



SAN BRUNO HOUSING ELEMENT 2015-2023

INITIAL STUDY AND NEGATIVE DECLARATION

DECEMBER 22, 2014

**NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION
FOR THE SAN BRUNO HOUSING ELEMENT 2015-2023**

December 22, 2014

To: Responsible Agencies, Interested Parties and Organizations

Subject: Notice of Intent to Adopt a Negative Declaration for the San Bruno Housing Element 2015-2023

The City of San Bruno is preparing a Housing Element for the 2015-2023 planning timeframe, and has determined that the project will not result in significant environmental impacts. The City of San Bruno will consider adoption of a Negative Declaration for this project. Action is anticipated to occur on this proposed Negative Declaration in February 2015. The San Bruno Planning Commission will first hold a public hearing to consider the Housing Element and Negative Declaration make a recommendation to the City Council, which will then consider final approval at a later public hearing. It should be noted that the approval of a Negative Declaration does not constitute approval of the project (the San Bruno Housing Element itself) under consideration. The decision to approve or deny the project will be made separately.

The San Bruno Housing Element, a component of San Bruno's General Plan, presents a comprehensive set of housing policies and actions to address identified housing needs for the years 2015–2023. It builds on an assessment of San Bruno's housing needs (including the City's regional housing needs allocation) and an evaluation of existing housing programs, available land, and constraints on housing production. Initiatives proposed to facilitate ongoing provision of affordable and market-rate housing in the city include conservation of residential neighborhoods, reuse of former school sites, and redevelopment of transit corridors into mixed-use areas with residential components. All of these major initiatives are consistent with the recently-adopted San Bruno 2025 General Plan and Transit Corridors Specific Plan (2013).

CEQA Guidelines Section 15082(b) directs each Responsible Agency to respond to a Notice within thirty days (30) after receipt. The review period will extend from December 24, 2014 through January 23, 2015. The proposed Negative Declaration and Draft Housing Element are available for review at the City Clerk's counter at the address below and on the City's website. Please send your written response, with the name of your agency contact person, to the following address:

Mark Sullivan, Long-Range Planning Manager
Community Development Department
City of San Bruno
567 El Camino Real
San Bruno, CA 94066

Your views and comments on how the project may affect the environment are welcomed. Please contact Mark Sullivan at (650) 616-7053 if you have any questions regarding this Notice.

Project Title: San Bruno Housing Element 2015-2023



Mark Sullivan, Long-Range Planning Manager
City of San Bruno

12/22/14

Date

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SAN BRUNO HOUSING ELEMENT (2015-2023)

INITIAL STUDY

December 18, 2014

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I. INTRODUCTION

The proposed Housing Element Update (2015–2023) is a project under the California Environmental Quality Act (CEQA). This Initial Study checklist was prepared to assess the environmental effects of the proposed Housing Element Update (2015–2023). The Initial Study consists of a depiction of the existing environmental setting, as well as the project description, followed by a description of various environmental effects that may result from the proposed Project. This Initial Study was prepared by the City of San Bruno, Community Development Department. The Initial Study was prepared pursuant to the CEQA (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations). The proposed project is an update of the City's 2007-2014 Housing Element and covers the planning period from 2015 to 2023.

A detailed project description and environmental setting discussion are provided below.

A. Housing Element Requirements

All California cities and counties are required to have a Housing Element included in their General Plan to establish housing objectives, policies and programs in response to community housing conditions and needs. The 2015-2023 Housing Element is a comprehensive statement by the City of San Bruno of its current and future housing needs and proposed actions to facilitate the provision of housing to meet those needs. The proposed Housing Element is a policy level document. It provides policy direction for the implementation of various programs to accommodate the housing needs of projected population growth, and to encourage the production of housing units in a range of prices affordable to all income groups.

The Housing Element is one of seven State-mandated elements of the San Bruno General Plan. Housing Element law requires local jurisdictions to plan for and allow the construction of a share of the region's projected housing needs. This share is called the Regional Housing Needs Allocation (RHNA). State law mandates that each jurisdiction provide sufficient land to accommodate a variety of housing opportunities for all economic segments of the community to meet or exceed the City's RHNA. The Association of Bay Area Governments (ABAG), as the regional planning agency, calculates the RHNA for San Mateo County. In 2012, jurisdictions in San Mateo County formed a sub-region to distribute the County's housing allocation for RHNA 5 to the various cities in San Mateo County, including San Bruno.

The City's 2007-2014 Housing Element was adopted on March 23, 2010. The State Department of Housing and Community Development (HCD) certified the Housing Element on June 15, 2010. The 2007-2014 Housing Element demonstrated that the City had adequate capacity to meet the RHNA requirements for the 2007-2014 planning period. The City of San Bruno's RHNA allocation for the 2015–2023 planning period, as determined through the San Mateo County sub-RHNA process, is for a total of 973 dwelling units.

The Housing Element for the 2015–2023 planning period is required to be adopted by early 2015. Local governments that adopt their Housing Element on time will not have to adopt another housing element for eight years, instead of every four years.

B. 21 Elements Collaboration

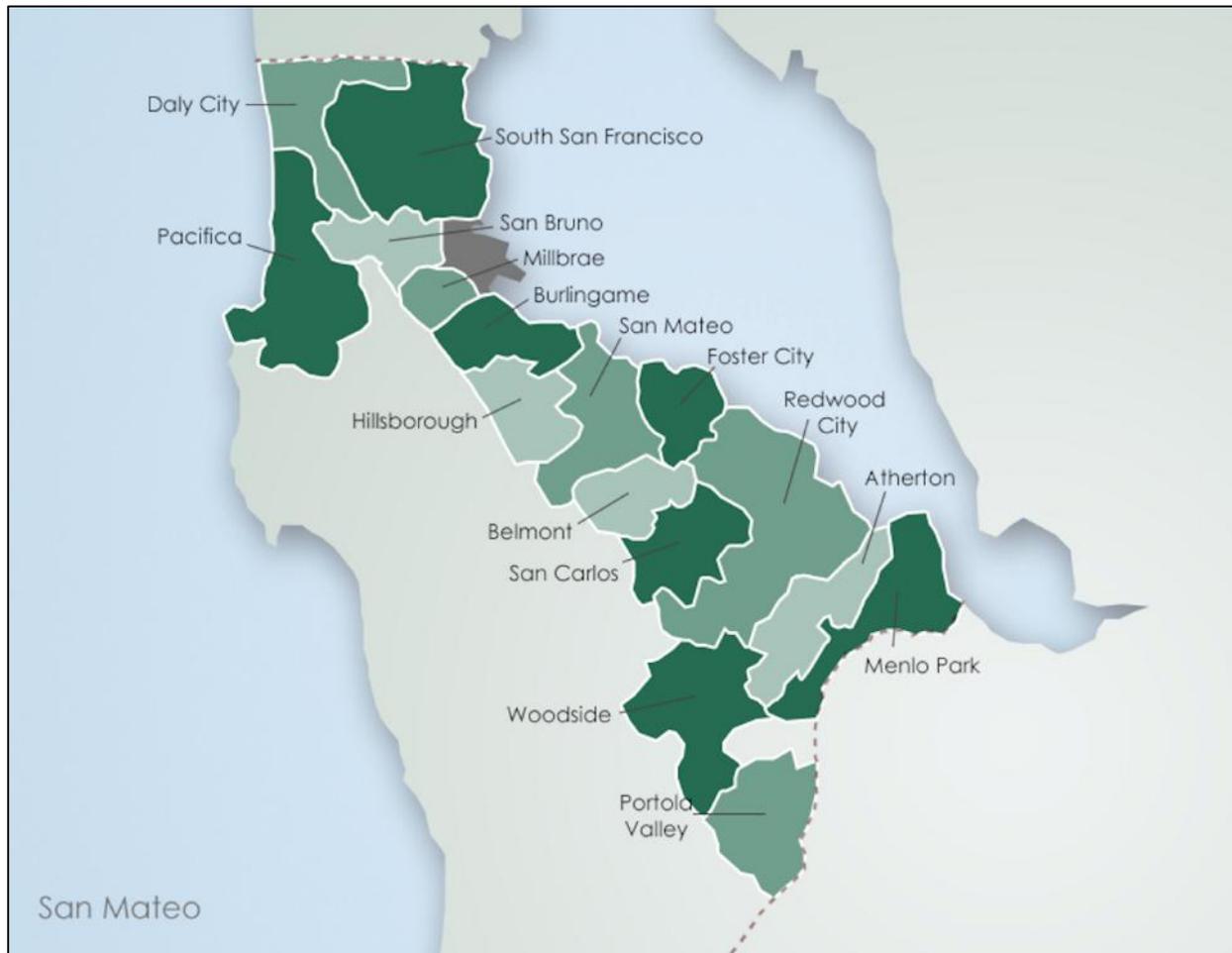
21 Elements is a countywide collaborative effort involving all 21 jurisdictions in San Mateo County that makes it easier and less costly for the jurisdictions to develop high quality, certified housing elements, and to improve housing policy implementation. The products from the 21 Elements process include a variety of tools that can be used by jurisdictions in their Housing Element update process. Key goals of 21 Elements include: (1) providing useful, high quality and timely material for jurisdictions; (2) working closely with HCD to identify and eliminate potential complications long before they occur (3) saving jurisdictions time and money; (4) provide opportunities for sharing of data and best practices; and, (5) coordinating the implementation of key housing policy projects for interested jurisdictions.

