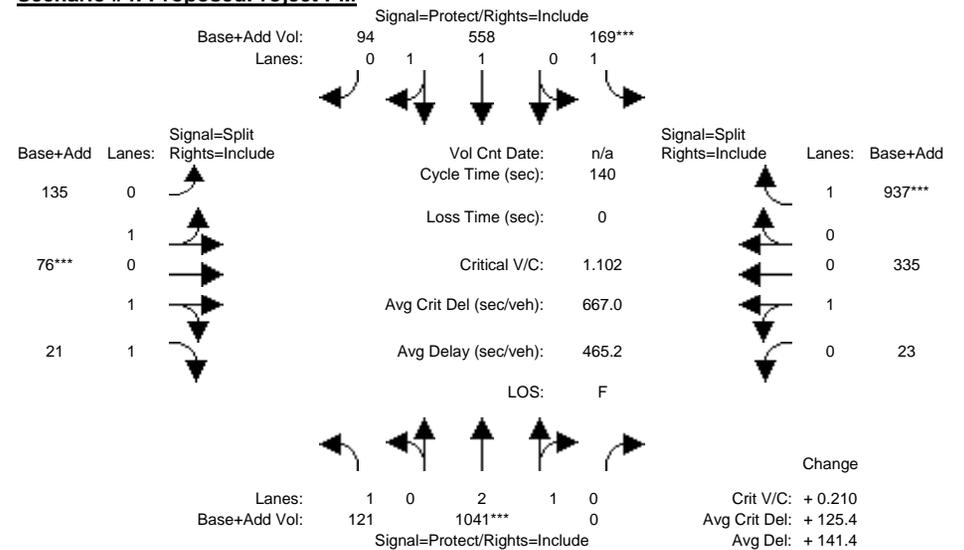
**Scenario #3: Proposed Project AM**



**Scenario #2: No Project PM**



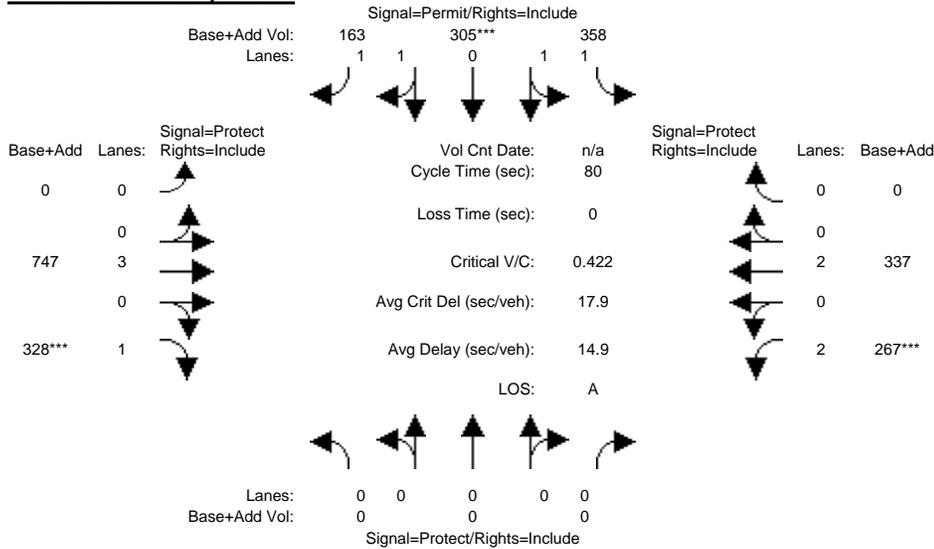
**Scenario #4: Proposed Project PM**



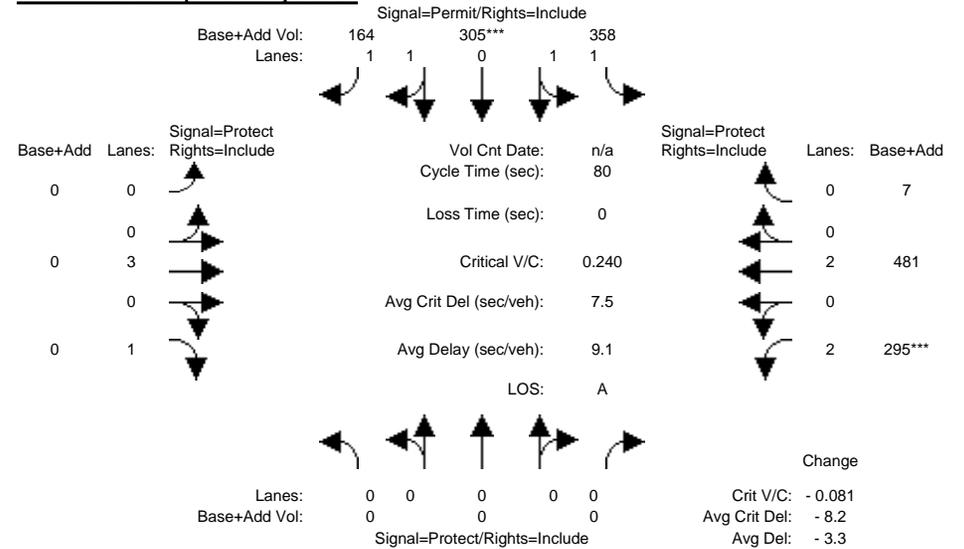
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #23: San Bruno Ave and I-280 SB

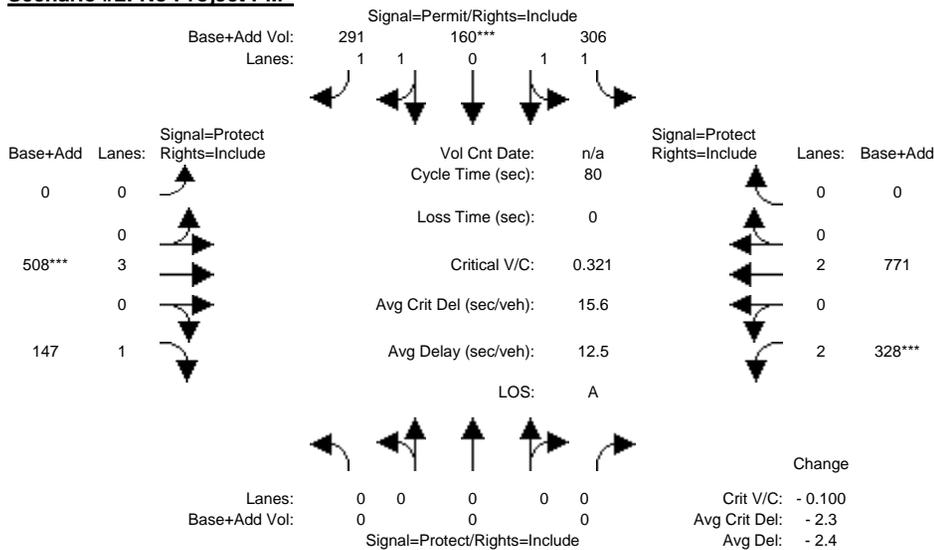
**Scenario #1: No Project AM**



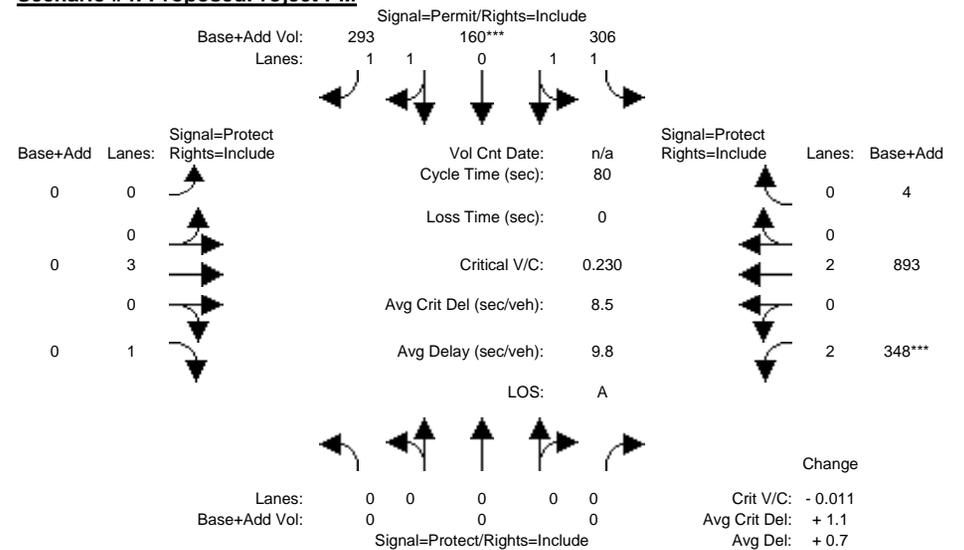
**Scenario #3: ProposedProject AM**



**Scenario #2: No Project PM**



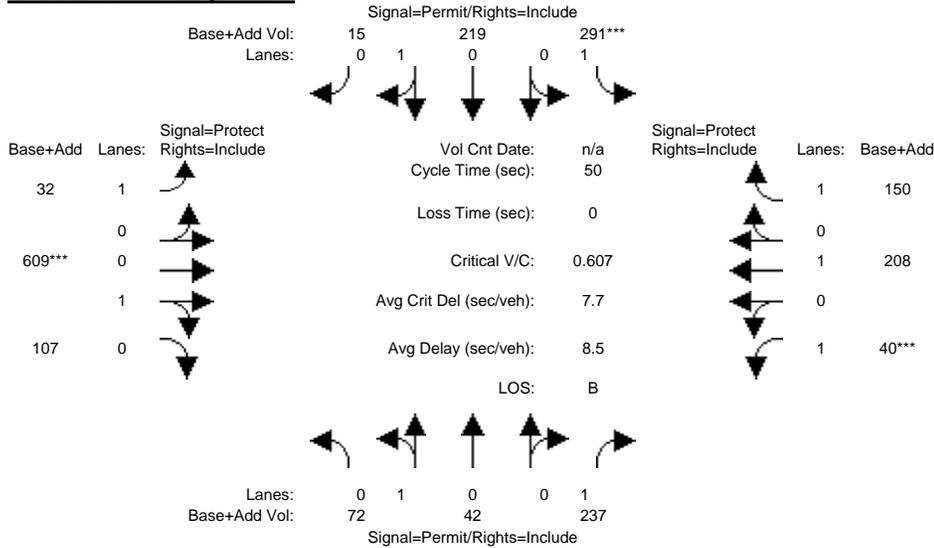
**Scenario #4: ProposedProject PM**



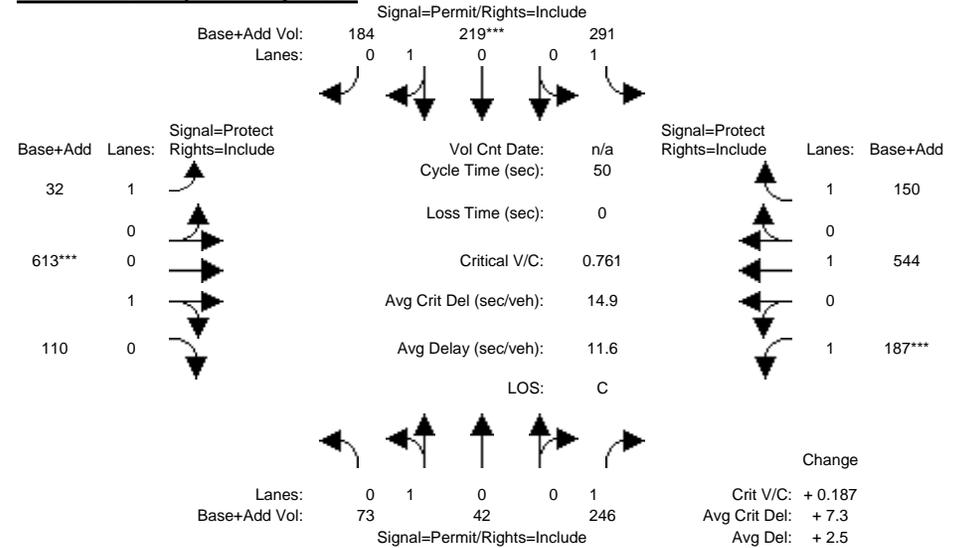
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #24: I-280 SB and Sneath

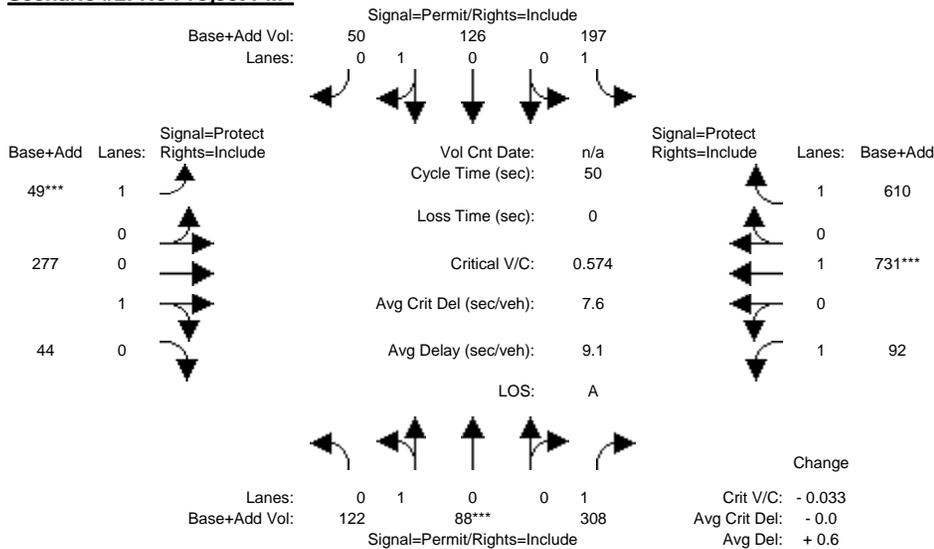
**Scenario #1: No Project AM**



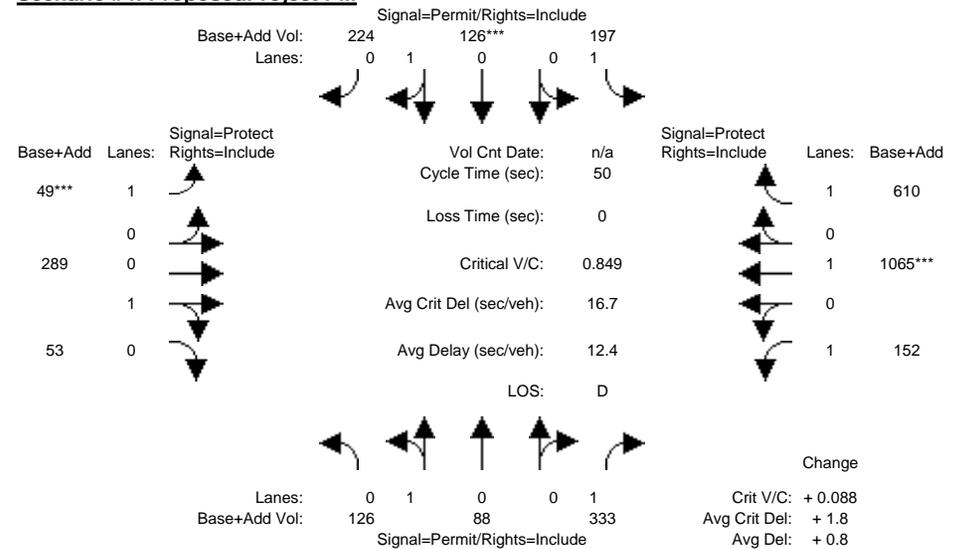
**Scenario #3: ProposedProject AM**



**Scenario #2: No Project PM**



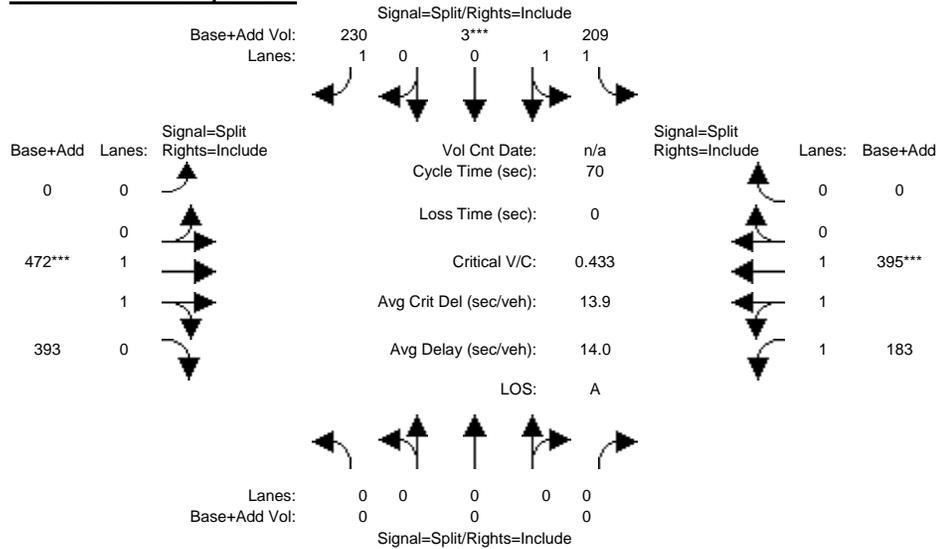
**Scenario #4: ProposedProject PM**



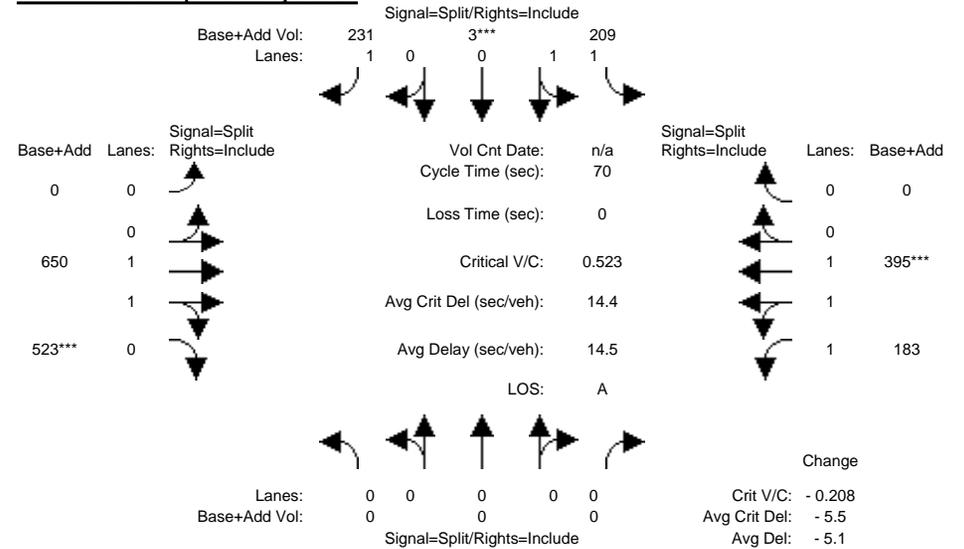
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #25: San Bruno and US 101 SB

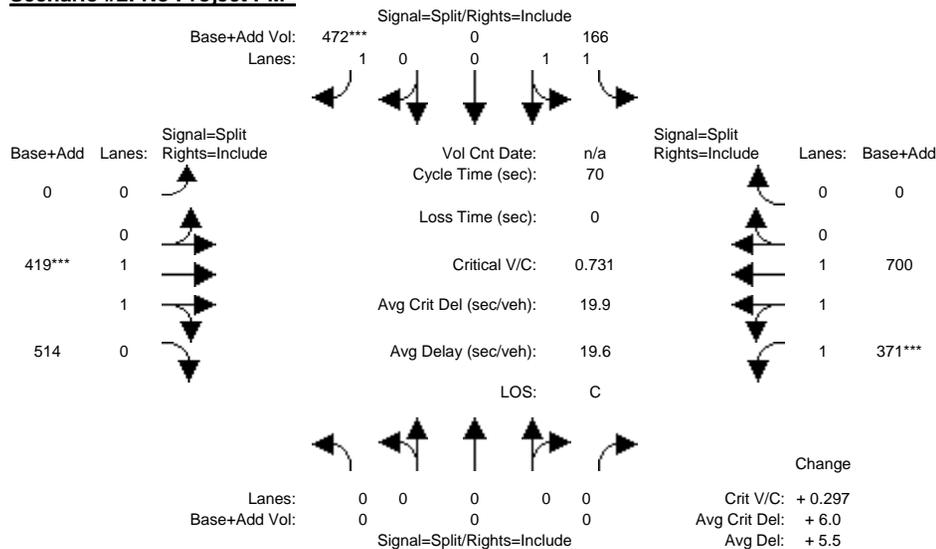
**Scenario #1: No Project AM**



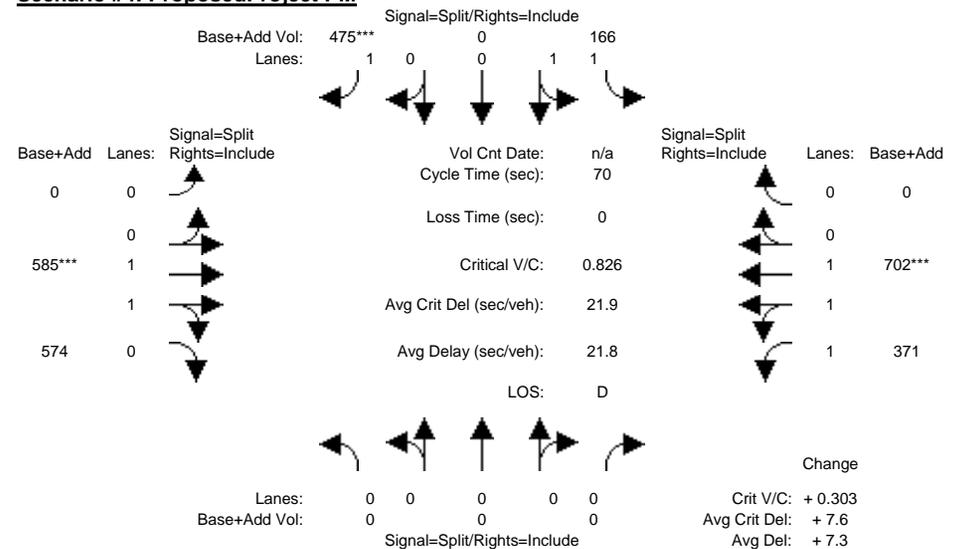
**Scenario #3: Proposed Project AM**



**Scenario #2: No Project PM**



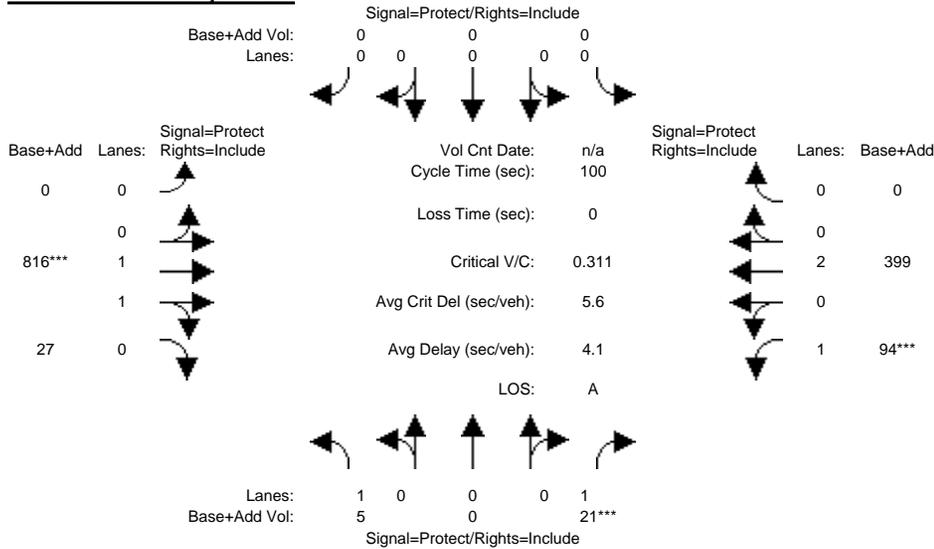
**Scenario #4: Proposed Project PM**



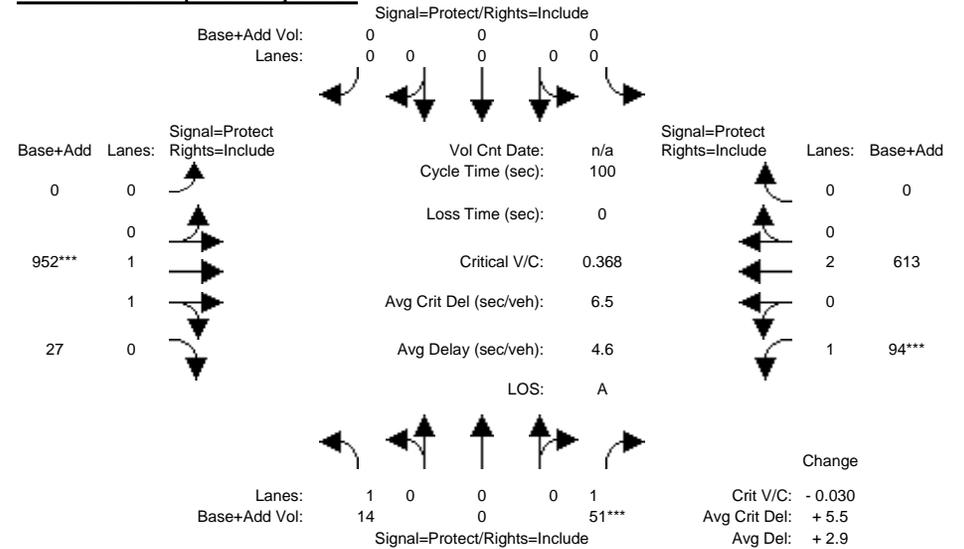
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #26: Sneath Lane and Commodore Dr.

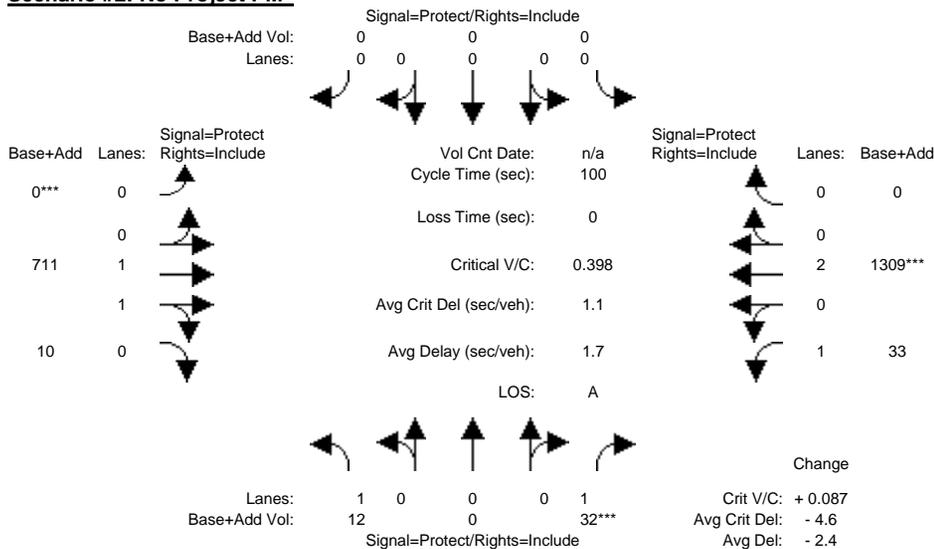
**Scenario #1: No Project AM**



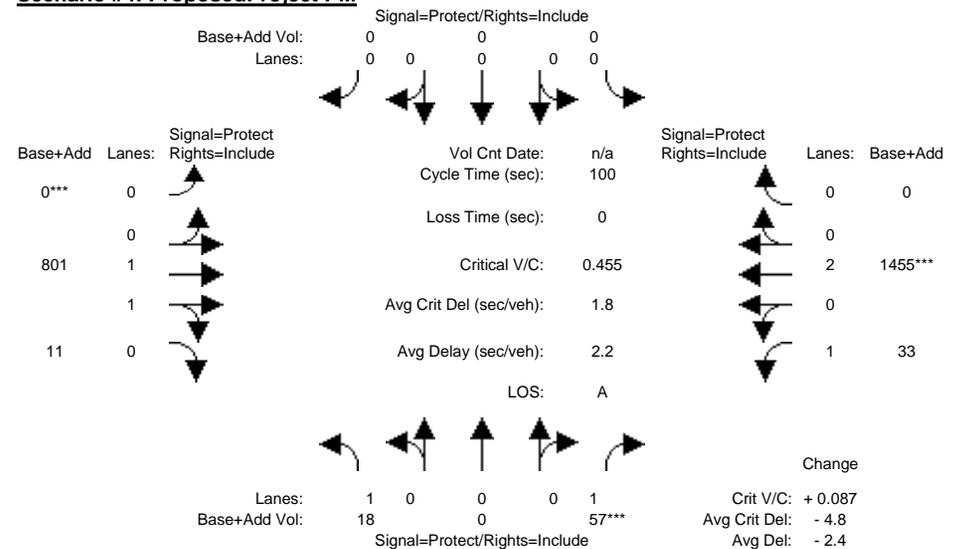
**Scenario #3: Proposed Project AM**



**Scenario #2: No Project PM**



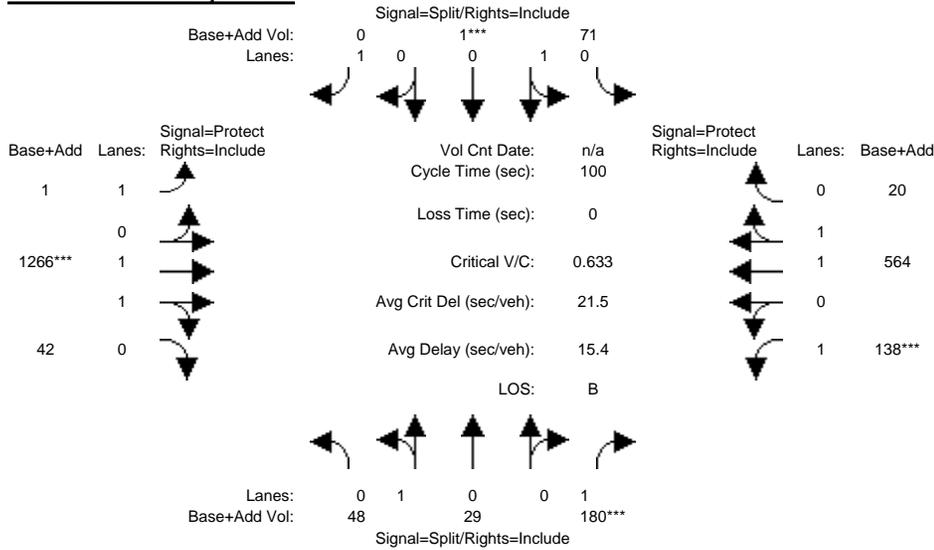
**Scenario #4: Proposed Project PM**



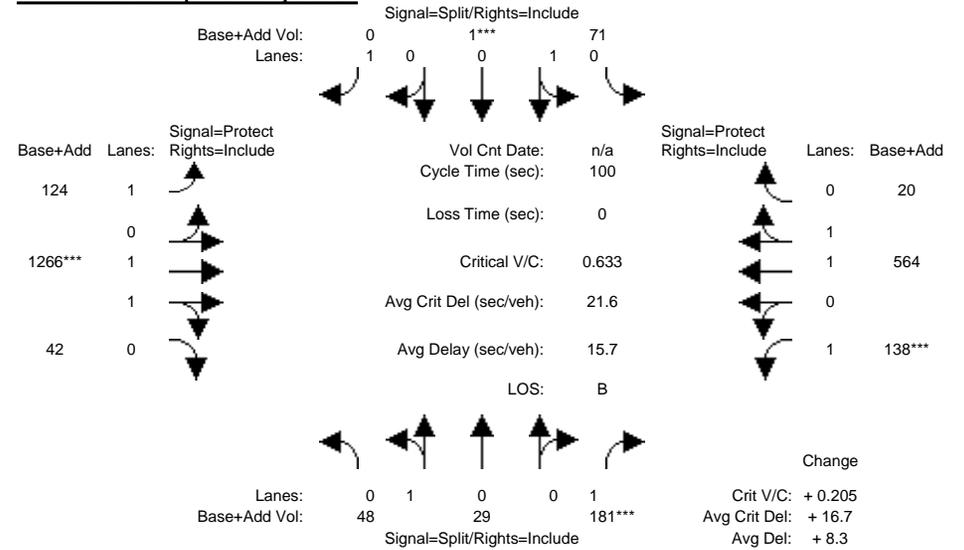
Detailed Scenario Comparison Report  
Circular 212 Operations (Future Volume Alternative)

Intersection #27: Pacific Heights and Sharp Park Rd

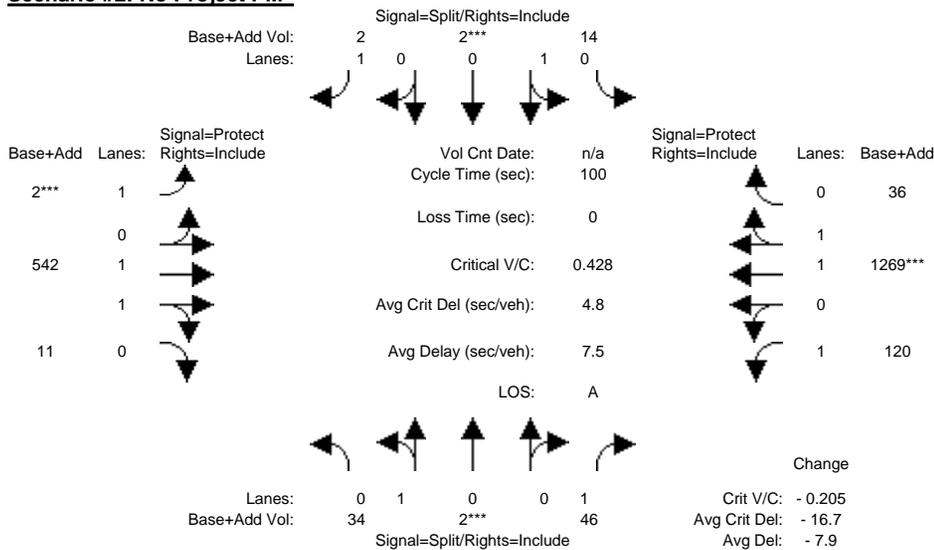
**Scenario #1: No Project AM**



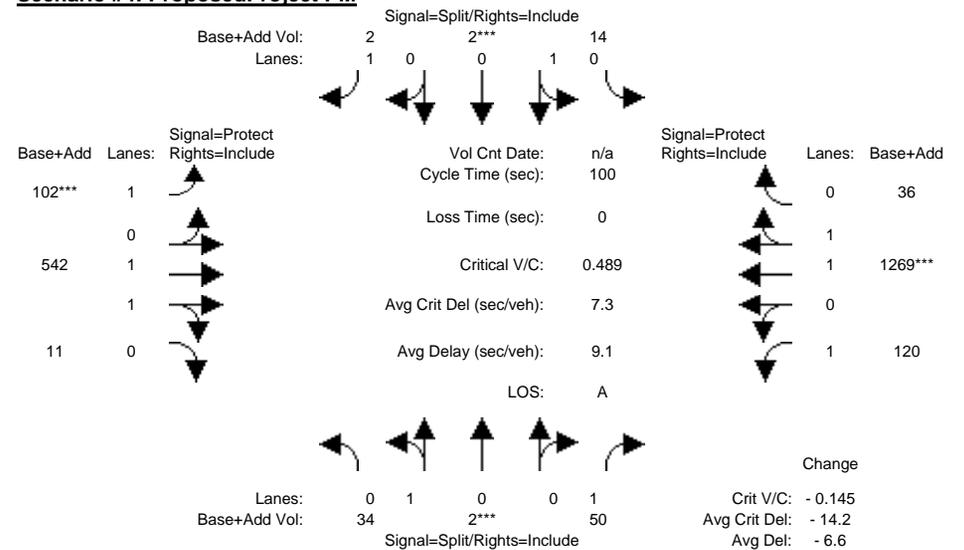
**Scenario #3: ProposedProject AM**



**Scenario #2: No Project PM**



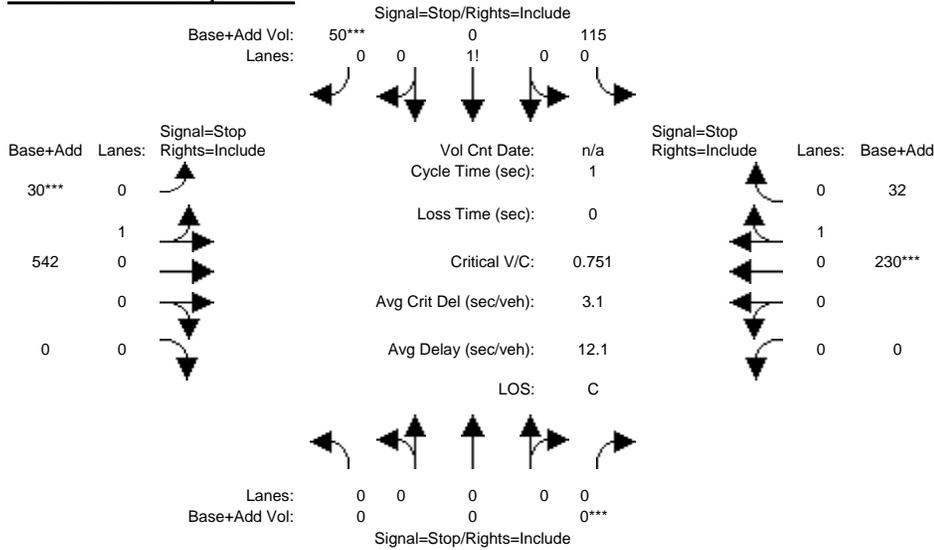
**Scenario #4: ProposedProject PM**



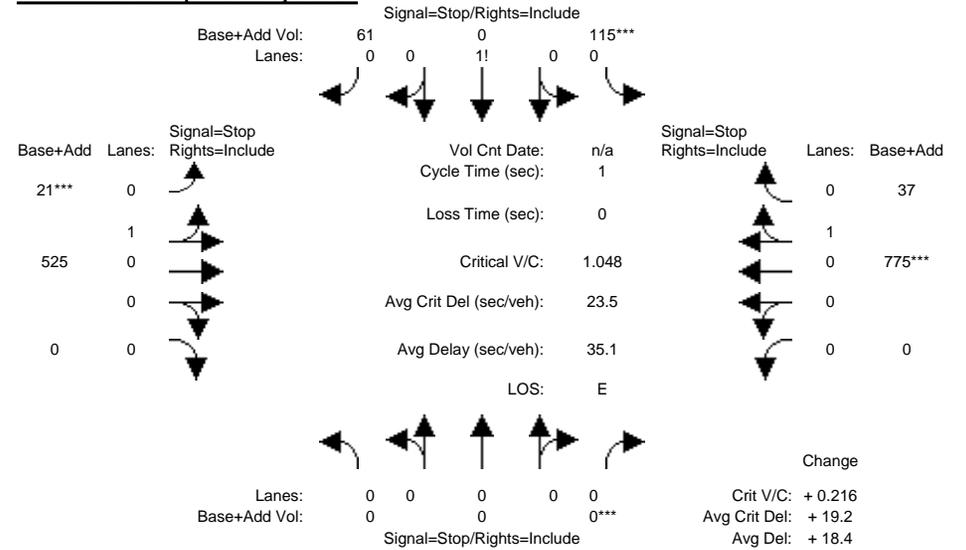
Detailed Scenario Comparison Report  
1994 HCM 4-Way Stop (Future Volume Alternative)