As background for this collaborative effort, the 21 jurisdictions of San Mateo County came together in 2006 as they prepared for the Regional Housing Needs Allocation (RHNA) process for the RHNA 4 Housing Element update. The discussions evolved from redistributing the County's RHNA to a more complex way of partnering. In 2008, 21 Elements was formed to provide ways for the 21 jurisdictions to cooperate as they wrote their housing elements. Products from the effort have included: In-Depth Best Practice Materials on Special Topics; Legal Requirements and Housing Element Compliance; Materials for Conducting Public Outreach – Newsletters and Handouts; Database of Current Housing Elements Policies and Programs – A searchable database with policies and programs from other jurisdictions; Data on Housing Needs – Data from many sources were compiled for each jurisdiction; Information on Conducting an Available Sites Inventory; Guide to Constraints Analysis and Jurisdiction Specific Constraints Data; Policy statements and resources solicited from regional stakeholder organizations and posted on website.

21 Elements also actively engages stakeholder groups, partnering with nonprofit groups, government agencies and others. The groups have attended meetings, made presentations and suggested policies to adopt. After successfully completing work on material for jurisdiction housing elements, 21 Elements also has assisted with housing program implementation. During the current housing element for RHNA 5 (2015-2023), all jurisdictions have received baseline materials and 17 out of the 21 participating jurisdictions, including San Bruno, opted to receive greatly expanded materials, including a full housing needs sections pre-certified by HCD, complete review and revise sections and tailored community outreach material.

C. San Bruno Municipal Code

The City of San Bruno Zoning Ordinance is the mechanism used to implement the goals, objectives, and policies of the General Plan and to regulate all land use within the city. The Zoning Ordinance is found in the San Bruno Municipal Code Title 12 Land Use. The Zoning Ordinance establishes various districts within the boundaries of the city, enacts restrictions for erecting, constructing, altering or maintaining certain buildings, and identifies particular trades or occupations that can make use of certain land use designations. The Zoning Ordinance includes development regulations that set forth: height and bulk limits for buildings; open space standards that shall be required around buildings; and other appropriate regulations to be enforced in each district.

Figure 1b: Map of San Mateo County

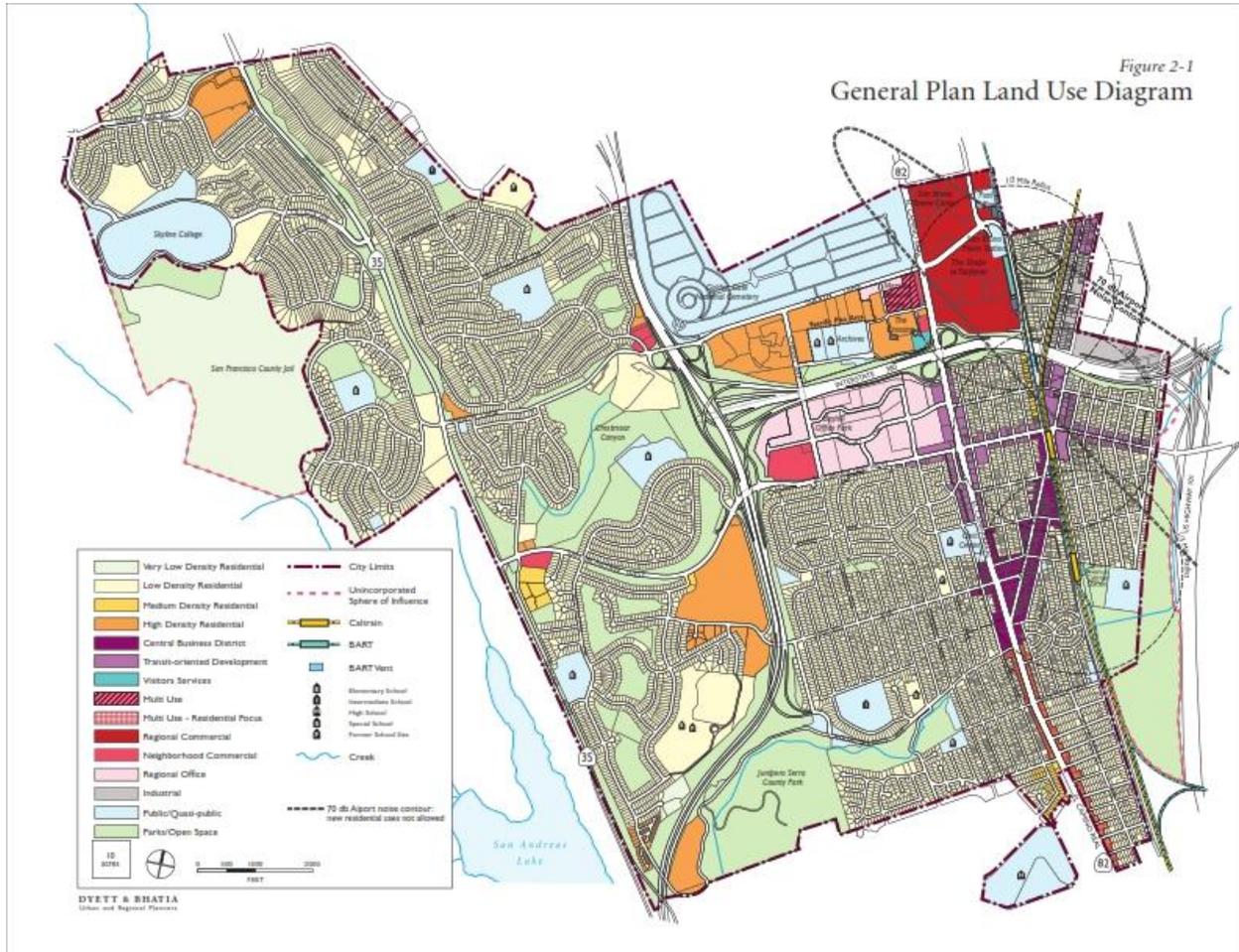
The San Bruno Sphere of Influence (SOI) and Planning Area includes incorporated City lands and those areas that may be considered for future annexation by the City. The San Bruno SOI is regulated by the San Mateo Local Agency Formation Commission (LAFCo), which determines the unincorporated communities that would most likely be best served by City services and hence represent areas with the greater potential for annexation by the City. Once property is annexed into the City, future development is subject to the standards prescribed by the San Bruno General Plan, Municipal Code and other City regulations.

The SOI designation for the City includes the unincorporated the San Francisco County Jail area along the western boundary of the City and approximately 80 acres of open space belonging to SFO. The potential future development under the proposed Project does not include any area outside the City Limits, however, for the purposes of this environmental review, the City's SOI defines the Study Area boundaries.

Interstate 280 and Highway 101 provide north-south access to San Francisco to the north and San Jose to the south. Interstate 380 provides east-west access between Highway 101 and Interstation 280. State Route 84 and State Route 92 provide access to the East Bay across the Dumbarton and San Mateo Bridges. A new San Bruno Caltrain station is located on San Bruno Avenue with service to San Francisco and San Jose. The station was relocated from an at-grade

location on Sylvan Avenue to the newly constructed grade separated tracks at San Bruno Avenue and Huntington Avenue in 2014. The city is shown in its local context in Figure 2.

Figure 2: Map of San Bruno with General Plan Land Uses



B. Project Description

The proposed Project is an update to the San Bruno Housing Element, adopted on April 23, 2010. Under the proposed Project, the City needs to demonstrate that it can accommodate 1,155 housing units during the 2015–2023 Housing Element planning period. In compliance with Government Code Section 65580 *et seq.*, the proposed Housing Element update, which supports the goals and policies of the City’s current Housing Element, provides policies and implementing programs under which new housing development would be allowed. The proposed Housing Element includes updated policies and programs that are intended to guide the City’s housing efforts through the 2015–2023 planning period.

The City of San Bruno’s RHNA for the 2015–2023 planning period is 1,155 dwelling units. As shown in Table 1 below, the City can accommodate 810 units of this housing allocation through a combination of built or approved housing and existing zoning for higher density housing and other housing types. The City will need to rezone to accommodate the remaining 345 units of its RHNA. The updated Housing Element includes a program (Program 2-A) to rezone sites to accommodate the City’s RHNA. Potential future housing locations are shown on Figure 3.

Table 1: San Bruno Regional Housing Needs Allocation (RHNA) and Programs in the 2015-2023 Housing Element

Category	Units Built/Approved (in the Pipeline) and Units Provided Through Housing Element Programs or Existing Residential Zoning					
	Very Low Income	Low Income	Lower Income SUBTOTAL*	Moderate Income	Above Moderate Income	Total
2014-2022 RHNA	358	161	519	205	431	1,155
Units in the Pipeline After January 1, 2014						
Scattered Site Single Family Units	0	0	0	3	0	3
New Second Units	4	0	4	0	0	4
Plaza Apartments, 406 San Mateo Ave	0	0	0	42	41	83
Glenview Terrace	0	0	0	0	30	30
N/A	0	0	0	0	0	0
Subtotal	4	0	4	45	71	120
Residual 2014-2022 RHNA (subtracting units in the pipeline)	354	161	515	160	360	1,035
New Units Potential Under 2015-2023 Housing Element Programs						
Zoned Residential	44	49	93	68	461	622
Rezoning Required (Program 2-A)	288	131	419	168	371	958
Second Units (Program 1-C)	22	12	34	0	0	34
Rehabilitation	12	6	18	0	0	18
Subtotal	366	198	564	236	832	1,632
Remaining Adjusted RHNA	-12	-37	-49	-76	-472	-597

*The "Lower Income SUBTOTAL" adds together the very low and low income units required under RHNA

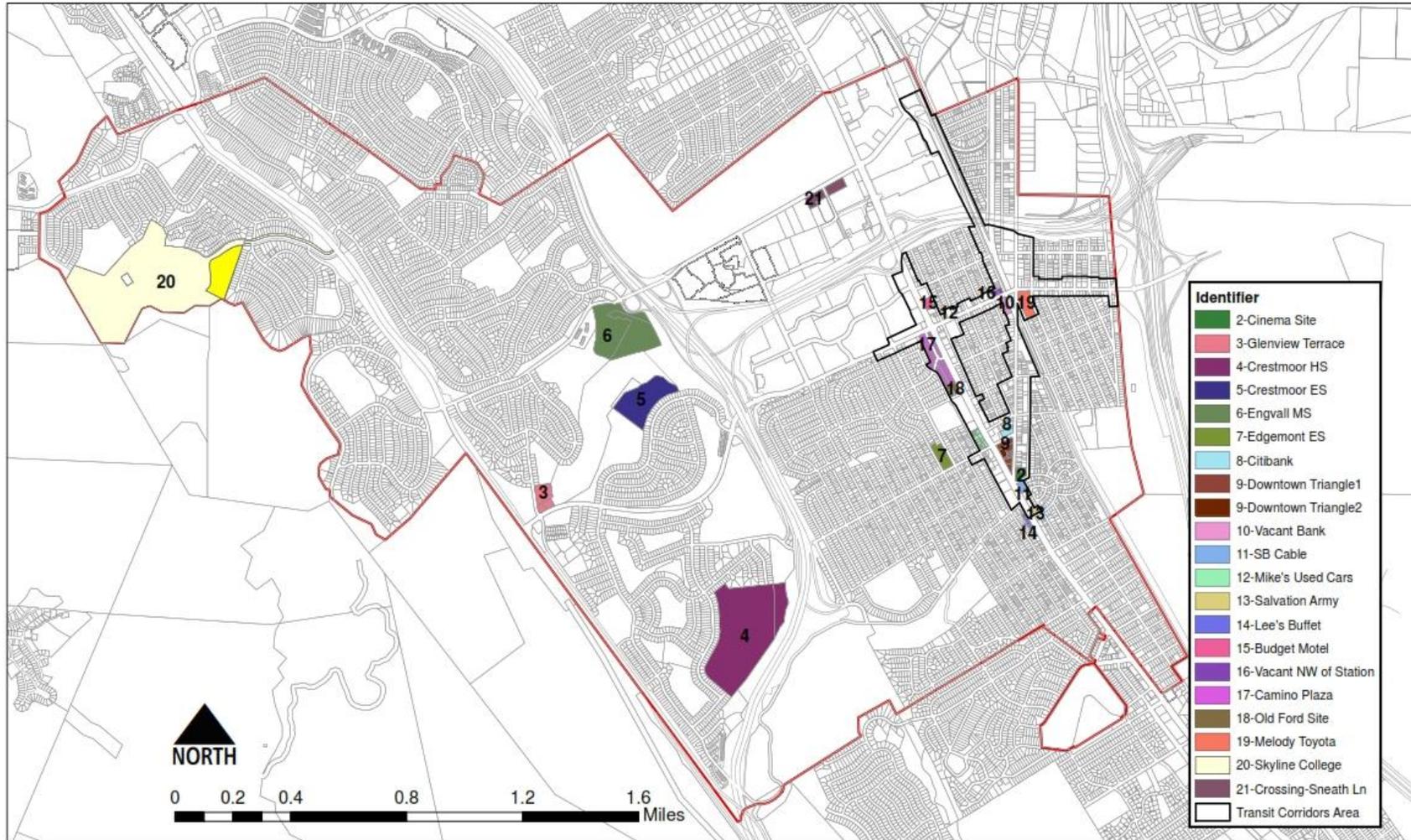
**Units in the Pipeline include units built, approved or applications submitted (with estimated project affordability) after January 1, 2014

***Moderate income units can be considered affordable for Above Moderate Income households

Source: City of San Bruno Draft Housing Element dated October 14, 2014 page 4-21

Figure 3: Housing Locations in San Bruno

Figure 4.4-1
Inventory of Available Housing Sites
San Bruno Housing Element (RHNA: 2014-2022)



C. Potential Physical Changes

Altogether, the proposed Project does not include actions that could directly or indirectly result in substantial physical changes to the environment. The proposed Project would enable the City of San Bruno to meet its RHNA housing needs for 2015-2023.

The potential future housing permitted under the proposed Project would not increase development potential in San Bruno beyond what was considered in the General Plan as amended in February 2013 with the adoption of the Transit Corridors Specific Plan, but rather would allow for new housing and secondary dwelling units where residential housing is currently permitted and will be permitted within the Transit Corridors Plan area with the completion of the zoning code update, which is currently in progress. No General Plan land use that would re-designate areas from one use to another (e.g., commercial to residential) would be required to accommodate these uses, however zoning changes will be required to bring the zoning code into conformance with General Plan land uses.

The General Plan (including the Housing Element) is a regulatory document that establishes goals and polices to guide development, as well as outline various districts within the boundaries of the city and establishing restrictions for erecting, constructing, altering or maintaining certain buildings, identifying certain trades or occupations, and establishes certain uses of lands. No specific development projects have been identified or are proposed as part of the Project. Therefore, the proposed Project does not directly result in development in and of itself.

When specific implementing projects are identified, the development applications for such individual projects, as required, would be submitted separately to the City for review. All such development is required to: (1) be analyzed for conformance with the General Plan, applicable Specific Plans, Zoning Ordinance and other applicable federal, State and local requirements; (2) comply with the applicable requirements of CEQA; and, (3) obtain all necessary clearances and permits. Throughout this Initial Study applicable General Plan goals, policies and programs are identified to bolster consistency with mandatory regulation and illustrate where the City has already taken action to address a potential impact and support any gray areas where project details are unknown.