Intersection #28: Sneath and Sequoia Ave

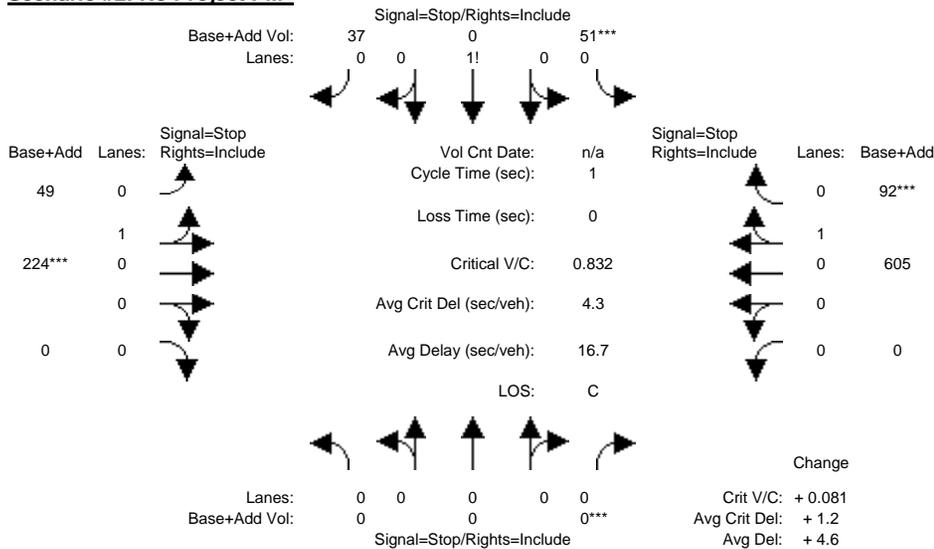
**Scenario #1: No Project AM**



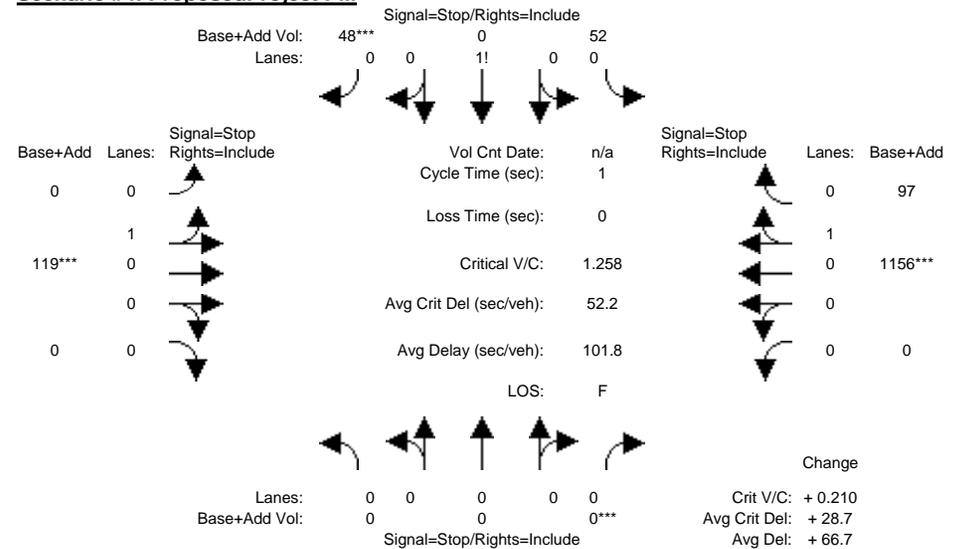
**Scenario #3: Proposed Project AM**



**Scenario #2: No Project PM**



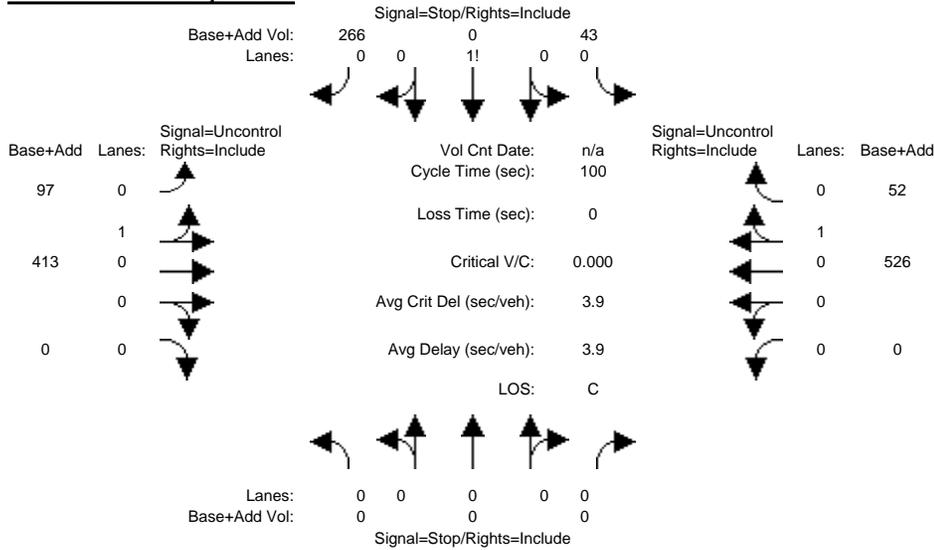
**Scenario #4: Proposed Project PM**



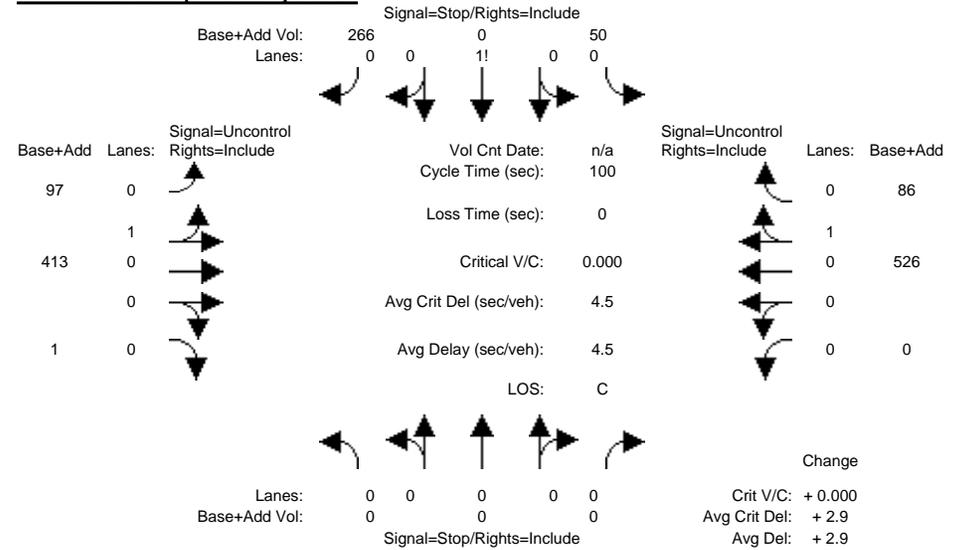
Detailed Scenario Comparison Report  
1994 HCM Unsignalized (Future Volume Alternative)

Intersection #29: I-280 and Cummingham

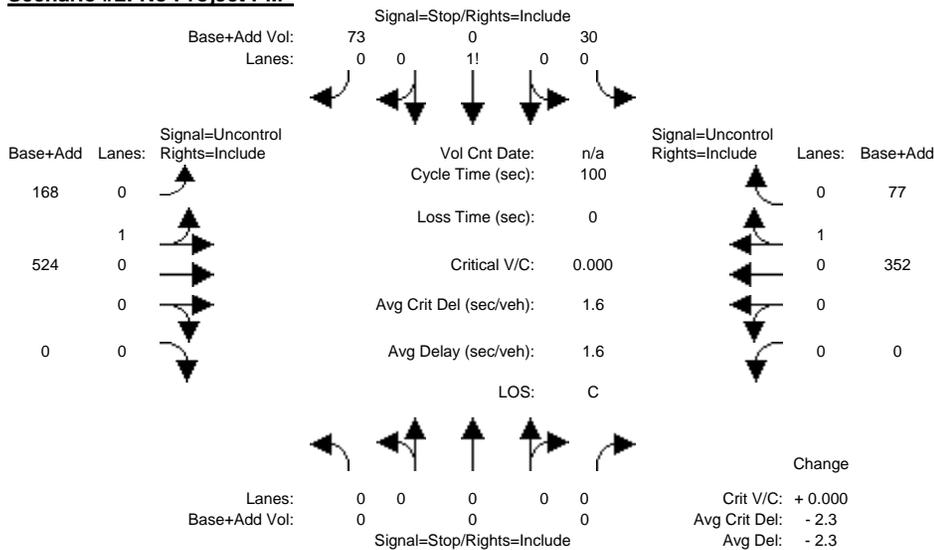
**Scenario #1: No Project AM**



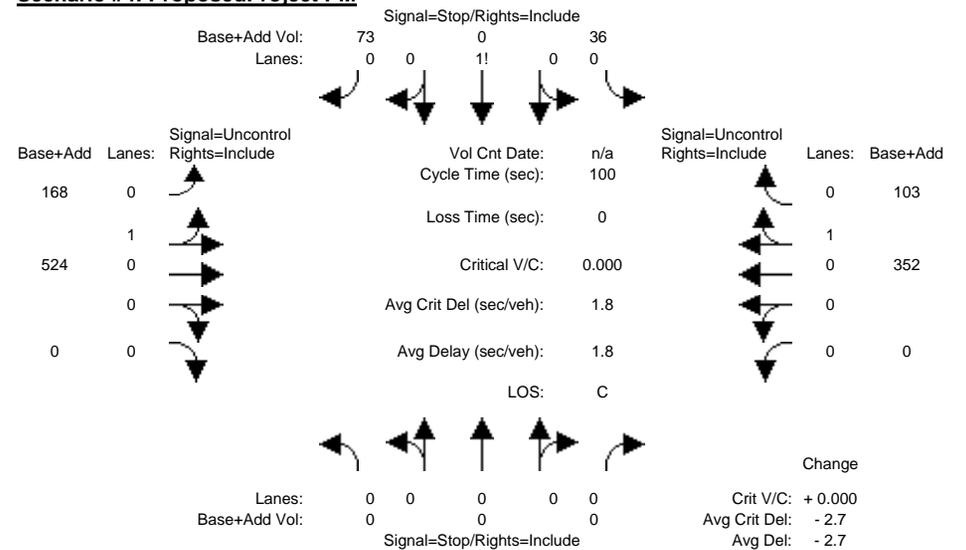
**Scenario #3: Proposed Project AM**



**Scenario #2: No Project PM**



**Scenario #4: Proposed Project PM**



Highway Link		Combined Volumes				MTS Analysis				Level of Service			
		2030 No Project		Projected Buildout of General Plan Land Use		2030 No Project		Projected Buildout of General Plan Land Use		2030 No Project		Projected Buildout of General Plan Land Use	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
101	SR 92 / 3rd Avenue	21,869	22,878	22,078	22,977	1.24	1.30	1.25	1.31	F	F	F	F
	3rd Avenue / Peninsula Avenue	24,928	25,388	25,137	25,487	1.42	1.44	1.43	1.45	F	F	F	F
	Peninsula Avenue / Broadway	23,952	24,291	24,160	24,390	1.36	1.38	1.37	1.39	F	F	F	F
	Broadway / Millbrae	23,371	24,011	23,579	24,110	1.33	1.36	1.34	1.37	F	F	F	F
	Millbrae / SFIA	22,480	22,186	22,689	22,285	1.28	1.26	1.29	1.27	F	F	F	F
	SFIA / I-380	22,423	24,613	22,699	24,866	1.27	1.40	1.29	1.41	F	F	F	F
	I-380 / Grand Avenue	21,902	23,161	22,178	23,415	1.24	1.32	1.26	1.33	F	F	F	F
	Oyster Pt / 3Com Park	20,411	21,436	20,688	21,690	1.16	1.22	1.18	1.23	F	F	F	F
I-280	Bunker Hill / Hayne Road	21,770	24,457	22,065	25,108	1.24	1.39	1.25	1.43	F	F	F	F
	Hayne / Trousdale	23,866	26,359	24,161	27,010	1.36	1.50	1.37	1.53	F	F	F	F
	Trousdale / Hillcrest	22,911	24,765	23,206	25,416	1.30	1.41	1.32	1.44	F	F	F	F
	Hillcrest / Larkspur	21,644	23,938	21,939	24,589	1.23	1.36	1.25	1.40	F	F	F	F
	Larkspur / Crystal Springs	23,112	25,639	23,368	26,548	1.31	1.46	1.33	1.51	F	F	F	F
	Crystal Springs / San Bruno Avenue	17,304	17,855	17,518	18,732	0.98	1.01	1.00	1.06	F	F	F	F
	Sneath / Westborough	22,474	23,333	22,602	23,478	1.28	1.33	1.28	1.33	F	F	F	F
	Westborough / Hickey	18,470	20,535	18,773	20,861	1.05	1.17	1.07	1.19	F	F	F	F
	Hickey / Serramonte	19,224	20,223	19,527	20,549	1.09	1.15	1.11	1.17	F	F	F	F
	Serramonte / SR1	19,625	19,922	19,928	20,249	1.12	1.13	1.13	1.15	F	F	F	F
I-380	I-280 / El Camino Real	12,158	14,088	12,158	14,088	0.69	0.80	0.69	0.80	D	E	D	E
	El Camino Real / US 101	14,651	16,633	14,827	16,755	0.83	0.95	0.84	0.95	E	F	E	F

## **APPENDIX D: MAPS REVISED IN RESPONSE TO COMMENTS OR CITY CORRECTIONS**

The following maps include revisions previously cited in the FEIR Section 3.2 Response to Comments, as well as corrections for consistency requested by the City that do not change the significance conclusions of the EIR. The following map revisions include such changes as:

- *Figure 3.4-3 Transportation Improvements: Underway and Proposed in the General Plan* has been revised to reflect the updated list of improvements in response to Caltrans comments;
- Figure 2.2-1 has been updated to include the location of SFO;
- Figures 2.2-2, 2.5-1, 3.1-2, 3.14-2, 3.15-2, 5.1-1, 5.2-1, 5.3-1, and 5.4-1 have all been updated to include annotation indicating how far SFO lies from the City limits;
- An additional figure has been added, *Figure 3.15-3: San Bruno and SFO*, depicting a map of San Bruno, SFO, and the related noise contours and height restrictions that impact City development; and
- *Figure 2.5-1 General Plan Land Use Diagram* (and corresponding Figure 5.1-1) was revised to reflect the City decision to maintain the land use designation of school sites as Low Density Residential.