D. Checklist of Sources

The following sources are referenced in the Initial Study Checklist, and are hereby incorporated by reference into this document:

Sources

1. City of San Bruno General Plan
2. City of San Bruno General Plan EIR
3. City of San Bruno Transit Corridors Plan Specific Plan
4. City of San Bruno Transit Corridors Plan Specific Plan EIR
5. City of San Bruno Municipal Code
6. Draft City of San Bruno 2015-2023 Housing Element
7. City of San Bruno 2007-2014 Housing Element
8. State Planning and Zoning Law

9. Subdivision Map Act
10. National Pollution Discharge Elimination System (NPDES) Permit
11. Composite Flood Hazard Areas - HUD National Flood Insurance Program
12. Project Plans and Reports
13. Field Inspection
14. Experience with other projects of this size and nature
15. Aerial Photography
16. USGS Data Contribution
17. California Natural Diversity Database
18. Federal Environmental Standards
 - (a) Water Quality Standards - 40 CFR 120
 - (b) Low-Noise Emission Standards - 40 CFR 203
 - (c) General Effluent Guidelines & Standards - 40 CFR 401
 - (d) National Primary & Secondary Ambient Air Quality Standards - 40 CFR 50
19. State/Federal Environmental Standards
 - (a) Ambient Air Quality Standards
 - (b) Noise Levels for Construction Equipment
20. Bay Area Air Pollution Control District
21. California Natural Areas Coordinating Council Maps
22. U.S. Census
23. Historical Resource Inventory
24. ABAG Projections 2013
25. BAAQMD CEQA Guidelines Assessing the Air Quality Impacts of Projects and Plans
26. Department of Fish & Game
27. US Army Corps of Engineers
28. California Department of Transportation website, Officially Designated State Scenic Highways
29. Caltrans, California Scenic Highway Mapping Program, Route 280 Photo Album, http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm,
30. California Department of Conservation, 2010, San Mateo County Important Farmland 2010
31. California Department of Conservation, 2010, California Land Conservation (Williamson) Act 2010 Status Report
32. California Seismic Safety Commission (CSSC), California Geological Survey (CGS), California Emergency Management Agency (CalEMA), and United States Geological Survey (USGS), *Earthquake Shaking Potential for the San Francisco Bay Region*, 2003,
33. Santa Clara County Airport Land Use Commission
34. San Carlos Airport
35. San Francisco International Airport
36. Palo Alto Airport
37. San Mateo County Airport Land Use Commission
38. CalEMA, 2009. *Tsunami Inundation Map for Emergency Planning, State of California – County of San Mateo*

39. Association of Bay Area Governments (ABAG). *Landslide Maps and Information: Earthquake Induced Landslides and Rainfall Induced Landslides*
40. San Francisco Bay Conservation and Development Commission, 2005, "Salt Ponds" Staff Report

Links

41. <http://www.abag.ca.gov/>
42. <http://www.baaqmd.gov/>
43. <http://www.bart.gov/>
44. <http://www.catc.ca.gov/>
45. <http://www.dot.ca.gov/>
46. <http://www.mtc.ca.gov/>
47. <http://www.caltrain.com/>
48. <http://www.commute.org/>
49. <http://www.samtrans.com/>
50. <http://www.bcdc.ca.gov/>
51. <http://www.swrcb.ca.gov/rwqcb2/>
52. <http://www.smcenergywatch.org/>
53. <http://planning.smcgov.org/>
54. <http://www.recycleworks.org/>
55. <http://www.smcta.com/>
56. <http://www.flowstobay.org/>
57. <http://www.statelocalgov.net/state-ca.cfm>
58. <http://www.sustainablesanmateo.org/>
59. <http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm>,
60. http://www.bcdc.ca.gov/pdf/planning/reports/salt_ponds.pdf,
61. <http://quake.abag.ca.gov/landslides/>
62. <http://www.sccgov.org/sites/planning/Plans%20-%20Programs/Airport%20Land-Use%20Commission/Documents/PAO-adopted-11-19-08-CLUP.pdf>,
63. <http://quake.abag.ca.gov/earthquakes/sanmateo/>,

III. ENVIRONMENTAL CHECKLIST FORM

A. CONTACT INFORMATION AND PROJECT CONTEXT

Project Title:	San Bruno Housing Element 2015-2023
Lead agency name and address:	Community Development Department City of San Bruno 567 El Camino Real San Bruno, CA 94066
Contact person and phone number:	Mark Sullivan Long-Range Planning Manager 650-616-7053 msullivan@sanbruno.ca.gov
Project Location:	City of San Bruno, California
Project sponsor's name and address (Same as Lead Agency)	Community Development Department City of San Bruno 567 El Camino Real San Bruno, CA 94066
General Plan Designation:	Citywide (various designations)
Zoning:	Citywide (various districts)
Description of project:	See page 7 of this Initial Study
Surrounding land uses and setting:	See page 5 of this Initial Study
Other public agencies whose approval is required	The Project and environmental review will be adopted and approved by the City of San Bruno, without oversight or permitting by other agencies. Following City approval, the State Department of Housing and Community Development (HCD) will be asked to certify the City's Housing Element
Surrounding Land Uses and Setting	See page 5 of this Initial Study

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

C. DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Mark Sullivan
Signature

12/18/14
Date

Mark Sullivan
Printed Name

Long-Range Planning Manager
Title

D. EVALUATION OF ENVIRONMENTAL IMPACTS:

1. AESTHETICS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Would the project have a substantial adverse effect on a scenic vista?**
 (Sources: 1, 5, 6, 7, 28 and 29)

A substantial adverse effect to visual resources could result in situations where a project introduces physical features that are not characteristic of current development, obstructs an identified public scenic vista or has a substantial change to the natural landscape. All new development under the 2015-2023 Housing Element would be consistent with the City’s General Plan, current Zoning and applicable Specific Plans. The 2015-2023 Housing Element will not affect scenic vistas or damage scenic resources because any new development would be subject to the City’s design review requirements intended to protect the visual character and quality of areas.

Potential future development permitted under the proposed Project would have the potential to affect scenic vistas and/or scenic corridors if new or intensified development blocked views of areas that provide or contribute to such vistas. Potential effects could include blocking views of a scenic vista/corridor from specific publically accessible vantage points or the alteration of the overall scenic vista/corridor itself. Such alterations could be positive or negative, depending on the characteristics of individual future developments and the subjective perception of observers.

The majority of the City’s current development standards are consistent with the 2015-2023 Housing Element in the regulation of building height, setbacks, massing and overall design in San Bruno. However, the City is in the process of amending San Bruno zoning code to be consistent with the Transit Corridors Specific Plan, adopted in 2013, and Measure N, approved by voters on November 4, 2014. These general guidelines are provided to give property owners and designers basic development and design criteria to reinforce the desired building and character. Policies in the General Plan also cover conservation lands, circulation, downtown development, hillside development, etc., that are intended to protect open hillsides, open space and environmentally sensitive land areas. No rezoning to permit new or increased construction in areas near scenic vistas or State scenic highways is proposed in the Housing Element.

Scenic corridors are considered an enclosed area of landscape, viewed as a single entity that includes the total field of vision visible from a specific point, or series of points along a linear transportation route. Public view corridors are areas in which short-range, medium-range, and long-range views are available from publicly accessible viewpoints, such as from city streets. However, scenic vistas are generally interpreted as long-range views of a specific scenic

feature (e.g., open space lands, mountain ridges, bay, or ocean views).

San Bruno's main thoroughfares include El Camino Real, which is developed with auto-related uses, restaurants, mostly one-story commercial establishments, and Civic Center buildings, and bisects San Bruno. Other major thoroughfares include San Bruno Avenue, Huntington Avenue and San Mateo Avenue, which include landscaped office parks with mid-rise buildings interspersed with landscaped parking areas, residential and light industrial uses, as well as the downtown area. The City has several locally designated scenic corridors, including Skyline Boulevard, Crystal Springs Road, Sharp Park Road, and Sneath Lane, as well as Interstate 280 (I-280), which is considered a scenic highway per the California Scenic Highways Program.

The tall, shady trees along San Bruno roadways are generally considered the "scenic" characteristic identified for designation on the following scenic corridors:

- *Skyline Boulevard*. The entire length of Skyline Boulevard (Highway 35) is designated by Caltrans as a State Scenic Highway. Skyline Boulevard, which lies along the eastern ridge of the coastal range, features mature Eucalyptus trees and views of the San Francisco Bay.
- *Interstate 280*. I-280 is designated by Caltrans as a State Scenic Highway. Most of the San Bruno segment is lined with tall, shady trees, with partial views of San Francisco to the north and the Bay to the east.
- *Crystal Springs Road*. Crystal Springs Road is designated by the San Mateo County General Plan as a County Scenic Road. West of San Bruno City Park, this residential street narrows and tall eucalyptus trees on either side of the roadway give the sense of a wooded grove.
- *Sharp Park Road*. Sharp Park Road is designated by the San Mateo County General Plan as a County Scenic Road. West of San Bruno, Sharp Park Road features striking views of the Pacific coastline.
- *Sneath Lane*. Sneath Lane, west of El Camino Real, is designated by the City of San Bruno as a scenic corridor. West of I-280, Sneath Lane features partial views of San Francisco Bay, while east of I-280, it features views of Sweeney Ridge. Tall, shady trees line the roadway, and most development is set back from the street and accessed from side roads.