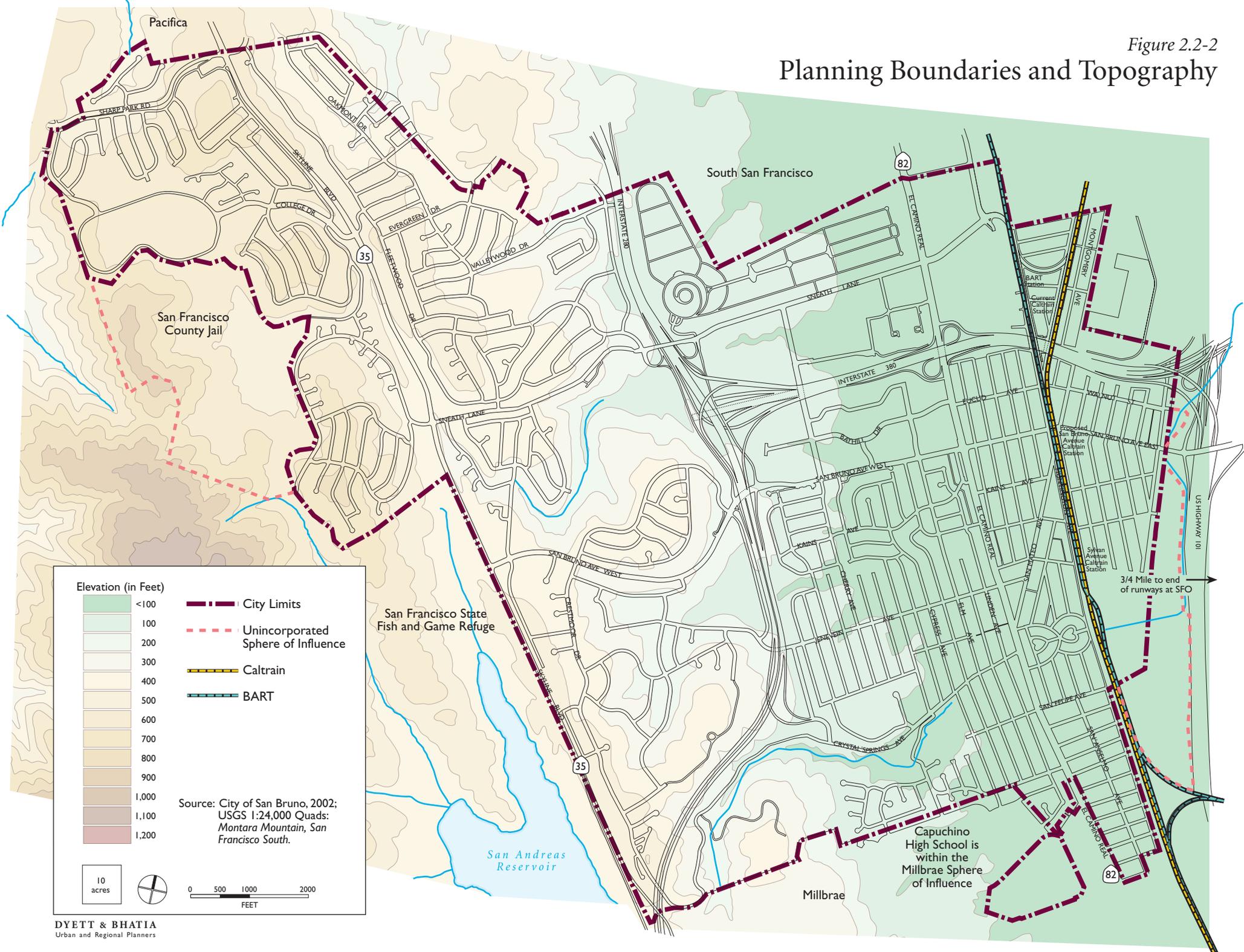


Figure 2.2-1  
Regional Location of  
San Bruno California

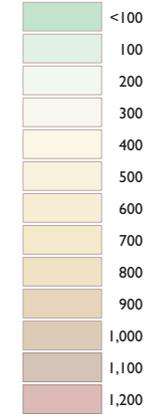


Figure 2.2-2

# Planning Boundaries and Topography



**Elevation (in Feet)**



- City Limits
- Unincorporated Sphere of Influence
- Caltrain
- BART

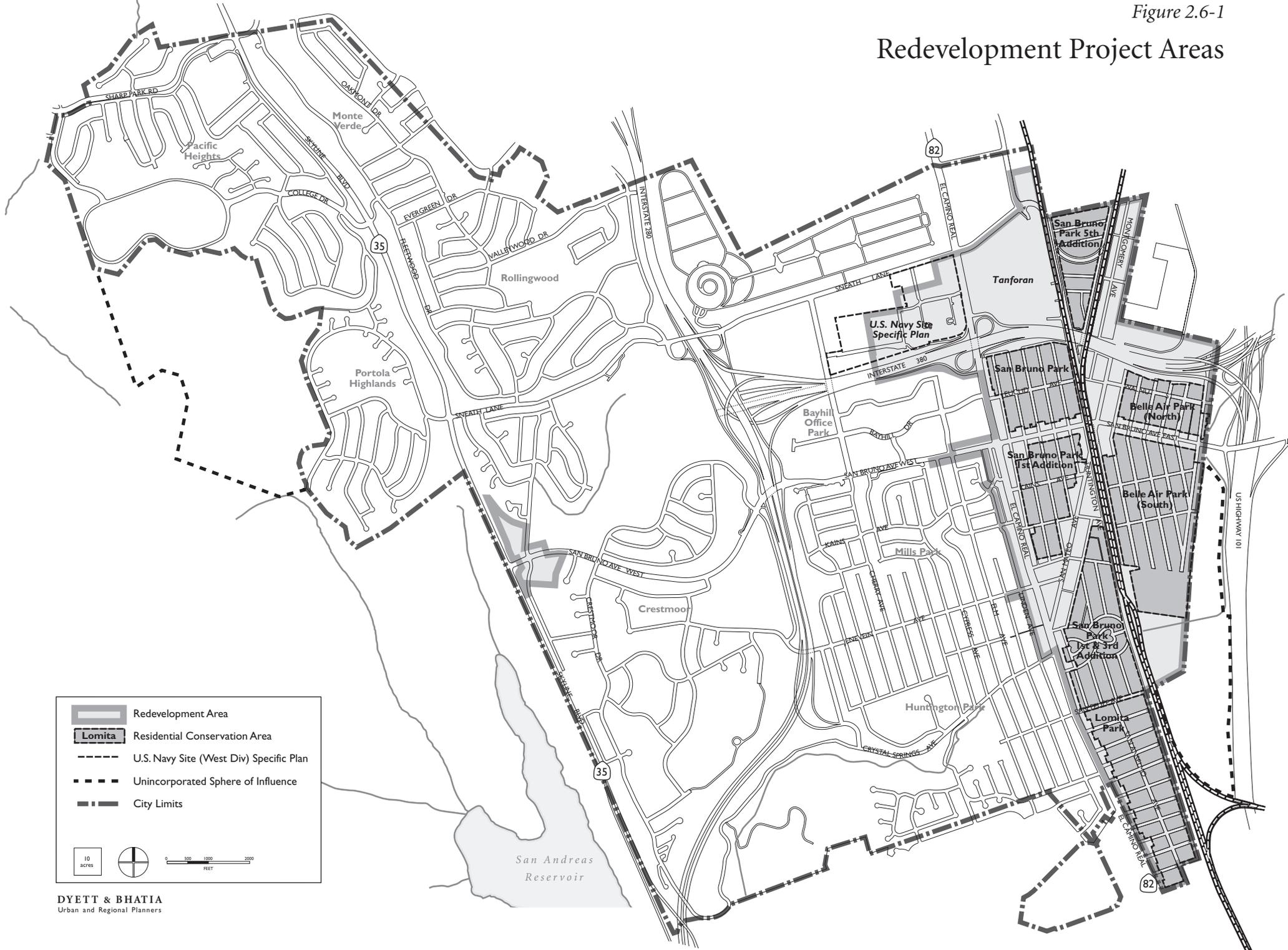
Source: City of San Bruno, 2002; USGS 1:24,000 Quads: Montara Mountain, San Francisco South.

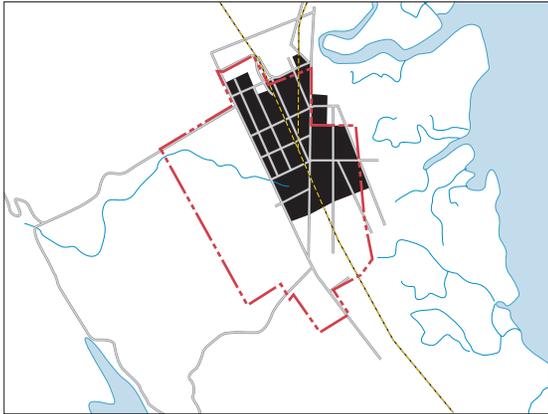




Figure 2.6-1

# Redevelopment Project Areas

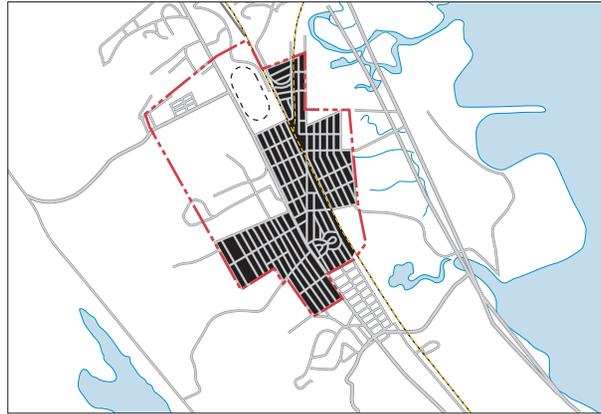




Source: USGS, 1915; Sanborne Map Company, 1913; San Bruno General Plan, 1984.

### 1915

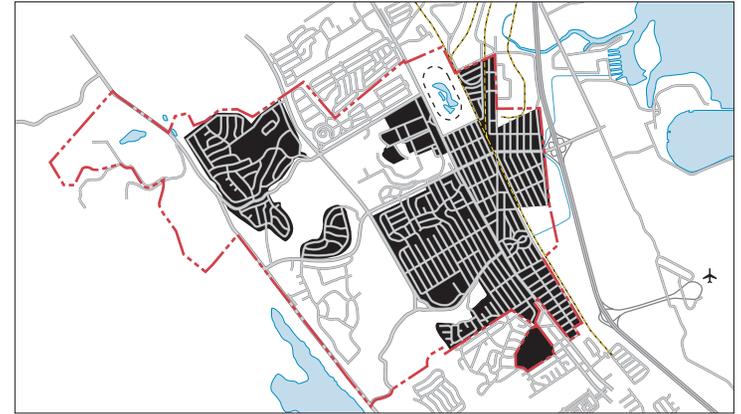
Originally part of a large Mexican land grant that included most of what is now northern San Mateo County, San Bruno remained ranch and farmland until after the 1906 San Francisco earthquake and fire which forced many San Franciscans to relocate. At that time, the San Bruno Park Addition was developed into housing, and several other new neighborhoods were built. Early development was in close proximity to the rail line, originally built in the 1860s, which provided passenger and freight service between San Francisco and San Jose. El Camino Real was built in the late 18th century to connect the Spanish Missions, and provided an additional major north-south transportation route. San Bruno became an official municipality in 1914 with approximately 1,400 residents.



Source: USGS, 1939; Sanborne Map Company, 1925; San Bruno General Plan, 1984.

### 1939

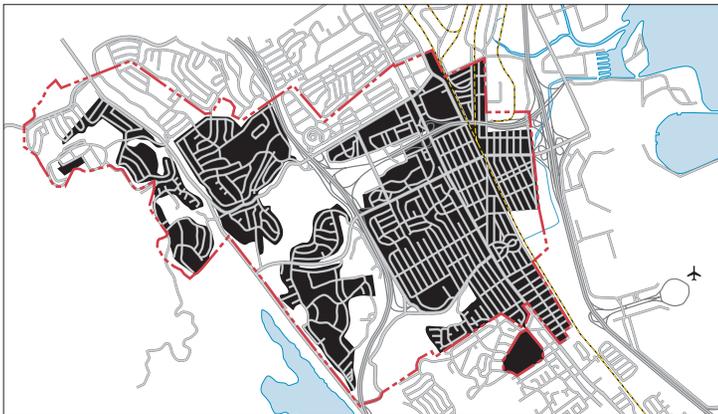
San Bruno remained a small, rural town until it was dramatically changed by World War II military operations and the post-war population boom. During the War, the Tanforan horse racing track was used for the internment of Japanese Americans before their relocation to detention camps, and other Army and Navy operations were established. At this time, San Francisco International Airport (SFO) was a small Naval air field (Mills Field). It was not until 1945 that money was raised for its improvement and expansion. The Bayshore Highway between San Jose and San Francisco, which was built to relieve congestion on El Camino Real, was completed in 1929.



Source: USGS, 1956.

### 1956

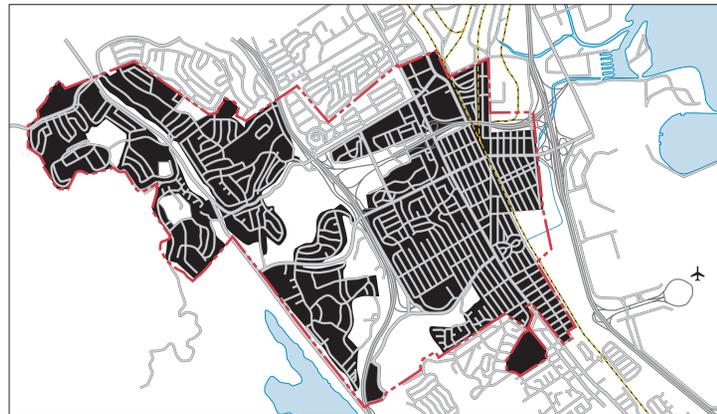
Much of the City's vacant land was purchased by housing developer George Williams in the 1940s who, in the late 1940s and early 1950s, built hundreds of new homes in response to the post-war demand for housing. The City's population increased from about 6,500 in 1940 to over 35,000 in the 1960s. The Bayshore Highway was upgraded to a freeway (U.S. 101) in the late 1940s, and an interchange was built at San Bruno Avenue.



Source: USGS, 1980.

### 1980

New housing development in the western half of the City continued through the 1960s and 1970s, including the construction of several large multifamily complexes. Construction of the Bayhill Office Park and Tanforan Park Shopping Center began in the 1970s. New freeways were also built between 1960 and 1980 – I-280, with interchanges at San Bruno Avenue and Sneath Lane, was constructed parallel to U.S. 101, and I-380 was built as an east-west connection between I-280 and U.S. 101.



Source: USGS, 1980; City of San Bruno.

### 2001

San Bruno is almost entirely built out – only a few parcels of vacant land appropriate for development still exist within the City. Future development will occur on various infill and redevelopment sites, such as excess property owned by Skyline College and the former U.S. Navy Western Division site. A new BART station will open in 2002, providing improved transit access to San Francisco, the East Bay and SFO. Future improvements to CalTrain service as well as high-speed rail service between the Bay Area, Sacramento, Los Angeles, and San Diego have also been proposed.

- Urbanized Land
- City Limits
- Railroad
- Minor Road
- Major Road
- Freeway
- Airport
- Tanforan Race Track

Figure 3.1-1  
Evolution of  
San Bruno's Form

Figure 3.1-2

# Existing Land Use

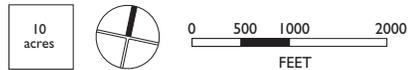
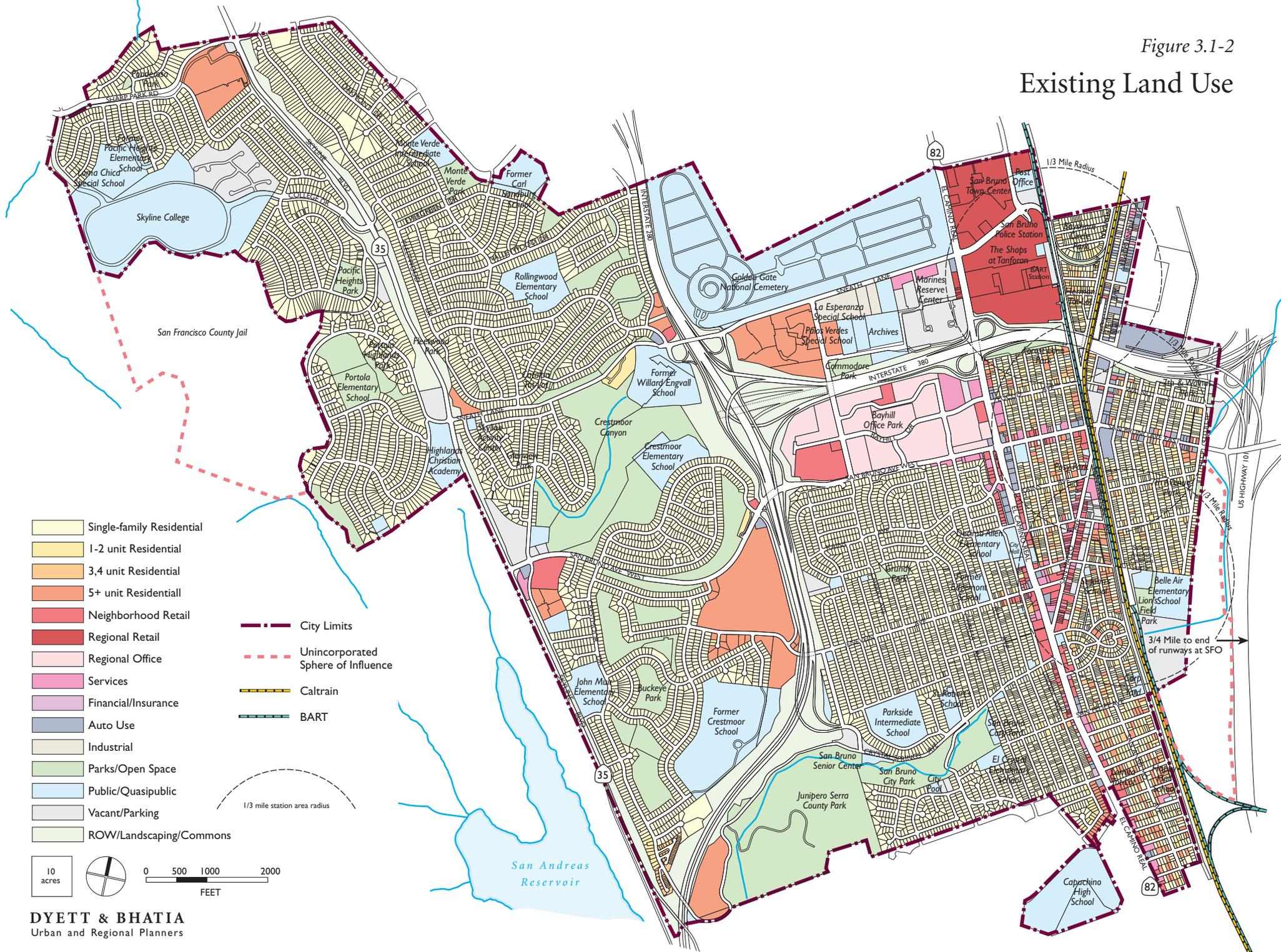


Figure 3.3-1  
Viewsheds from Selected Locations

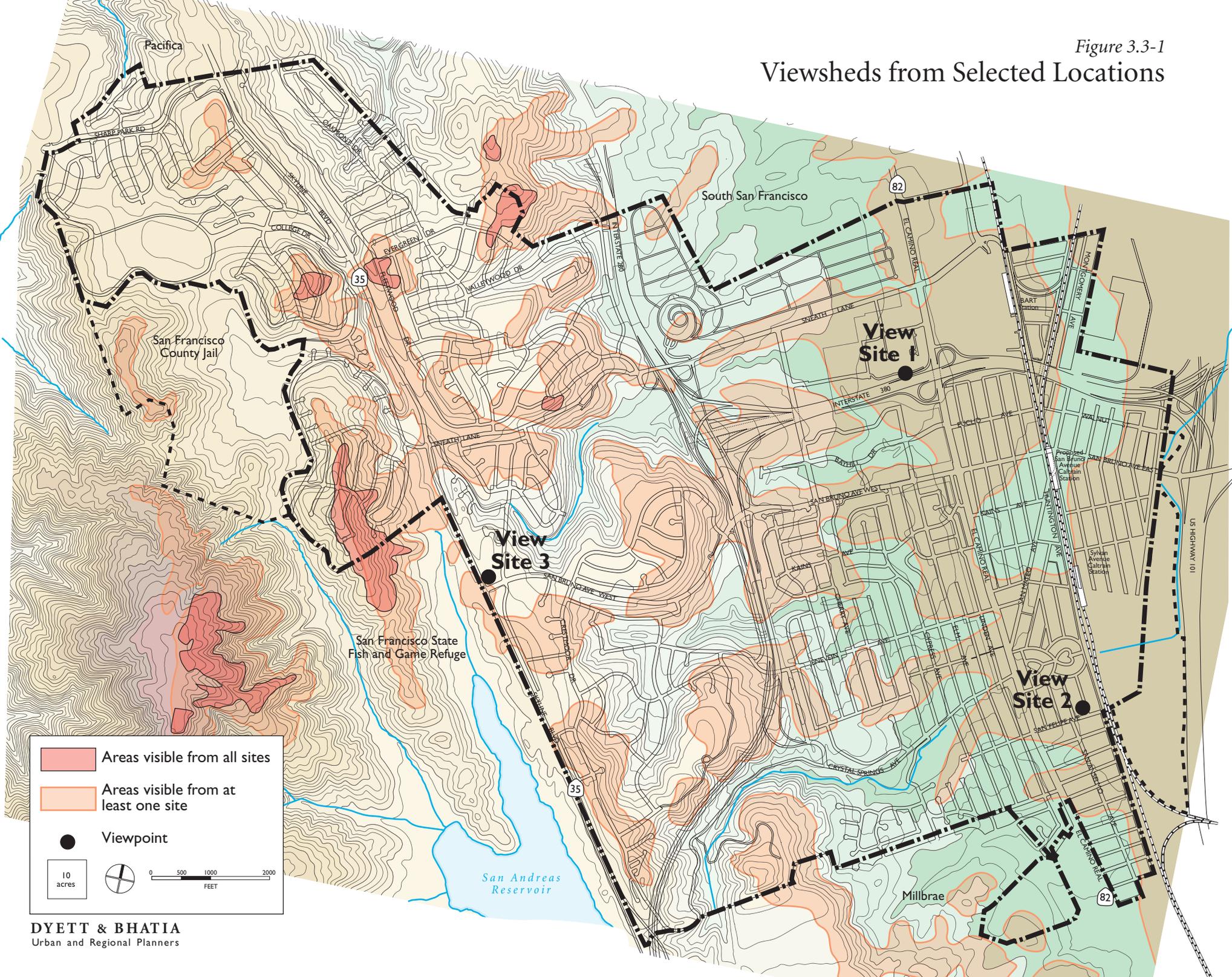


Figure 3.4-1  
Existing Transportation Network

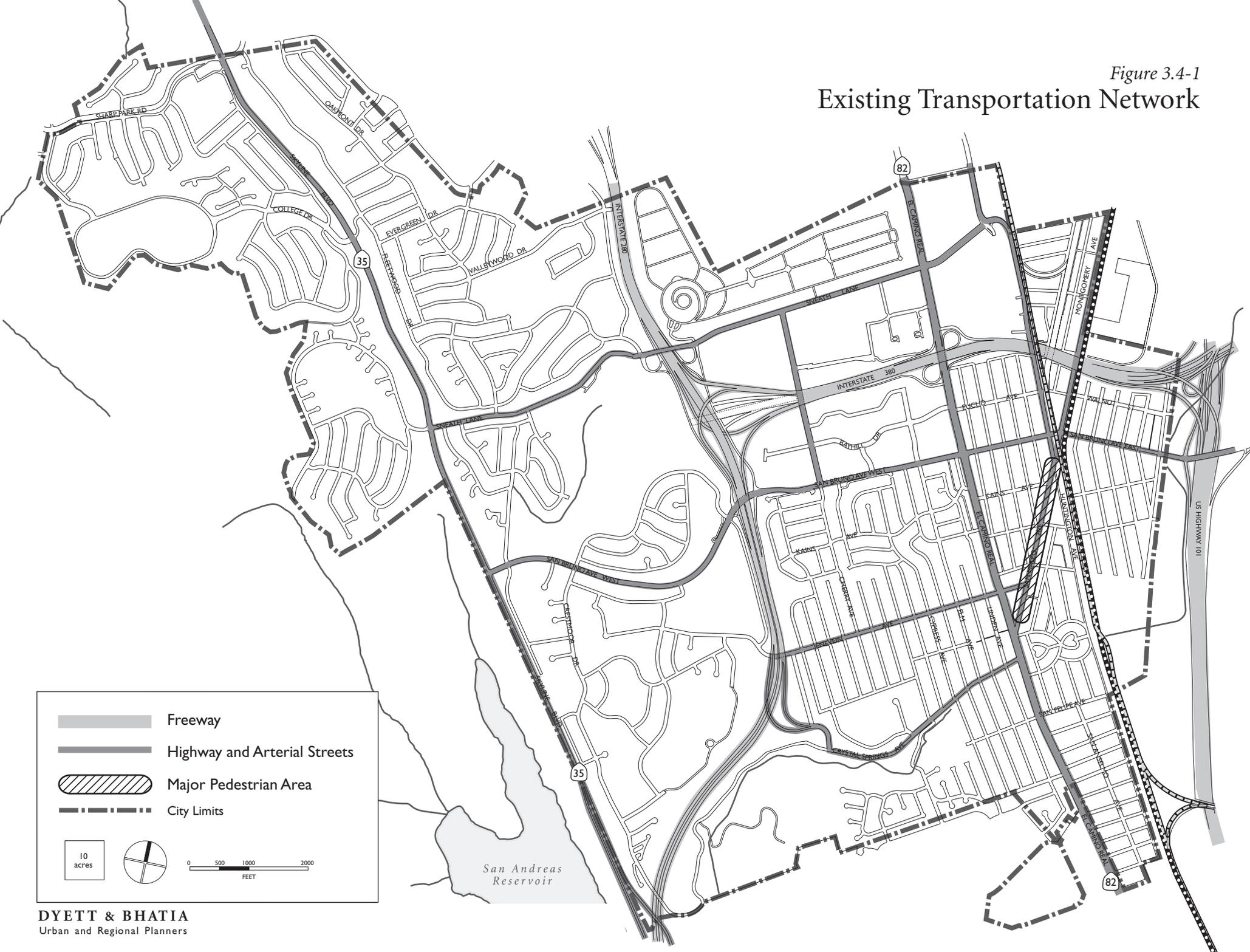
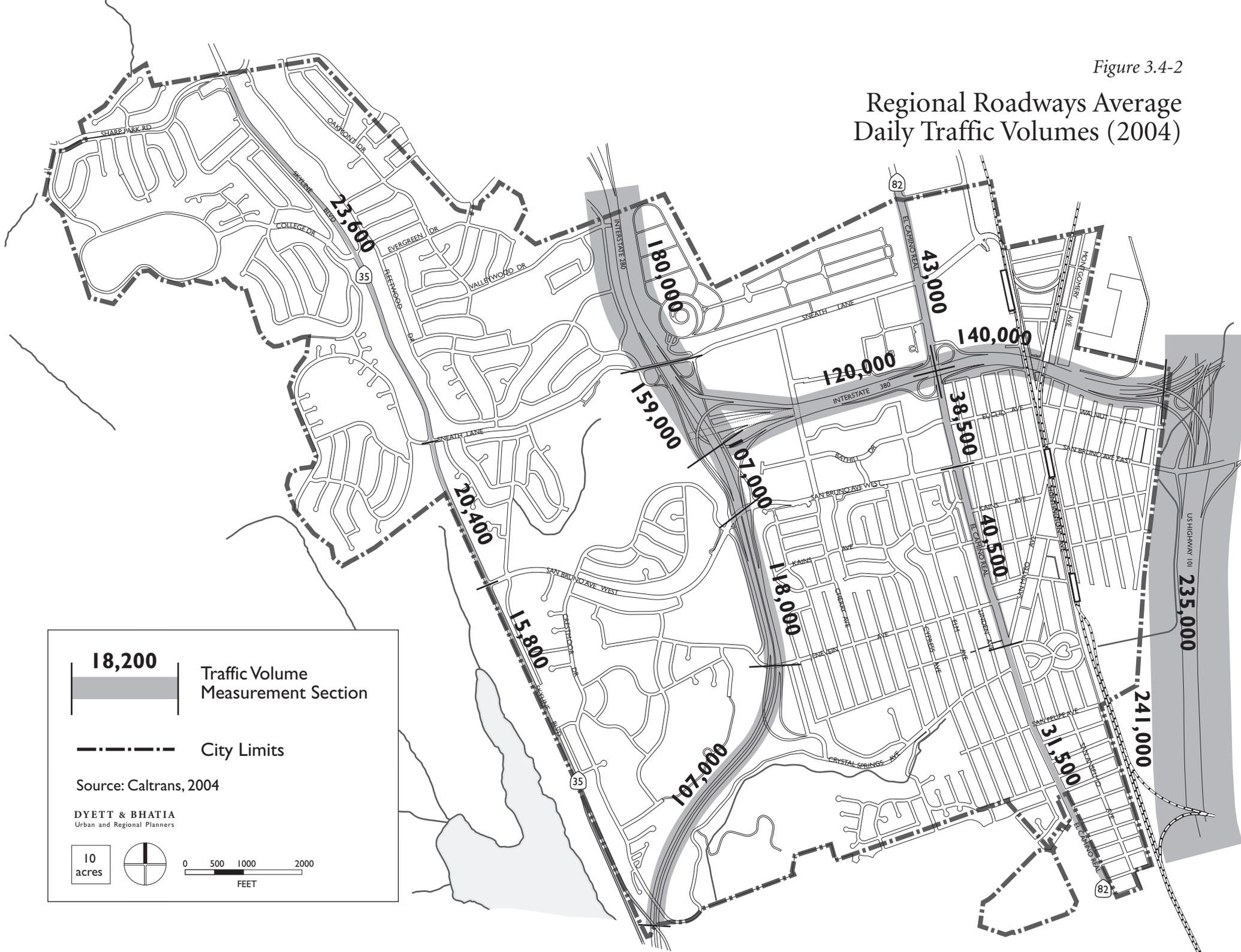


Figure 3.4-2

# Regional Roadways Average Daily Traffic Volumes (2004)



**18,200** Traffic Volume Measurement Section

--- City Limits

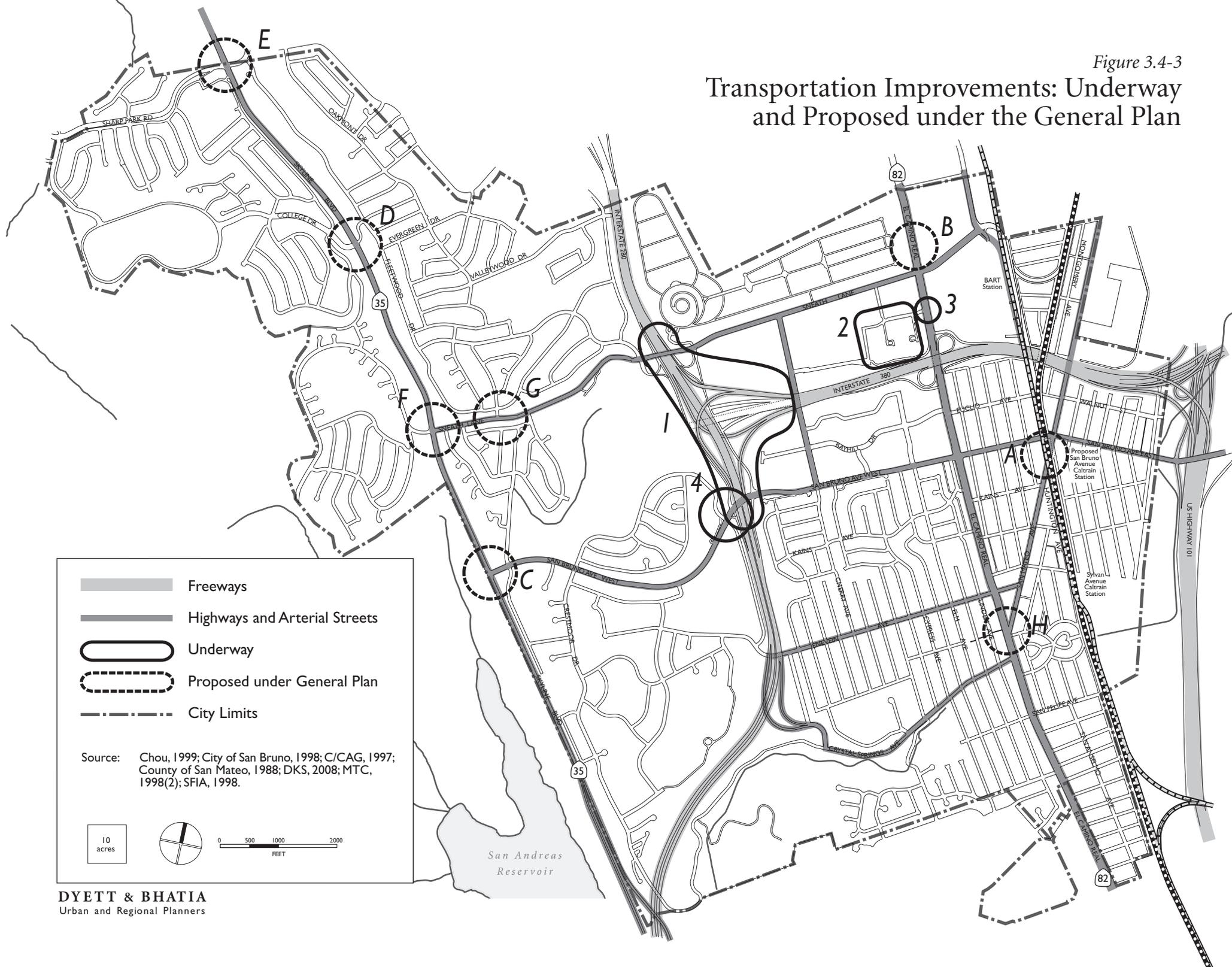
Source: Caltrans, 2004

DYETT & BHATIA  
Urban and Regional Planners

10 acres

0 500 1000 2000 FEET

Figure 3.4-3  
 Transportation Improvements: Underway  
 and Proposed under the General Plan



Source: Chou, 1999; City of San Bruno, 1998; C/CAG, 1997; County of San Mateo, 1988; DKS, 2008; MTC, 1998(2); SFIA, 1998.

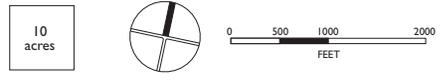
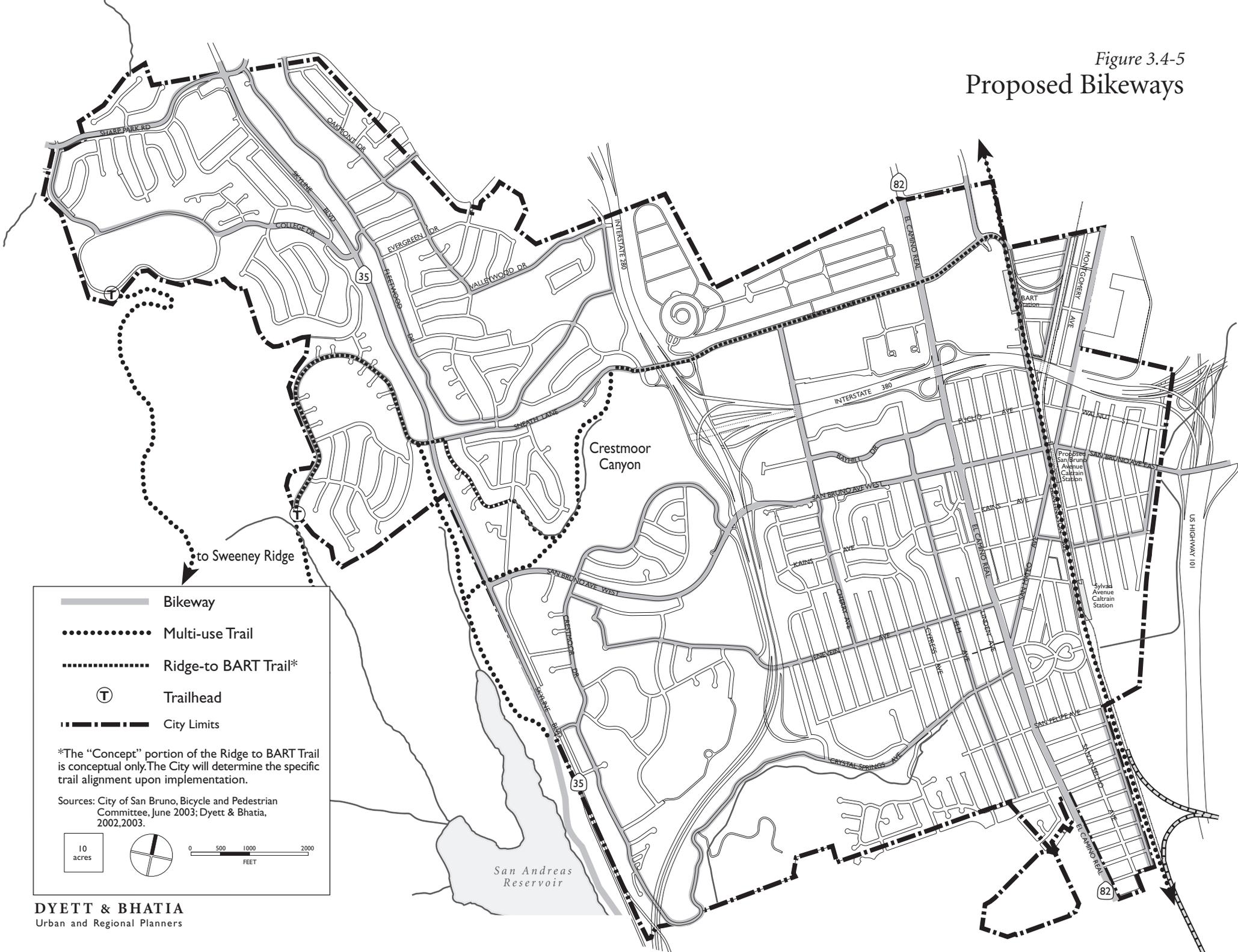




Figure 3.4-5  
Proposed Bikeways



Bikeway  
 Multi-use Trail  
 Ridge-to BART Trail\*  
T Trailhead  
 City Limits

\*The "Concept" portion of the Ridge to BART Trail is conceptual only. The City will determine the specific trail alignment upon implementation.