Compliance with the general development standards as well as the General Plan goals and policies identified in the San Bruno General Plan, described at the would address the preservation of scenic vistas and corridors in the city.

The following General Plan goals and policies would minimize adverse effects on scenic vistas and scenic corridors.

Applicable General Plan Goals and Policies:

- T-C Preserve and enhance the unique natural features that constitute San Bruno's scenic roadways, as well as the visual quality of major gateways to the City.
- T-25 Coordinate with Caltrans, San Mateo County, and adjacent cities in order to maintain a consistent approach in applying scenic conservation standards in roadway design, improvements, and maintenance.
- T-26 Continue to limit widening, modification, or realignment of the City's scenic corridors, consistent with Ordinance 1284. Preserve large trees and other natural features, limit signage, maintain wide setbacks, and reduce traffic speeds along these roadways.

- T-27 Continue to support beautification efforts along Interstate 280, an officially designated State Scenic Highway.
- T-28 Recognize and protect the following as local scenic corridors:
- Skyline Boulevard, State Scenic Highway
 - Crystal Springs Road, County Scenic Road
 - Sharp Park Road, County Scenic Road
 - Sneath Lane
- T-29 Review and update the City's Scenic Corridor Protection Program for I-280, Skyline Boulevard, and future State-designated scenic highways.
- T-30 Improve the appearance of the following streets:
- El Camino Real: Continue landscaping the median strips and review projects for good design. Coordinate landscaping design with neighboring jurisdictions.
 - San Mateo Avenue: Continue implementation of the Street Beautification Plan in conjunction with merchants and property owners.
 - San Bruno Avenue (west of El Camino Real): Retain trees on Bayhill property along San Bruno Avenue, consistent with the City's Tree Preservation policy.
 - Huntington Avenue/railroad tracks: Continue landscaping along both sides of the railroad tracks.
 - Improve the appearance of the following major gateways to the city with landscaping and improved architectural design:
 - San Bruno Avenue, western city limits
 - El Camino Real, northern and southern city limits
 - Skyline Boulevard, northern and southern city limits
 - Sharp Park Road, western city limits
- T-31 Encourage local citizens and organizations to help design and maintain street and gateway improvements.
- T-32 Encourage design of public and private development to frame vistas of the Downtown, public buildings, parks, and natural features.
- T-33 Promote and facilitate planting of shade trees along all streets within San Bruno, through public education, developer incentives, and general beautification funds. Tree specifics should be selected to create a unified image and an effective canopy.

As discussed above, potential future development permitted under the proposed Project would be subject to the general development standards within the City's Municipal Code, Title 12 Land Use. Accordingly, the proposed Project would not be expected to significantly alter scenic view sheds in the zoning districts affected by the proposed Project and overall impacts to scenic corridors and vistas within the city would be *less than significant*. Implementation of the listed General Plan goals and policies would further ensure that impacts on scenic vistas would be *less than significant*.

- b) **Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a State scenic highway?**
(Sources: 1, 5, 6, 7, 28 and 29)

The California Scenic Highway Program, maintained by the California Department of Transportation (Caltrans), protects scenic State highway corridors from changes that would diminish the aesthetic value of lands adjacent to the highways. Caltrans designated the segment of I-280 that runs from the Santa Clara County line to the San Bruno city limit as a scenic highway. This State-designated scenic highway runs approximately 2 miles along the edge of the City. Caltrans describes the scenic value of I-280 as follows: "The motorist is offered middle ground forest and mountain vistas, background water and mountain panoramas, and enclosed lake and mountain ridge views as the route traverses the environmentally fragile valley created by the San Andreas Earthquake Fault."

Additionally, Ordinance 1284, adopted in June 1977, restricts development that encroaches upon, modifies, widens or realigns local scenic corridors of Sneath Lane and Crystal Springs Road.

The most likely potential future development that could occur within the I-280 view shed and along local scenic corridors would be that associated with a secondary housing unit in an existing residential district and would not impact views along the scenic highway corridor. Redevelopment of existing office uses along Sneath Lane could also occur, which would require design review subject to Ordinance 1284. Accordingly, impacts related to scenic highways would be *less than significant*.

- c) **Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**
(Sources: 1, 5, 6, 7, 28 and 29)

As discussed in Section 1(a) above, potential development permitted as a result of the proposed Project would be restricted to the existing built environment. Potential development under the proposed Project would be required to comply with enumerated development standards set forth in the City's Municipal Code, Article III. Zoning of Title 12 Land Use, to ensure compatibility with adjoining land uses. Additionally, implementation of the General Plan goals and policies, as listed in a) above and in this section, below, would protect the existing visual character or quality of the city and its surroundings. Accordingly, future development permitted under the proposed Project would result in a *less than significant impact* to the visual character.

The following General Plan goals and policies would minimize adverse effects on visual character and aesthetics.

Applicable General Plan Goals and Policies:

- ERC-2 Preserve as open space those portions of property which have significant value to the public as scenic resources, aesthetic, or recreation purposes.
- ERC-3 Protect natural vegetation in park, open space, and scenic areas as wildlife habitat, to prevent erosion, and to serve as noise and scenic buffers.
- OSR-33 Balance Fire preventions goals with the preservation of the mature tree stands along the City's scenic corridors, including Sneath Lane, Skyline Boulevard, I-280, and Crystal Springs Road, consistent with the Tree Preservation Ordinance and Ordinance 1284. Landscaping of public rights-of-way along these corridors should complement the natural state.

- LUD-E Ensure that new development, especially in residential neighborhoods, is sensitive to existing uses, and is of the highest quality design and construction.
- LUD-I Engage in a new streetscaping and banner program at the City's major gateways to help foster San Bruno's sense of place.
- LUD-67 Conduct a design review of all development in "Areas visible from all sites" in Figure 2-3 to ensure it is not visually over-dominant.
- LUD-68 Provide incentives for developers to create view corridors from El Camino Real and Sneath Lane toward new internal open spaces at The Shops at Tanforan and Towne Center.
- LUD-70 Require buildings in Downtown and in Transit-Oriented Development district to screen mechanical equipments on the roof with non-glaring materials.
- LUD-71 Require buildings with a continuous façade of 100 feet or longer to use non-reflective materials to minimize adverse impact of glare.

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- Program 2-A: Update the Zoning Ordinance to make available adequate sites to accommodate San Bruno's share of regional housing need. Revise the Zoning Ordinance to reflect the San Bruno 2025 General Plan and Transit Corridors Plan (2013), including land use designations allowing mixed-use development
- Program 1-J: Ensure renovations are compatible with neighborhood character. Maintain design standards to ensure that residential additions and renovations are compatible with overall neighborhood character.
- Program 2-F: Ensure compatibility of new housing with neighborhood character. Use Residential Design Guidelines and Transit Corridors Plan Design Guidelines to ensure that new housing development proposals are compatible with existing neighborhood character.

- d) Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?**
(Sources: 1, 5, 6, 7, 28 and 29)

Substantial light and glare comes mainly from commercial areas, safety lighting, traffic on major arterials and the freeway, and street lights. Future potential development permitted under the proposed Project does not include any land use changes that would re-designate any existing land uses (e.g., residential to commercial, etc.). Light pollution, in most of the city is minimal, and is restricted primarily to street lighting along major arterials streets and Highway 101, and to nighttime illumination of commercial buildings, shopping centers and industrial buildings. Light spillage from residential areas, particularly older neighborhoods, is mostly well-screened by trees. Potential secondary dwelling units permitted under the proposed Project would occur in already largely built-out residential areas where street and site lighting currently exist and are accounted for in the San Bruno General Plan and the Housing Element.

The goals and policies in the General Plan listed above in Sections 1(a) and 1(c) would ensure that light and glare associated with potential future development under the proposed Project are minimized. Similar to the discussions in Sections 1(a) and 1(c) above, potential future development permitted under the proposed Project would be required to comply with enumerated general development standards set forth in the City's Municipal Code, Article III. Zoning of Title 12 Land Use, and applicable City design guidelines to ensure compatibility with adjoining land uses. These factors contribute to a *less than significant* impact with respect to light and glare.

2. AGRICULTURE AND FORESTRY RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or of conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (Sources: 1, 30 and 31)

The City has an established Planning Area/Sphere of Influence boundary, which is the limit of urban development. The proposed 2015-2023 Housing Element does not change any boundaries or the potential for agricultural activities. There are no proposals contained in the 2015-2023 Housing Element to convert Prime Farmland or any farmland of unique or statewide importance. In addition, there is no rezoning or development proposed on forest land or land or timber property zoned Timberland Production. There are also no proposals that would conflict with existing agricultural zoning or a Williamson Act contract, or result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, or conversion or loss of forest land.

Maps pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency categorize land within the city as primarily Urban and Built-Up Land. There are no agricultural lands identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the City of San Bruno. Based on the above, the proposed project would result in *no impact* on agricultural or forest resources.

b) Would the project conflict with an existing zoning for agricultural use, or a Williamson Act contract? (Sources: 1, 5, 30 and 31)

The California Land Conservation (Williamson) Act 2010 Status Report identifies land in Santa Mateo County that is currently under Williamson Act contract. However, as discussed in

response to Section 2(a), there is no agricultural land within San Bruno, and, therefore, implementation of the proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Consequently, there would be *no impact*.

- c) **Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**
(Sources: 1, 5, 14, 30 and 31)

According to 2003 mapping data from the California Department of Forestry and Fire Protection, the City does not contain any woodland or forest land cover. Thus, the City does not contain land zoned for Timberland Production and *no impact* would occur.

- d) **Would the project result in the loss of forest land or conversion of forest land to non-forest use?**
(Sources: 1, 5, 6, 7, 28 and 29)

For the reasons provided in response to Sections 2(a) through 2(c), there would be *no impact* in relation to the conversion of farmland to non-agricultural use or forest land to non-forest use.

- e) **Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or of conversion of forest land to non-forest use?**
(Sources: 1, 5, 14, 15, 30 and 31)

See Sections 2(a) through 2(d) above.

3. Air Quality Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the project conflict with or obstruct implementation of the applicable air quality plan?**
(Sources: 1, 14, 18, 19, 20 and 25)

The project site (City of San Bruno) is within the San Francisco Bay Area Air Basin (SFBAAB). The Bay Area Air Quality Management District (BAAQMD) is the regional air quality agency for

the San Francisco Bay Area Air Basin, which comprises all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara Counties, and the southern portion of Sonoma County and the southwestern portion of Solano County. Accordingly, the City is subject to the rules and regulations imposed by the BAAQMD, as well as the California ambient air quality standards adopted by the California Air Resources Board (CARB) and national ambient air quality standards adopted by the United States Environmental Protection Agency (U.S. EPA).

Potential development permitted under the proposed Project could potentially have significant impacts on air quality through additional automobile trips associated with additional housing units. However, the BAAQMD does not require project specific analysis for projects proposing less than 520 apartments/condominiums or resulting in less than 2,000 vehicle trips per day. If a project does not exceed either of these thresholds, it is typically assumed to have a less than significant impact on air quality. Since no projects have been identified or are proposed as part of the proposed Project, it would not result in any potential future development that would meet or exceed the current BAAQMD standards for air quality impacts.

The 2015-2023 Housing Element will not generate significantly more vehicle trips than the 2007-2014 Housing Element or any more vehicle trips than permitted under the City's current General Plan and Zoning Ordinance. Further, there are a number of City policies intended to address air pollutants and/or odors in the City. The number of dwelling units that would be developed through the 2015-2023 Housing Element would not result in significant cumulative impacts to air quality as growth and land use intensity are consistent with the City's current General Plan and current Zoning, as well as ABAG's Projections 2013. Since the 2015-2023 Housing Element is consistent with ABAG projections and the City's current General Plan and Zoning, development under the Project will not conflict with or obstruct implementation of the applicable air quality plans. Because they generate few vehicle trips traffic and few air pollutants, secondary dwelling units will not violate any air quality standard or contribute substantially to an existing or projected air quality violation, nor would they result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standards.

The 2015-2023 Housing Element contains policies to encourage housing near transit. These policies are in line with current City policies as they relate to the downtown area and the identification of potential sites for housing near transit and shopping. High density and mixed use sites are located along major corridors where transit is available.

Residential development in proximity to Highway 101, I-280, and State Routes 84 and 82, and Caltrain tracks could expose sensitive receptors to human health risks associated with toxic air contaminants (TACs). Concentrations of TACs such as diesel particulate matter are much higher near railroads traveled by locomotives and heavily traveled highways and intersections, and prolonged exposure can cause health risks such as cancer, birth defects, and neurological damage. Potential future development permitted under the proposed Project would not increase development potential and would allow for secondary dwelling units in Residential zoning districts where residential uses currently exist and are accounted for in the 2007-2014 Housing Element. Residential zoning districts are located throughout the City and in some cases are near major thoroughfares. While no projects have been identified or are proposed as part of the proposed Project, potential future development permitted under the proposed Project, subject to discretionary review, would be subject to separate environmental review as required under CEQA.

Given the proposed Project would not exceed BAAQMD standards of significance for air quality impacts and compliance with applicable and mandatory regulation (i.e., CEQA), potential future development permitted under the proposed Project would have *no impact* with respect to air quality.

- b) **Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**
(Sources: 1, 14, 18, 19, 20 and 25)

See Section 3(a) above.

- c) **Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions which exceed quantitative thresholds for ozone precursors) ?**
(Sources: 1, 14, 18, 19, 20 and 25)

The Bay Area 2010 Clean Air Plan is the current control strategy to reduce ozone, particulate matter (PM), air toxins, and greenhouse gases (GHGs) for the City of San Bruno. The 2010 Clean Air Plan was based on ABAG population and employment projections for the San Francisco Bay area, including growth that would be accommodated under the City's General Plan. The BAAQMD monitors air quality at several locations in the San Francisco Bay Air Basin. Historically, problematic criteria pollutants in urbanized areas include ozone, particulate matter and carbon monoxide. Combustion of fuels and motor vehicle emissions are a major source of each of these three criteria pollutants. San Bruno is within the San Francisco Bay Area Air Ozone non-attainment area as delineated by the U.S. EPA.

As discussed in Section 3(a) above, potential future development permitted under the proposed Project would not increase development potential (no new automobile trips or additional housing units), but rather, would allow for secondary dwelling units in Residential zoning districts where residential uses currently exist and are accounted for in the 2007-2014 Housing Element. Therefore, no increase of criteria air pollutants would occur as a result of potential future development permitted under the proposed Project and impacts would be *less than significant*.

- d) **Would the project expose sensitive receptors to substantial pollutant concentrations?**
(Sources: 1 and 14)

See Section 3(a) above.

- e) **Would the project create objectionable odors affecting a substantial number of people?**
(Sources: 1 and 14)

Odors are also an important element of local air quality conditions. Specific activities allowed within each land use category can raise concerns related to odors on the part of nearby neighbors. Major sources of odors include restaurants and wastewater treatment plants. While sources that generate objectionable odors must comply with air quality regulations, the public's sensitivity to locally produced odors often exceeds regulatory thresholds.

The type of housing development that would be permitted under the proposed Project is not considered a major source of odor and would not create objectionable odors to surrounding sensitive land uses. Accordingly, there would be *no impact*.

4. BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on a plant or animal population, or essential habitat, defined as a candidate, sensitive or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on a plant or animal population, or essential habitat, defined as a candidate, sensitive or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?
 (Sources: 1, 14, 16, 17, 21 and 26)

Special status plants include those listed as “Endangered,” “Threatened,” or “Candidate for Listing” by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS), that are included in the California Rare Plant Rank, or that are considered special-status in local or regional plans, policies or regulations. Special status animals include those listed as “Endangered,” “Threatened,” or “Candidate for Listing” by the CDFW or the USFWS, that are designated as “Watch List,” “Species of Special Concern,” or “Fully Protected” by the CDFW, or that are considered “Birds of Conservation Concern” by the USFWS. There are occurrences of plant and animal species with special-status within the city limits.

Depending on the location, any future urban development in the City has the potential to affect important biological resources by disturbing or eliminating areas of remaining natural communities. This could include: (a) a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; (b) a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service;

(c) a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act; or, (d) interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

The proposed 2015-2023 Housing Element would not modify the location or amount of residential designated lands allowed under the City's current General Plan and Zoning. All new development under the 2015-2023 Housing Element would be consistent with the City's General Plan and current Zoning Ordinance, and would be consistent with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and it will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Based on the above, the proposed project would result in no impact or less than significant impact to biological resources.

The General Plan goals and policies, described at the end of this section, would protect special-status species associated with potential future development.

Implementation of these General Plan policies as well as compliance with federal and State laws, including but not limited to, the Migratory Bird Treaty Act, Clean Water Act, Federal and California Endangered Species Acts, and California Native Plant Protection Act would ensure impacts to special-status species associated with potential future development that could occur through implementation of the proposed Project would be *less than significant*.