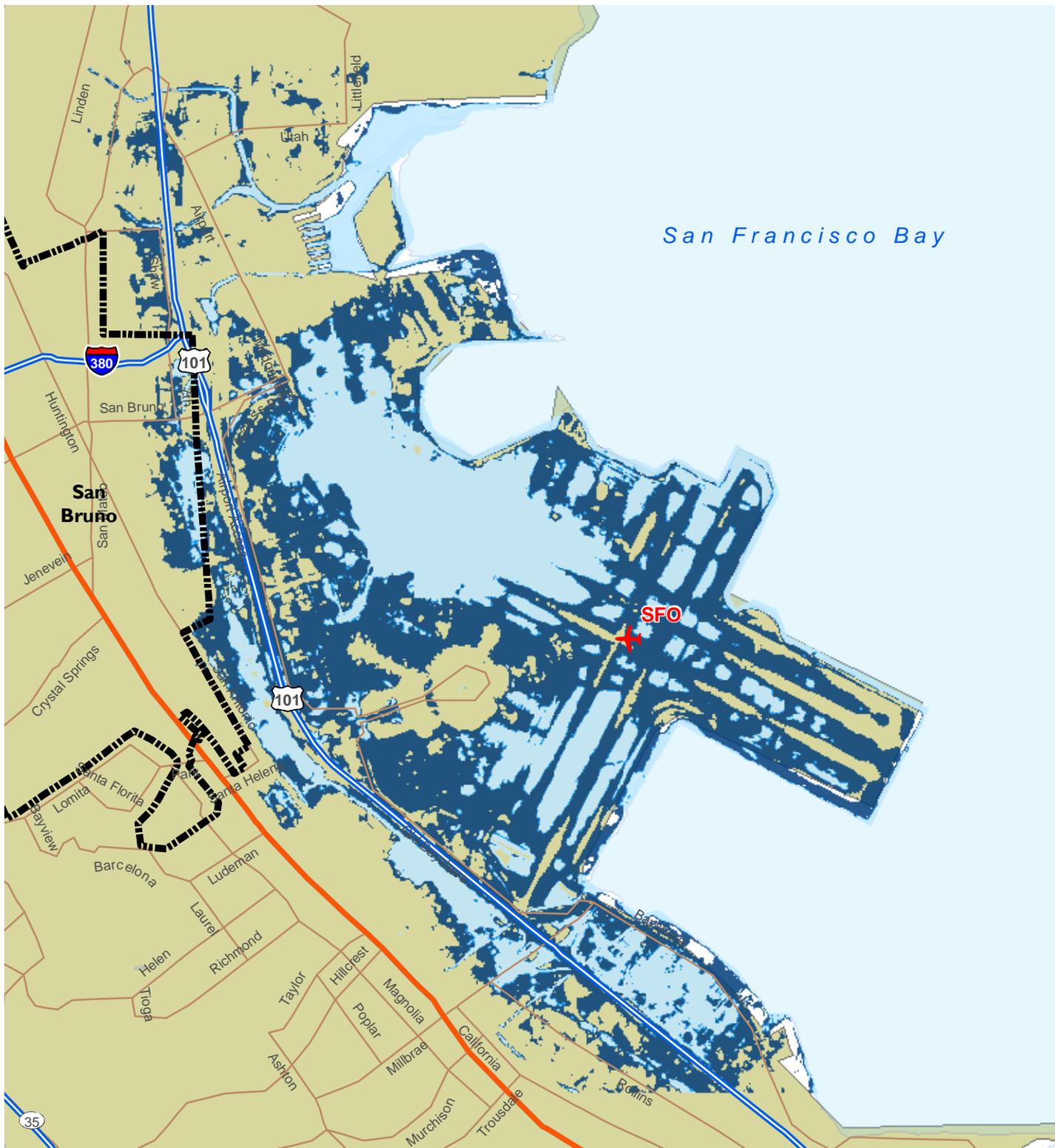
Sources: City of San Bruno, Bicycle and Pedestrian Committee, June 2003; Dyett & Bhatia, 2002,2003.

10  
acres

FEET



Figure 3.5-1  
Land Vulnerability to  
Sea Level Rise



The map is based on USGS 2m DSM and National Agricultural Imagery Program data. The map is illustrative only. Limitations in the geospatial data available and man-made features may affect accuracy. The map should not be used for planning purposes.

**Land Elevation Above Sea Level**

- ≤ 0.5 Ft.
- 0.51 - 1 Ft.
- 1.01 - 2 Ft.

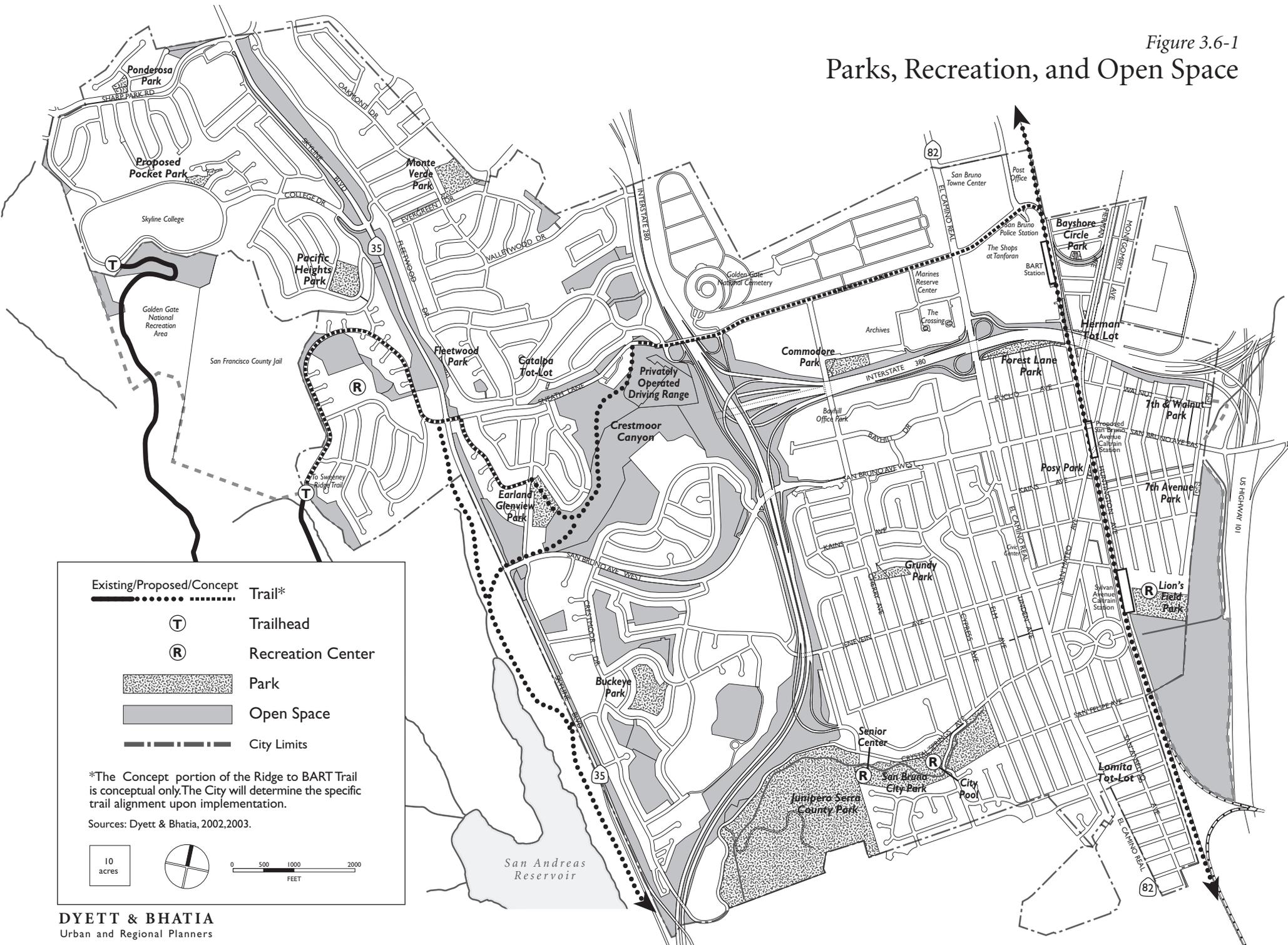
San Bruno City Limits

Source: San Francisco Bay Conservation and Development Commission (BCDC) January, 2008.



0 0.25 0.5 Miles

Figure 3.6-1  
Parks, Recreation, and Open Space



Existing/Proposed/Concept	Trail*
Ⓣ	Trailhead
Ⓡ	Recreation Center
	Park
	Open Space
	City Limits

\*The Concept portion of the Ridge to BART Trail is conceptual only. The City will determine the specific trail alignment upon implementation.

Sources: Dyett & Bhatia, 2002, 2003.

10  
acres



Figure 3.8-1

# Wildland Fire Hazard Areas

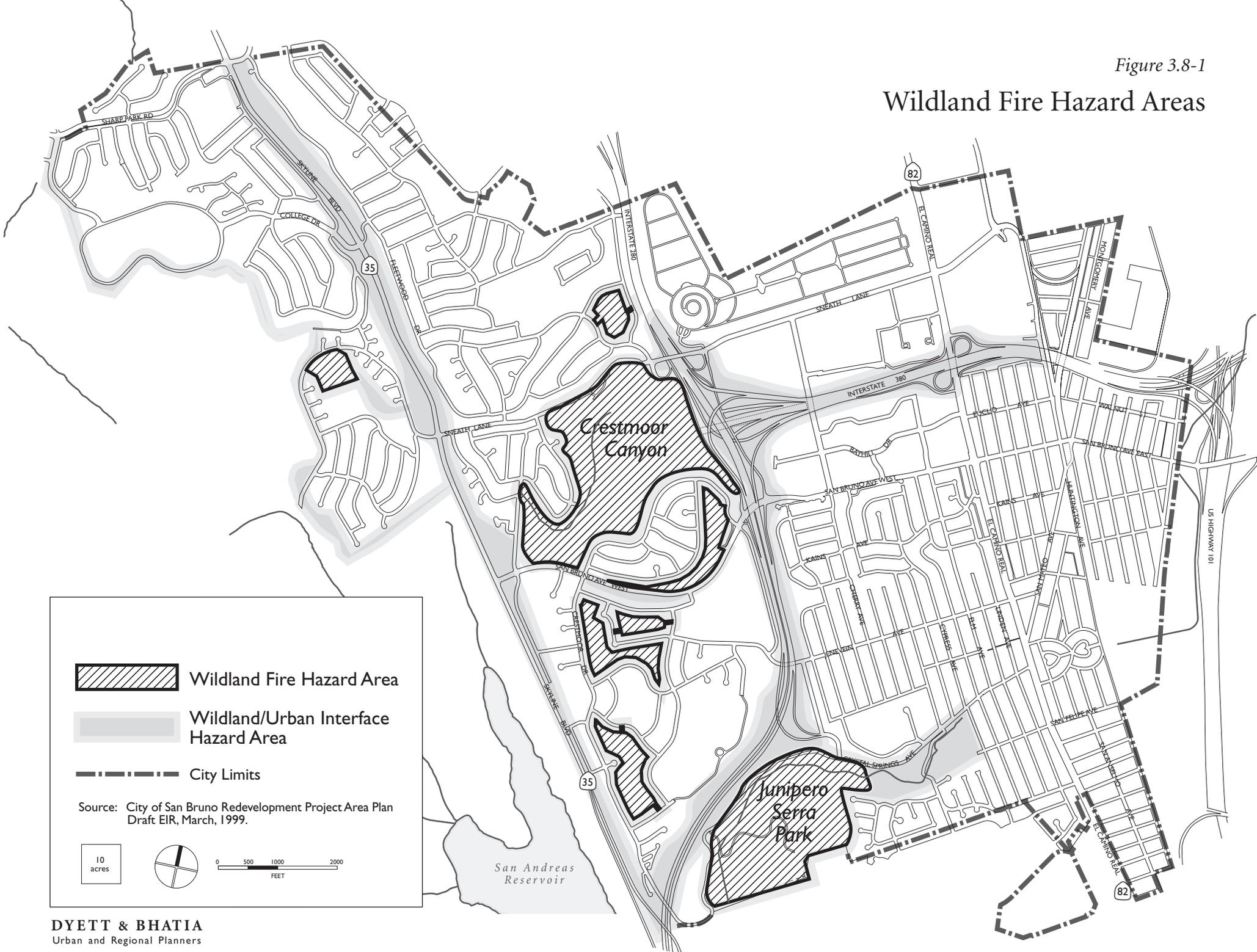
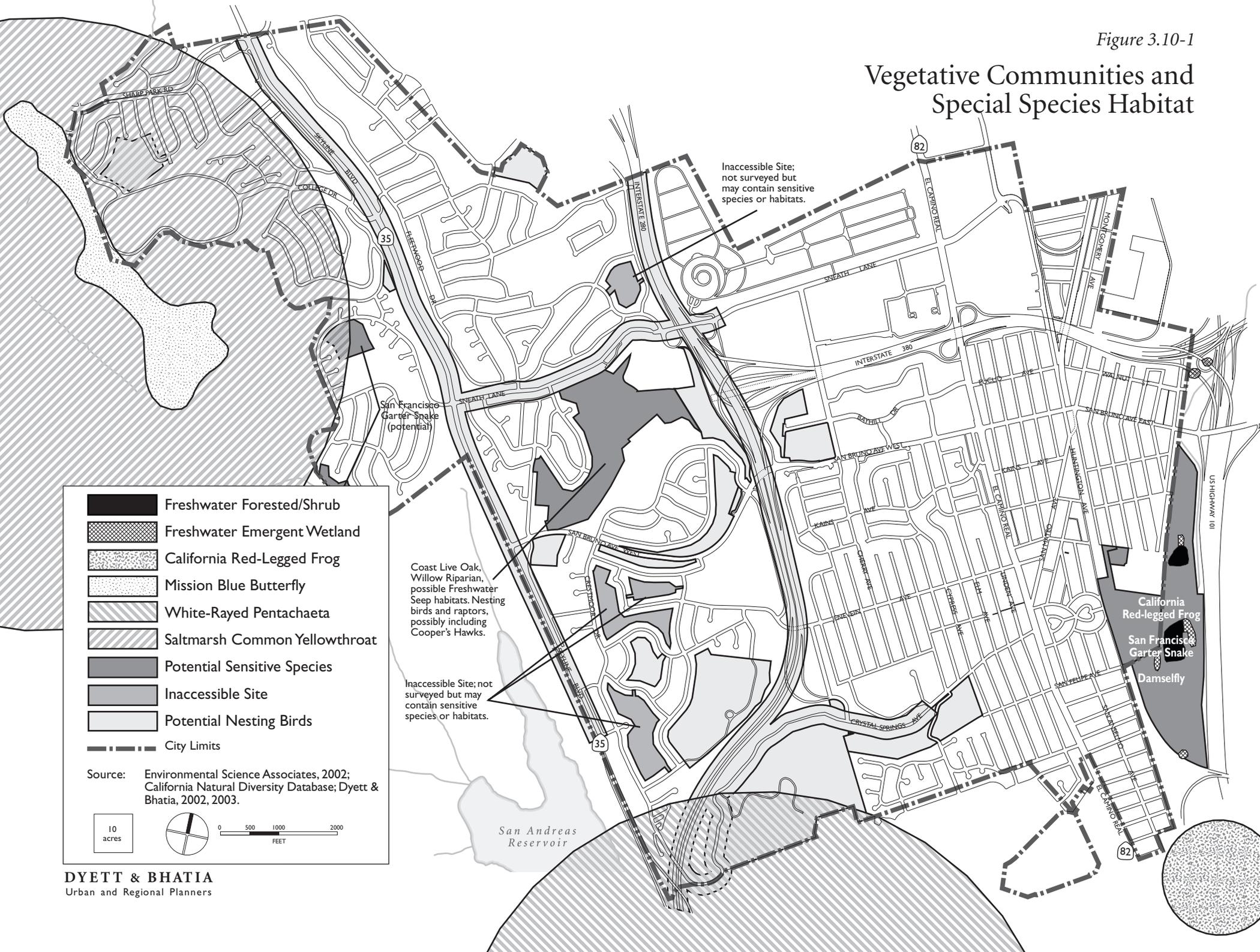
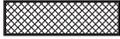


Figure 3.10-1

# Vegetative Communities and Special Species Habitat



-  Freshwater Forested/Shrub
-  Freshwater Emergent Wetland
-  California Red-Legged Frog
-  Mission Blue Butterfly
-  White-Rayed Pentachaeta
-  Saltmarsh Common Yellowthroat
-  Potential Sensitive Species
-  Inaccessible Site
-  Potential Nesting Birds
-  City Limits

Source: Environmental Science Associates, 2002; California Natural Diversity Database; Dyett & Bhatia, 2002, 2003.

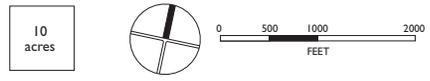


Figure 3.11-1

# Location of Identified Cultural Resources

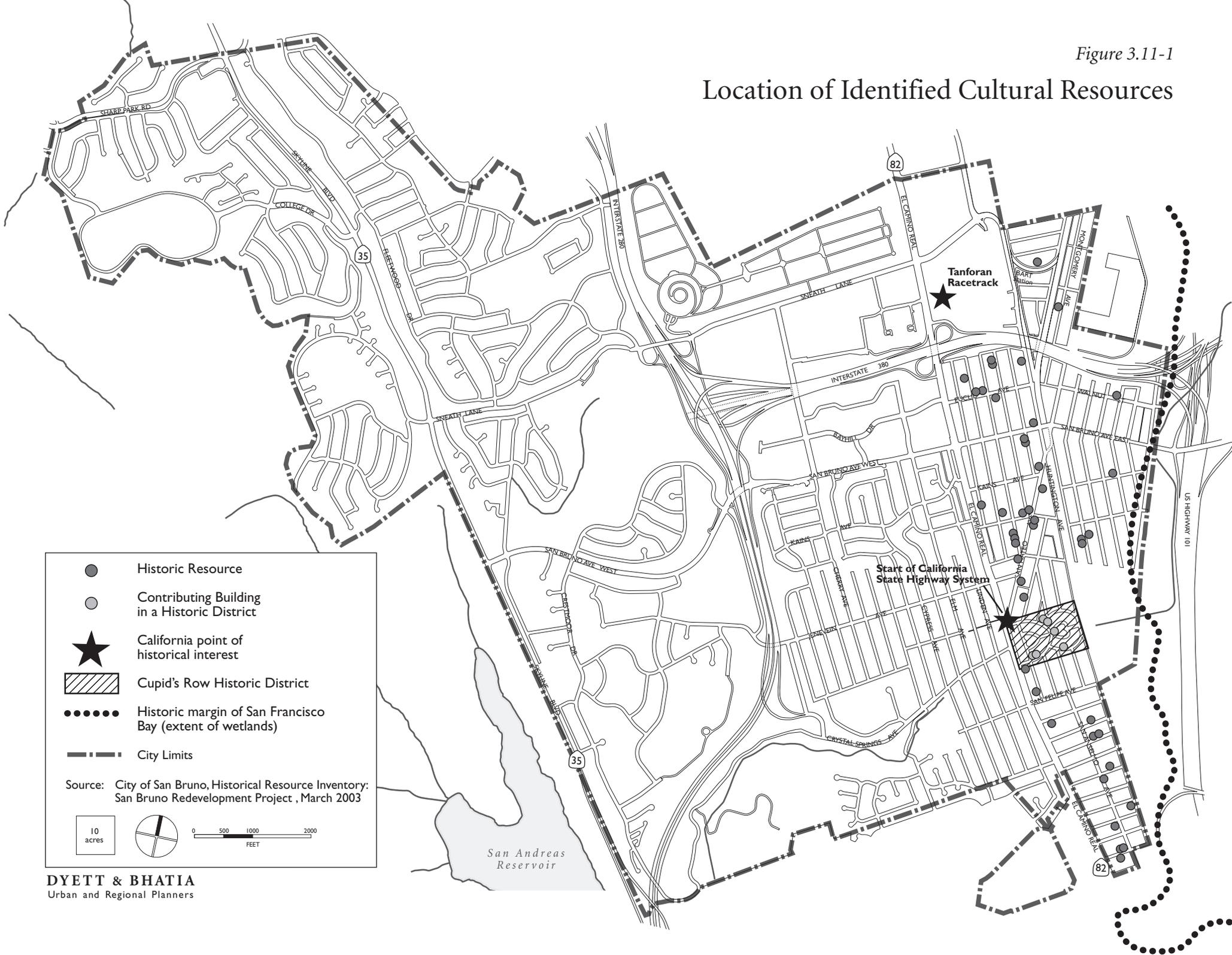
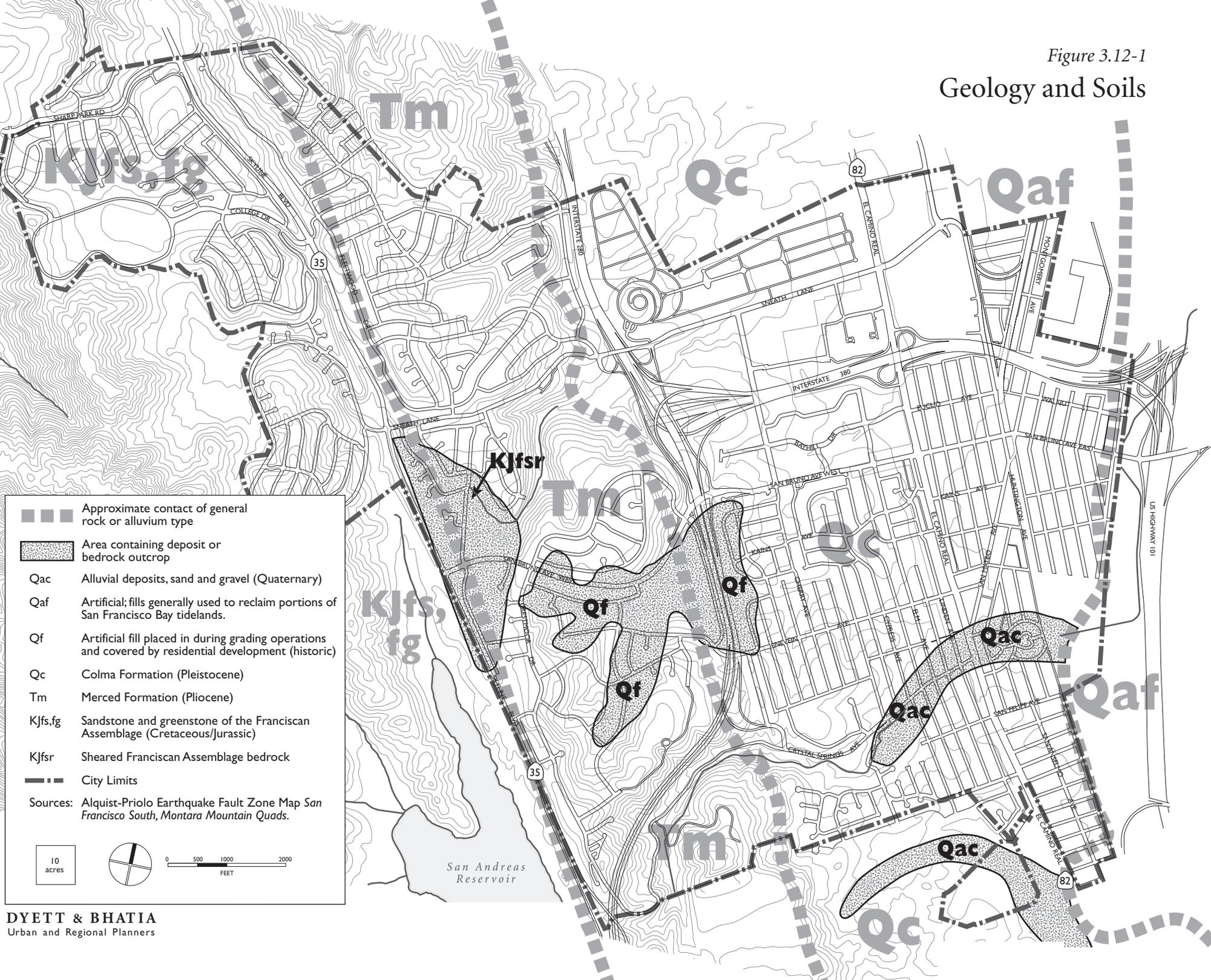