- b) **Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**
(Sources: 1, 5, 14, 16, 17, 21 and 26)

The recognized sensitive natural communities of San Bruno are its wetlands and oak woodlands. In addition, creeks traverse the Study Area. While some existing residential zoning districts are located adjacent to San Bruno Creek in Crestmoor Canyon, which is a valuable urban riparian habitat, construction of second dwelling units in existing residential districts would not result in the conversion of creek channel habitat or removal of vegetation from within the banks of the creek. Construction of second units could result in removal of vegetation such as trees and shrubs not within the creek itself, but riparian habitat adjacent to the creek. In instances of large lots and/or tall trees, vegetation on the residential lots immediately adjacent to the creek can provide additional nesting and foraging opportunities for riparian-associated species, particularly birds and bats. Generally, impacts would be limited to removal of vegetation (to trees or bushes) on already developed lots.

Removal of trees over ten inches in diameter (six inches in diameter for native Bay, Buckeye, Oak, Redwood, or Pine tree) would trigger the Heritage Tree Ordinance, which requires a minimum of either two twenty-four-inch box size trees, or one thirty-six-inch box size tree, for each heritage tree removed.

Potential future development as a result of implementing the proposed Project area would occur on lands that are currently developed and would not increase run-off potential that could directly impact wetlands. Furthermore, wetlands and other waters are protected under the federal Clean Water Act and the State's Porter-Cologne Water Quality Control Act are under the jurisdiction of the U.S. Army Corps of Engineers and the San Francisco Bay Regional Water Quality Control

Board. Federal and State regulations require avoidance of impacts to the extent feasible, and compensation for unavoidable losses of jurisdictional wetlands and waters. The General Plan goals and policies, described below, would reduce impacts to sensitive habitats (i.e., oak woodlands and riparian habitats). These goals, policies, and actions provide a comprehensive approach for addressing and mitigating the direct and indirect impacts of anticipated development on or near riparian habitat or other sensitive natural communities. Therefore, implementation of the proposed Project, in combination with the Municipal Code Title 12 Land Use and Chapter 8.25 Heritage Trees, and regulations prohibiting the use of invasive and/or noxious plant species in landscaping, and federal and State laws, would reduce potential impacts to sensitive habitats to a *less than significant* level.

The following General Plan goals and policies would minimize adverse effects on biological resources.

Applicable General Plan Goals and Policies:

- OSR-32 During plan review, assure that development on City lands is compatible with preservation of Crestmoor Canyon, Junipero Serra Park, San Francisco Peninsula Watershed lands, Golden Gate National Recreation Area, and San Francisco International Airport wetlands in a natural state.
- ERC-A Preserve open space essential for the conservation of San Bruno's natural resources – including vegetation, wildlife, soils, water, and air.
- ERC-B Protect the natural environment, including wildlife, from destruction during new construction or redevelopment within San Bruno.
- ERC-C Recognize areas of overlapping jurisdiction with respect to open space and environmental resources, and coordinate the City's actions with efforts of surrounding cities, agencies, and San Mateo County.
- ERC-1 Preserve as open space those lands which are identified, through environmental review, as sensitive habitat areas. Require setbacks to development as buffer areas, as appropriate.
- ERC-5 Preserve critical habitat areas and sensitive species within riparian corridors, hillsides, canyon areas, tree canopies, and wetlands that are within the City's control (Figure 6-1). Protect declining or vulnerable habitat areas from disturbance during design and construction of new development.
- ERC-6 Preserve wetland habitat in the San Francisco Bay Margins along the eastern edge of City land as permanent open space (Figure 6-1). Where jurisdiction allows, establish buffer zones at the edge of wetland habitats and identify buffer zones as areas to restrict development. Environmental concerns should be addressed during stormwater maintenance activities.
- ERC-7 Ensure that construction adjacent to open canyon areas is sensitive to the natural environment. Preserve the natural topography and vegetation.
- ERC-8 If development occurs adjacent to a wetlands area, ensure that a qualified biologist has conducted a wetlands delineation in accordance with federal and state guidelines.
- ERC-9 Preserve mature trees and vegetation, including wildflowers, within open canyon areas and along the City's scenic roadways.
- ERC-10 Require incorporation of native plants into landscape plans for new development as feasible – especially in areas adjacent to natural areas, such as canyons or scenic roadways (Figure 6-1). Require preservation of mature trees, as feasible, during design and construction.
- ERC-11 Prohibit the use of any new non-native invasive plant species in any landscaped or natural area. Develop a program for abatement of non-native invasive species in open space or habitat areas.
- ERC-12 Balance the need for fire safety and invasive plant species management with new considerations along the city's scenic corridors. Encourage buildings to be locked outside of the

- tree's drip-line or 12 feet from the tree trunk, whichever is greater, and/or incorporating special techniques to minimize root damage, etc.
- ERC-13 Through environmental review, assure that all projects affecting resources of regional concern (e.g., the San Francisco garter snake habitat, water and air quality, the San Francisco Fish and Game Reserve) satisfy regional, State and federal laws.
- ERC-14 Preserve wetlands habitat and associated species in compliance with the federal "no net loss" policy using mitigation measures such as:
- Avoidance of sensitive habitat areas;
 - Clustering of development away from wetlands;
 - Transfer of development rights for preservation of existing sensitive lands; and/or
 - Compensatory in-kind mitigation, such as restoration or creation.
- ERC-15 Consult with the California Department of Fish and Game to determine significant habitat areas. Identify priorities for acquisition or maintenance of open space areas based on biological or environmental concerns.
- ERC-16 Conduct presence/absence biological surveys for sensitive plant and animal species in natural areas prior to any construction activities proposed adjacent to or within identified natural areas (Figure 6-1). If no special status species are detected during these surveys, then construction-related activities may proceed. If listed special status species are found within the construction zone, then avoid these species and their habitat or consult with U.S. Fish and Wildlife Service and/or California Department of Fish and Game.
- ERC-17 If construction activities, including tree removal activities, are required adjacent to or within natural areas (Figure 6-1), then avoid activities during March through June unless a bird survey is conducted to determine that the tree is unused during the breeding season by avian species that are protected under California Fish and Game Codes 3503, 3503.5, and 3511.
- ERC-18 Coordinate efforts with the San Mateo County Flood Control District, Caltrans, Golden Gate National Recreation Area, San Francisco Airport, Peninsula Watershed lands, and Junipero Serra County Park to develop or preserve and manage interconnecting wildlife movement corridors.
- OSR-34 Protect mature trees, as feasible, during new construction and redevelopment. Require identification of all trees over six inches in diameter and approval of landscaping plans during design review.

- c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filling, hydrological interruption or other means? (Sources: 1, 14, 16, 17, 21 and 26)**

See Section 4(b) above.

- d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (Sources: 1, 5, 14, 16, 17, 21 and 26)**

San Bruno Creek provides a valuable wildlife movement corridor and nursery site within the urbanized setting of the Study Area. As discussed in Sections 4(b) and 4(c), the residential zoning districts affected by secondary dwelling units could be developed on existing residential lots along the creek. Construction of secondary dwelling units on lots adjacent to the creek would not necessitate alteration of the creek or removal of vegetation within the creek channel. Hence, travel of species within the creek channel would not be obstructed under the proposed Project. However, construction of secondary dwelling units on lots adjacent to the creek may

necessitate removal of vegetation along creek banks, or result in obstructions along the creek banks. There are numerous policies in the San Bruno General Plan that serve to protect and enhance sensitive biological resources and the important wildlife habitat the San Bruno Creek provides. Therefore, compliance with the goals and policies listed under Sections 4(b) and 4(c) above, in combination with Municipal Code, Title 12 Land Use and Chapter 8.25 Heritage Trees, and federal and State laws, would ensure that impacts to the wildlife movement corridor and nursery site that the San Bruno Creek supports would be *less than significant*.

- e) **Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**
(Sources: 1, 5, 14, 16, 17, 21 and 26)

Chapter 8.25 Heritage Trees, of the City's Municipal Code, known as the "Heritage Tree Ordinance," protects stands of oak, bay and other trees in the City. The preservation of these trees is necessary for the health and welfare of the citizens of the city in order to preserve the scenic beauty and historical value of trees, prevent erosion of topsoil and sedimentation in waterways, protect against flood hazards and landslides, counteract the pollutants in the air, maintain the climatic balance and decrease wind velocities. It is the intent of Chapter 8.25 to establish regulations for the removal of heritage trees within the city in order to retain as many trees as possible consistent with the purpose of the chapter and the reasonable economic enjoyment of private property. If potential future development under the proposed Project were to impact a heritage tree, it would be required to comply with the City's Heritage Tree Ordinance before any tree could be removed. Tree removal permits must be secured before any qualifying tree removal action occurs. Potential future development permitted under the proposed Project would have to comply with this City ordinance. With adherence to the General Plan policies described in Section 4(a) and the City's Heritage Tree Ordinance, no conflicts are anticipated and impacts would be considered *less than significant*.