Figure 3.12-1  
Geology and Soils



 Approximate contact of general rock or alluvium type  
 Area containing deposit or bedrock outcrop  
 Qac Alluvial deposits, sand and gravel (Quaternary)  
 Qaf Artificial; fills generally used to reclaim portions of San Francisco Bay tidelands.  
 Qf Artificial fill placed in during grading operations and covered by residential development (historic)  
 Qc Colma Formation (Pleistocene)  
 Tm Merced Formation (Pliocene)  
 Kjfs,fg Sandstone and greenstone of the Franciscan Assemblage (Cretaceous/Jurassic)  
 Kjfsr Sheared Franciscan Assemblage bedrock  
 City Limits  
 Sources: Alquist-Priolo Earthquake Fault Zone Map San Francisco South, Montara Mountain Quads.

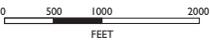
 0 500 1000 2000 FEET  
  
 10 acres

Figure 3.12-2

# Faults and Landslide Potential



- High Landslide Potential/  
Historic Landslide Activity
- Moderate Landslide Potential
- Fault trace (dashed where  
concealed or uncertain)
- Boundary of Alquist-Priolo  
Earthquake Zone
- City Limits

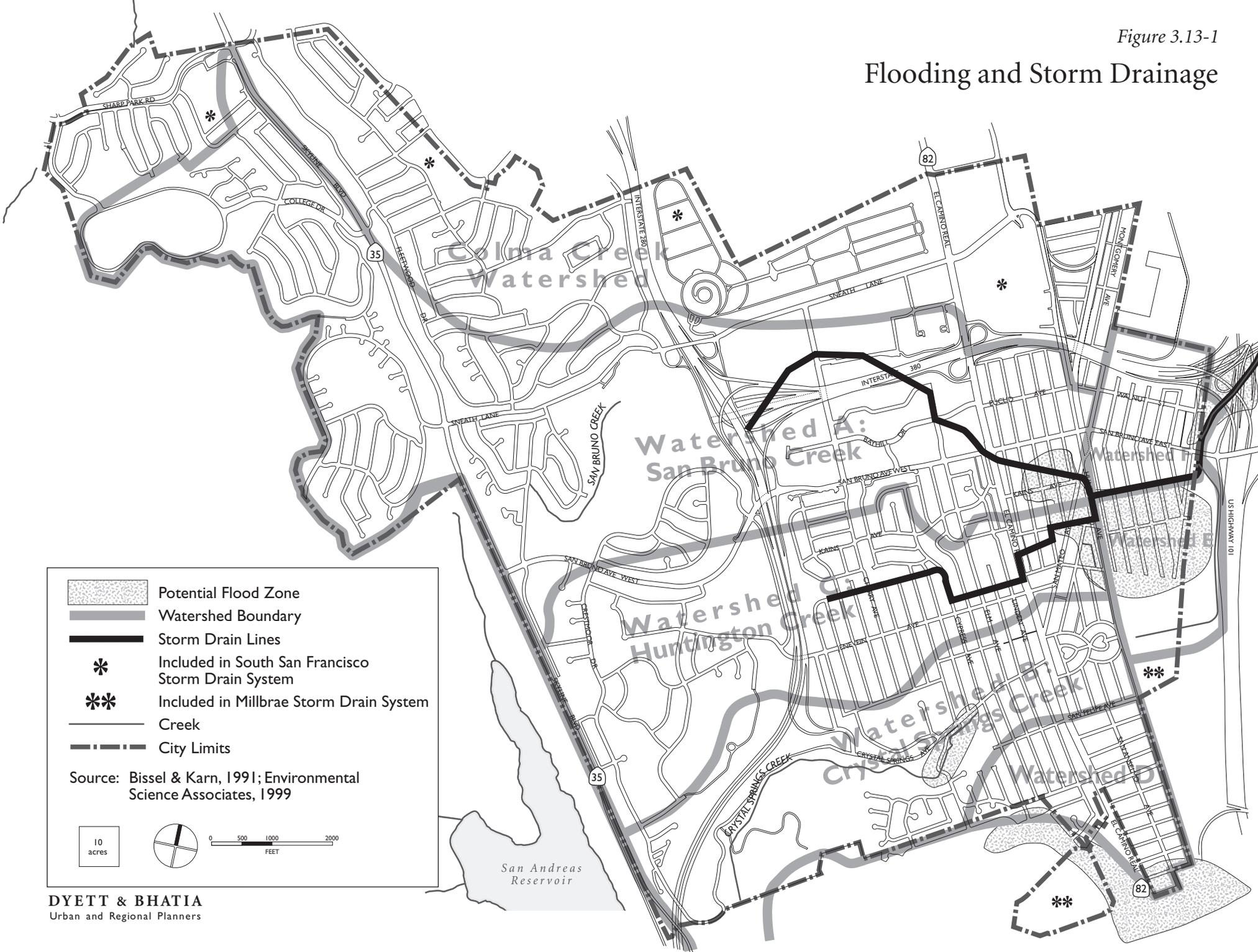
Source: USGS, Landslide Susceptibility in San Mateo County, 1972; Alquist-Priolo Earthquake Fault Zone Map San Francisco South, Montara Mountain Quads.

10 acres

0 500 1000 2000  
FEET

Figure 3.13-1

# Flooding and Storm Drainage



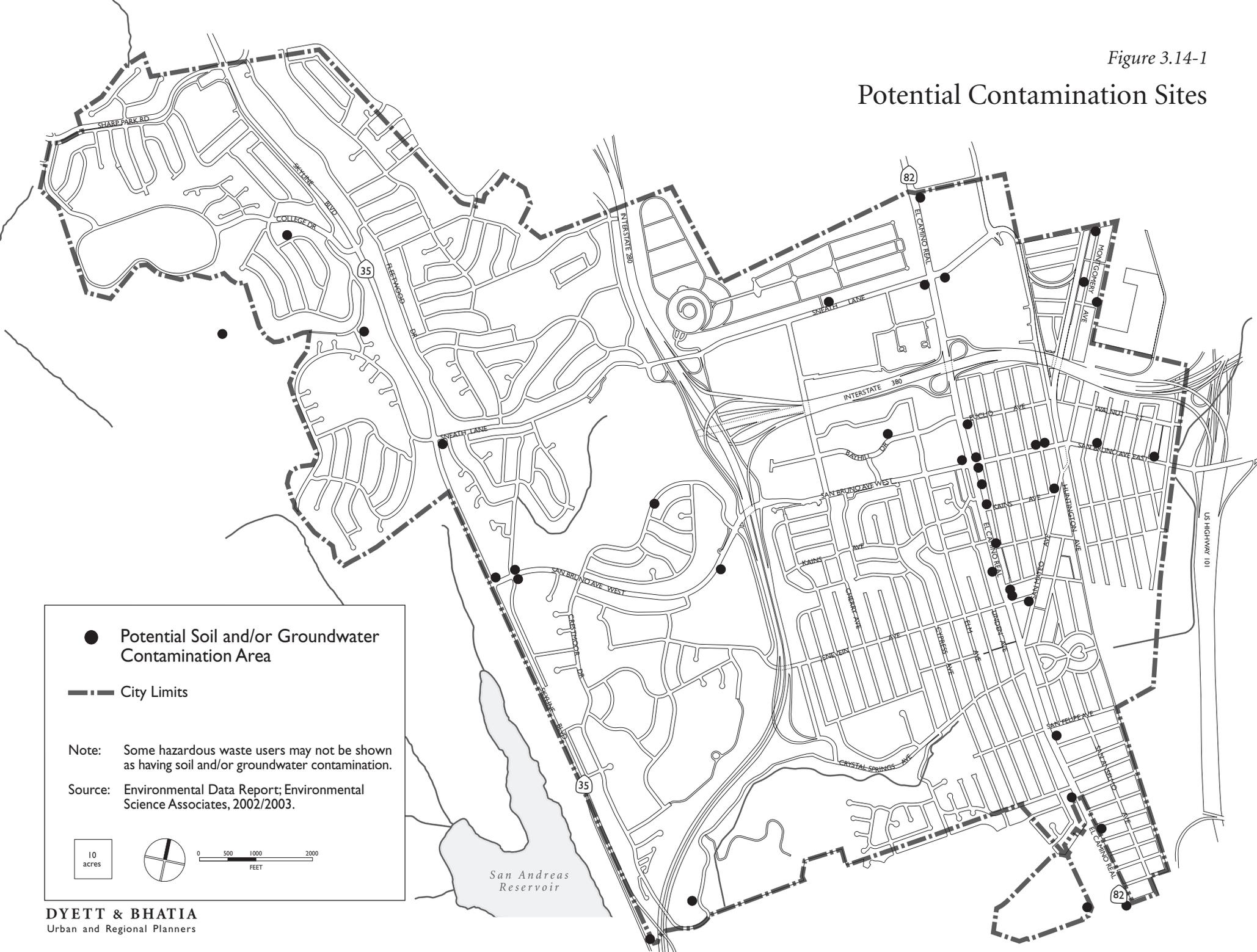
 Potential Flood Zone  
 Watershed Boundary  
 Storm Drain Lines  
 Included in South San Francisco Storm Drain System  
 Included in Millbrae Storm Drain System  
 Creek  
 City Limits

Source: Bissel & Karn, 1991; Environmental Science Associates, 1999

 10 acres  
  
 0 500 1000 2000 FEET

Figure 3.14-1

# Potential Contamination Sites



- Potential Soil and/or Groundwater Contamination Area
- City Limits

Note: Some hazardous waste users may not be shown as having soil and/or groundwater contamination.

Source: Environmental Data Report; Environmental Science Associates, 2002/2003.

10 acres

0 500 1000 2000 FEET



Figure 3.15-2

# Existing and Projected Noise Contours

**Roadway Noise Exposure Contours**  
 2001    2030

- 70 dB CNEL
- 65 dB CNEL
- 60 dB CNEL

**Aircraft Noise Exposure Contours**  
 2001    2006

- 75 dB CNEL
- 70 dB CNEL
- 65 dB CNEL
- 60 dB CNEL

**Railroad Noise Exposure Contours**

- 70 dB Ldn
- 65 dB Ldn
- Caltrain
- BART

Source: San Francisco International Airport, Noise Exposure Map, 2001; URS Greiner, 1998; Environmental Science Associates, 2003.

10 acres

0 500 1000 2000 FEET

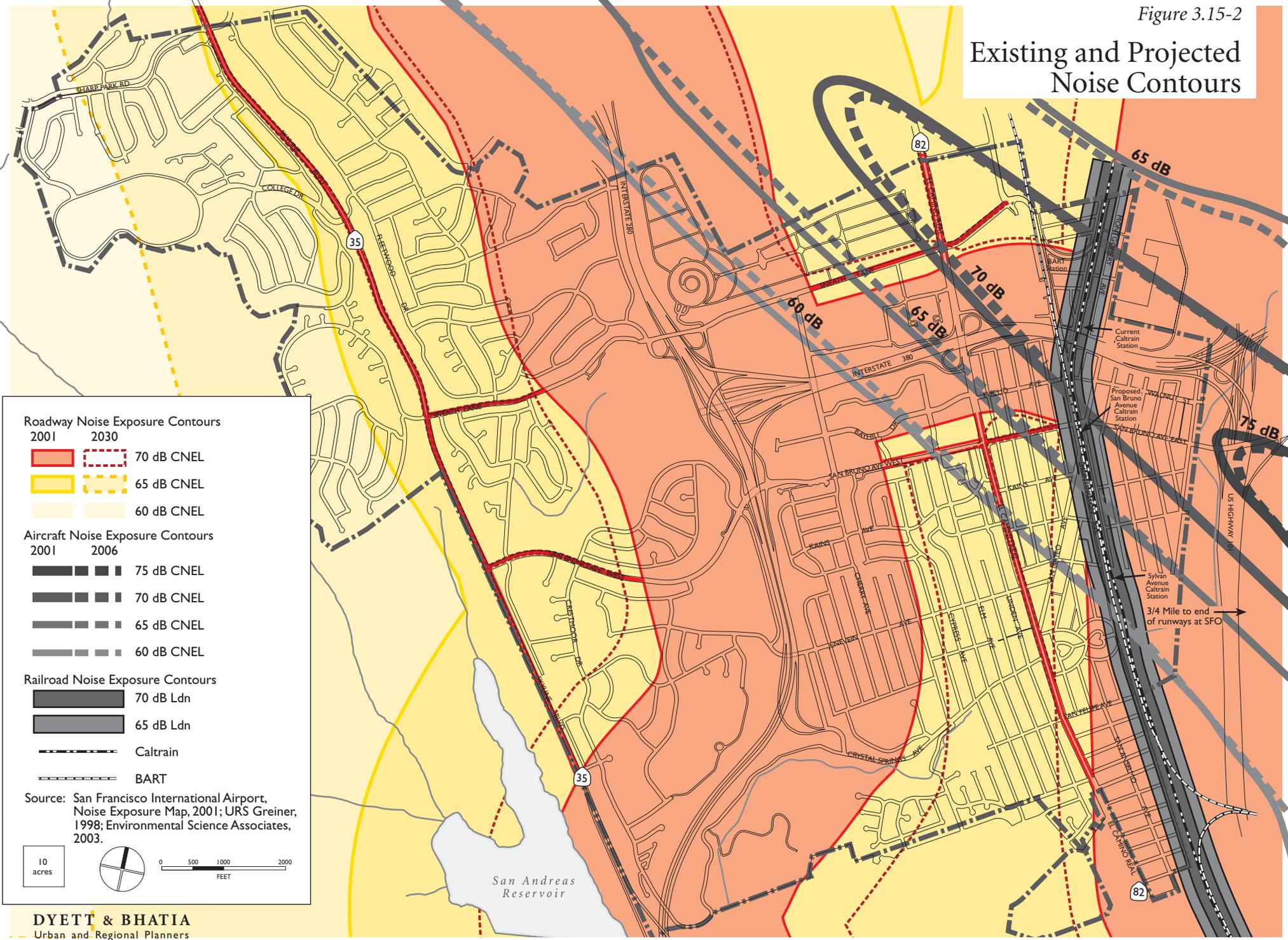


Figure 3.15-3  
**SFO Height Restriction Standards  
 and Noise Contours**

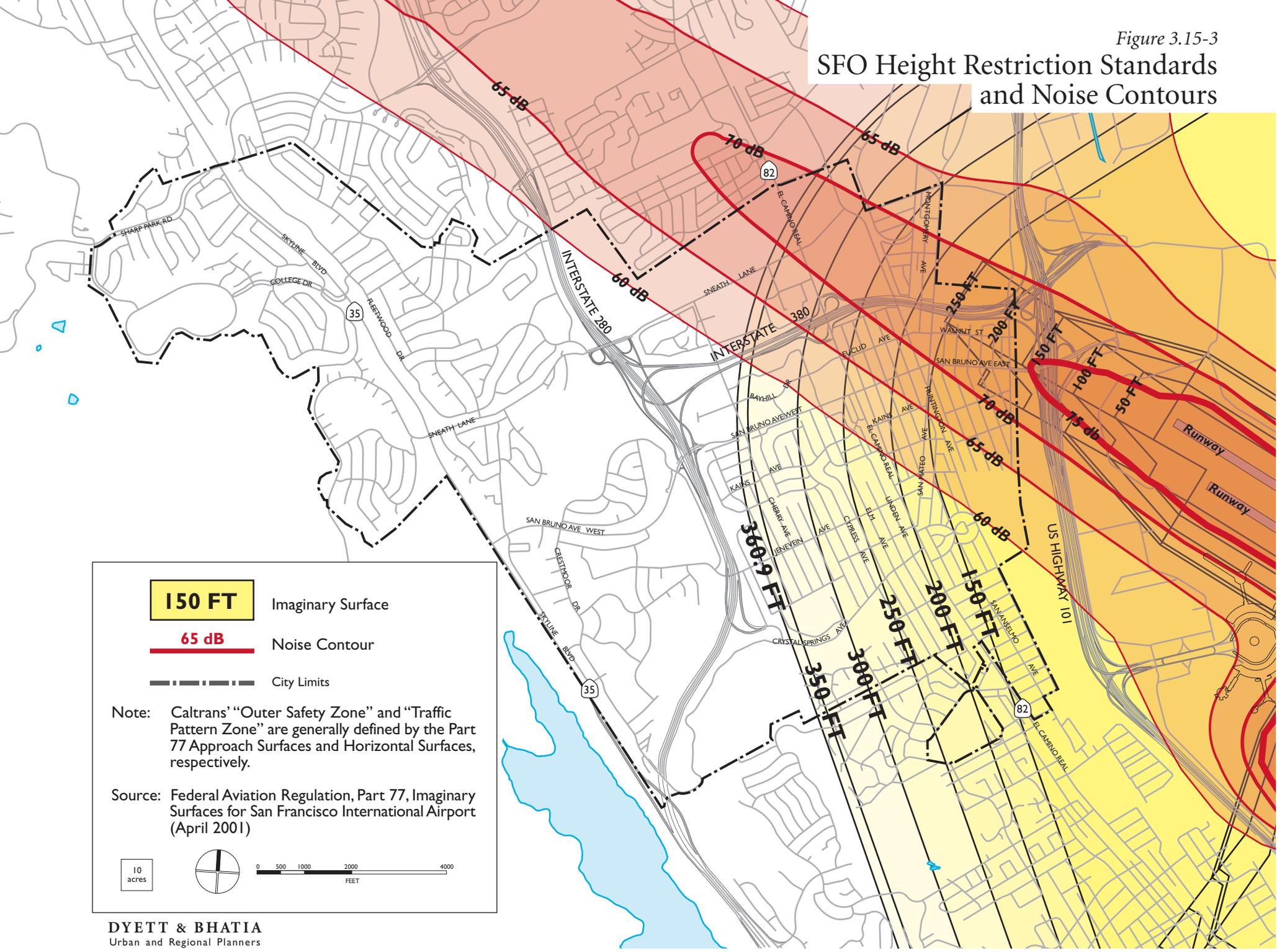
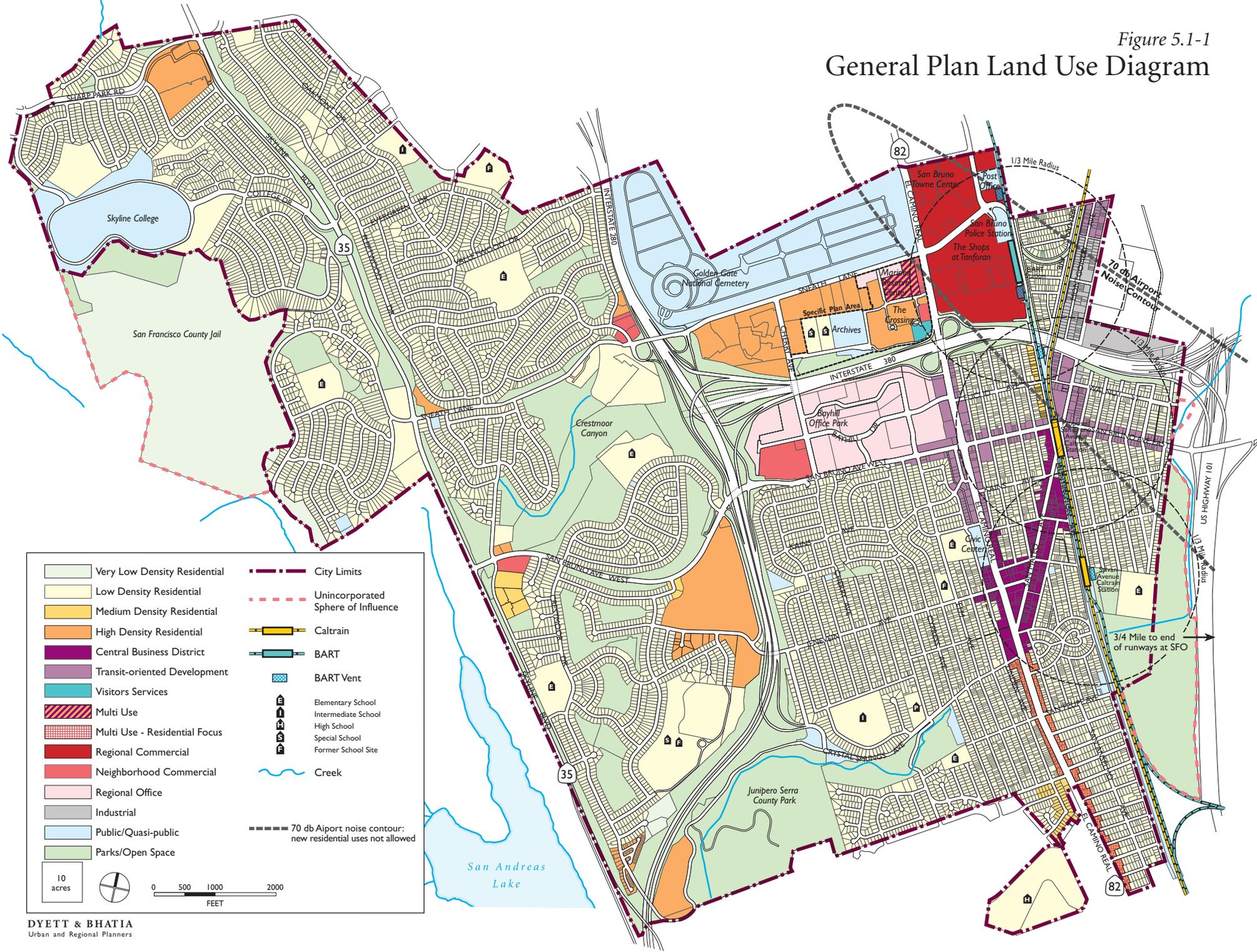


Figure 5.1-1  
General Plan Land Use Diagram

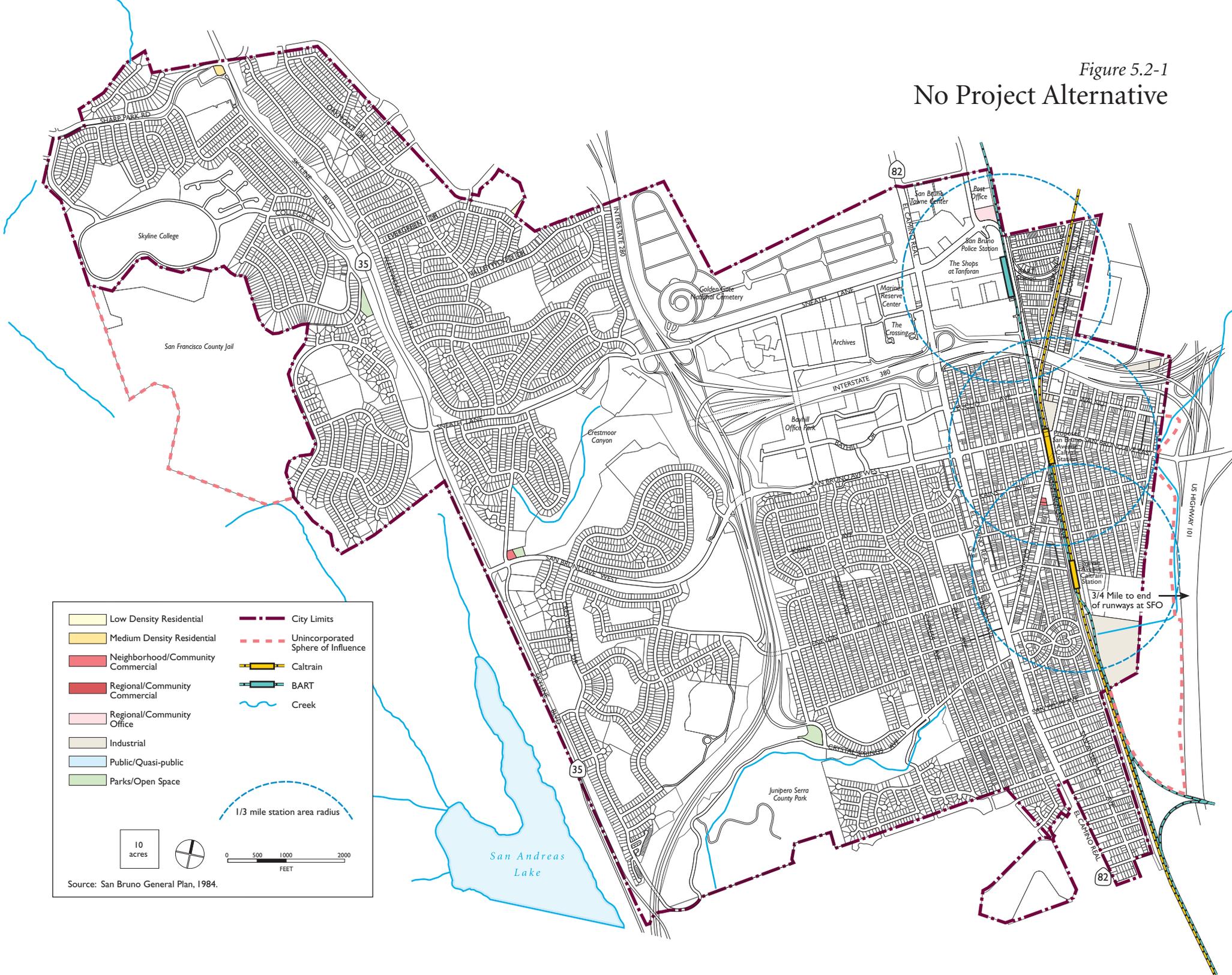


	Very Low Density Residential		City Limits
	Low Density Residential		Unincorporated Sphere of Influence
	Medium Density Residential		Caltrain
	High Density Residential		BART
	Central Business District		BART Vent
	Transit-oriented Development		Elementary School
	Visitors Services		Intermediate School
	Multi Use		High School
	Multi Use - Residential Focus		Special School
	Regional Commercial		Former School Site
	Neighborhood Commercial		Creek
	Regional Office		70 db Airport noise contour: new residential uses not allowed
	Industrial		
	Public/Quasi-public		
	Parks/Open Space		

10 acres

0 500 1000 2000  
FEET

Figure 5.2-1  
No Project Alternative



	Low Density Residential		City Limits
	Medium Density Residential		Unincorporated Sphere of Influence
	Neighborhood/Community Commercial		Caltrain
	Regional/Community Commercial		BART
	Regional/Community Office		Creek
	Industrial		
	Public/Quasi-public		
	Parks/Open Space		

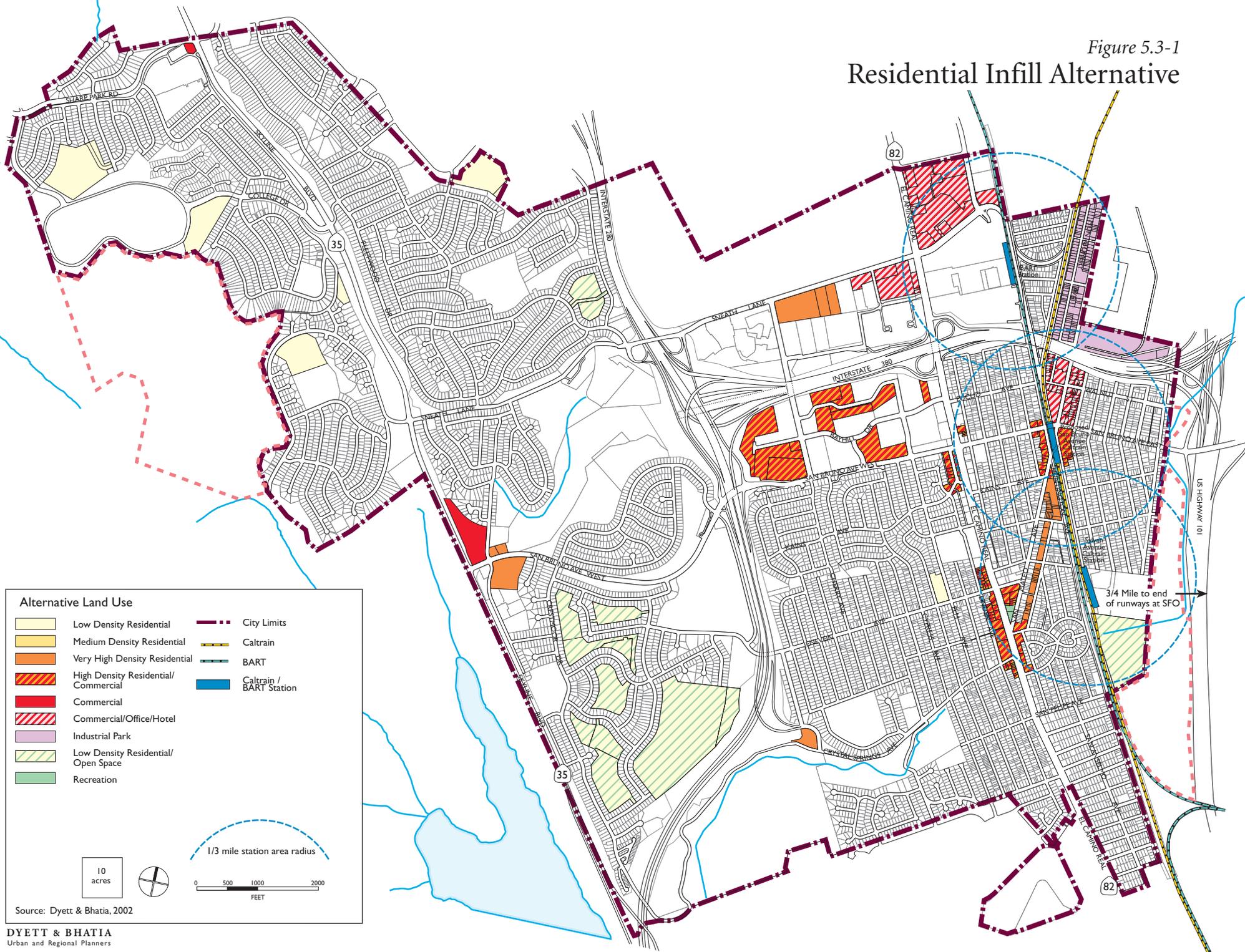
10 acres

0 500 1000 2000 FEET

1/3 mile station area radius

Source: San Bruno General Plan, 1984.

Figure 5.3-1  
Residential Infill Alternative



**Alternative Land Use**

	Low Density Residential		City Limits
	Medium Density Residential		Caltrain
	Very High Density Residential		BART
	High Density Residential/Commercial		Caltrain / BART Station
	Commercial		
	Commercial/Office/Hotel		
	Industrial Park		
	Low Density Residential/Open Space		
	Recreation		

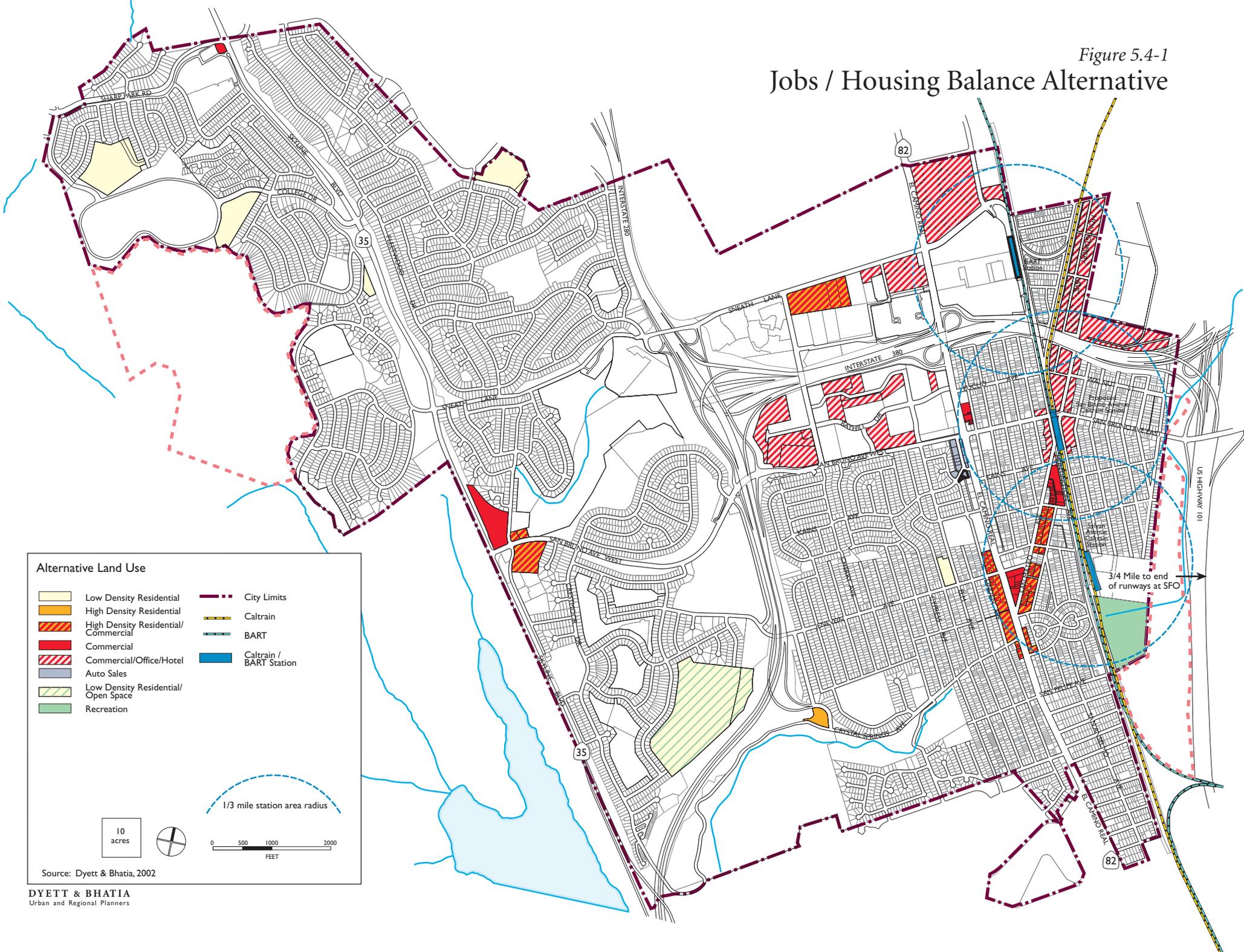
10 acres

1/3 mile station area radius

0 500 1000 2000 FEET

Source: Dyett & Bhatia, 2002

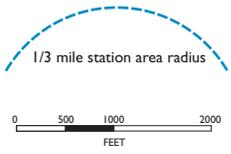
Figure 5.4-1  
Jobs / Housing Balance Alternative



Alternative Land Use

- Low Density Residential
- High Density Residential
- High Density Residential/Commercial
- Commercial
- Commercial/Office/Hotel
- Auto Sales
- Low Density Residential/Open Space
- Recreation
- City Limits
- Caltrain
- BART
- Caltrain / BART Station

10  
acres



Source: Dyett & Bhatia, 2002