- f) **Would the project conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan?**
(Sources: 1, 5, 14, 16, 17, 21 and 26)

There are no adopted Habitat Conservation Plans (HCPs) or Natural Community Conservation Plans (NCCPs) covering the city. Consequently, there would be *no impact*.

5. CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?
 (Sources: 1, 5, 6, 7, 14, 21 and 23)

The types of cultural resources that meet the definition of historical resources under CEQA generally consist of districts, sites, buildings, structures and objects that are significant for having traditional, cultural, and/or historical associations. Commonly, the two main resource types that are subject to impact, and that may be impacted by potential future development allowed under the proposed Project, are historical archaeological deposits and historical architectural resources, as discussed below. Human remains are addressed in Section 5(d) below.

Cultural resources are protected by federal and State regulations and standards, including, but not limited to, the National Historic Preservation Act, the California Public Resources Code, and CEQA. If the potential future development under the proposed Project or adjacent properties are found to be eligible for listing on the California Register, the development would be required to conform to the current Secretary of the Interior’s Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating and Restoring Historic Buildings, which require the preservation of character defining features which convey a building’s historical significance, and offers guidance about appropriate and compatible alterations to such structures.

Historical and pre-contact archaeological deposits that meet the definition of historical resources under CEQA could be damaged or destroyed by ground-disturbing activities associated with potential future development allowed under the proposed Project. Should this occur, the ability of the deposits to convey their significance, either as containing information important in prehistory or history, or as possessing traditional or cultural significance to Native American or other descendant communities, would be materially impaired.

It is highly improbable that archaeological deposits and/or architectural resources associated with the historic period of San Bruno would be impacted by potential future development as this development would be concentrated in and around a highly urban area, where development will have a lesser impact on historical archeological and/or architectural resources.

Implementation of the following General Plan goals and polices would provide for the identification of archaeological deposits prior to actions to address: (1) actions that may disturb such deposits; (2) the preservation and protection of such deposits; (3) the evaluation of unanticipated finds made during construction; and, (4) the protection and respectful treatment of human remains associated with archaeological deposits. Furthermore, the goals and policies would protect historical resources in the Study Area by providing for the early detection of potential conflicts between development and resource protection, and by preventing or minimizing the material impairment of the ability of archaeological deposits to convey their significance through excavation or preservation.

The following General Plan goals and policies would minimize adverse effects on cultural resources:

Applicable General Plan Goals and Policies:

- ERC-F Preserve and enhance historic and cultural resources within the City, particularly within the historic Downtown area.
- ERC-35 Develop criteria for designation of local historic or cultural resources. Designation may not be based solely on the age of a resource, but rather special qualities, detailing, people, or events associated with it. Resources may also include special signage and/or landmarks known to city residents.
- ERC-36 Preserve historic structures and resources during reuse and intensification within the city's older neighborhoods.
- ERC-37 Designate the vicinity of Taylor Avenue, San Mateo Avenue, and El Camino Real as the beginning of the State Highway System as a historic landmark with a marker (Figure 6-2).
- ERC-38 Work cooperatively with the owners of The Shops at Tanforan to preserve the historic marker on site (Figure 6-2).
- ERC-39 Continue to protect archaeological sites and resources from damage. Require that areas found to contain significant indigenous artifacts be examined by a qualified archaeologist for recommendations concerning protection and preservation.
- ERC-40 Ensure that new development adjacent to historic structures is compatible with the character of the structure and the surrounding neighborhood.
- ERC-41 Educate citizens about San Bruno's past by creating a brochure describing the City's history and resources for distribution to community groups and public schools.
- ERC-42 If demolition of a historical building is necessary for safety reasons, attempt to preserve the building façade for adaptive reuse during reconstruction. Offer funding through the Redevelopment Agency for façade preservation projects.
- ERC-43 Conduct a thorough study of the historic and cultural resources within San Bruno, in coordination with the City's centennial anniversary in 2014.
- ERC-44 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.
- ERC-45 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 take to evaluate and protect significant resources.
- PFS-47 Develop criteria to determine whether damaged buildings can be preserved and/or restored following a natural disaster, rather than demolished.
- ED-21 Emphasize Downtown as San Bruno's historic center, providing an identity and a sense of place for the entire city, by establishing a focused revitalization strategy. Initiatives of the Downtown Revitalization Strategy should include:

- Monitoring of land use and development trends in Downtown to ensure a sufficient supply of land, development intensities, and parking facilities;
- Attraction of retail, hotel, and service sector business to key locations in Downtown;
- Establishment of a proactive land assembly strategy in Downtown for the purposes of redevelopment and revitalization;
- Facilitation of additional cultural attractions and events that bring both residents and visitors to the Downtown; and
- Preservation and enhancement of historic structures contributing to the unique character of the Downtown.

LUD-3 During Plan review, protect the residential character of established neighborhoods by ensuring that new development conforms to surrounding design and scale

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Program 1-G. Support Historic Preservation. Support preservation and reuse of properties with historical character.

Program 2-F: Ensure compatibility of new housing with neighborhood character. Use Residential Design Guidelines and Transit Corridors Plan Design Guidelines to ensure that new housing development proposals are compatible with existing neighborhood character.

Implementation of the goals and policies identified above, as well as compliance with federal and State laws, would reduce potential impacts to historical resources to a *less than significant* level.

- b) **Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**
(Sources: 1, 5, 6, 7, 14, 21 and 23)

Archaeological deposits that meet the definition of unique archaeological resources under CEQA could be damaged or destroyed by ground disturbing activities associated with future potential development under the proposed Project. If the cultural resource in question is an archaeological site, CEQA Guidelines Section 15064.5(c)(1) requires that the lead agency first determine if the site is a historical resource as defined in CEQA Guidelines Section 15064.5(a). If the site qualifies as a historical resource, potential adverse impacts must be considered through the process that governs the treatment of historical resources. If the archaeological site does not qualify as a historical resource but does qualify as a unique archaeological site, then it is treated in accordance with Public Resources Code (PRC) Section 21083.2 (CEQA Guidelines Section 15064.5(c)(3)). In practice, most archaeological sites that meet the definition of a unique archaeological resource will also meet the definition of a historical resource.

Should this occur, the ability of the deposits to convey their significance, either as containing information important in prehistory or history, or as possessing traditional or cultural significance to Native American or other descendant communities, would be materially impaired. In addition to the likely presence of unrecorded Native American archaeological sites, it is highly improbable that significant archaeological deposits exist in the Study Area.

However, as described above in Section 5(a), the General Plan includes goals and policies that would address potential impacts to archaeological deposits. Any potential future development would provide for the identification of archaeological deposits and would be required to address: (1) actions that may disturb such deposits; (2) the preservation and protection of such deposits; (3) the evaluation of unanticipated finds made during construction; and, (4) the protection and

respectful treatment of human remains associated with archaeological deposits.

Compliance with General Plan policies would provide for the protection of archaeological deposits in the Study Area by providing for the early detection of potential conflicts between development and resource protection, and by preventing or minimizing the material impairment of the ability of archaeological deposits to convey their significance through excavation or preservation. Implementation of the goals and policies identified above, as well as compliance with federal and State laws, would reduce potential impacts to archaeological deposits to a *less than significant* level.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

(Sources: 1, 5, 6, 7, 14, 21 and 23)

No known fossils or unique paleontological resources or unique geologic features are present in the Study Area. However, geological formations underlying San Bruno have the potential for containing paleontological resources (i.e., fossils). There could also be fossils of potential scientific significance in other geological formations that are not recorded in the database. It is possible that ground-disturbing construction associated with potential future development under the proposed Project could reach significant depths below the ground surface. Should this occur, damage to, or destruction of, paleontological resources could result, which would prevent the realization of their scientific data potential through documentation and analysis.

The General Plan Environmental Resources and Conservation Element includes policies that will provide for the mitigation of impacts to paleontological resources. These cover protection of prehistoric or historic cultural resources either on-site or through appropriate documentation as a condition of removal and require that if cultural resources, including archaeological or paleontological resources, are uncovered during grading or other on-site excavation activities, that construction will stop until appropriate mitigation is implemented.

The policies described above provide for the protection of paleontological resources in the Study Area by providing for work to stop to prevent additional disturbance of finds discovered during construction, and by providing for the recovery of scientifically consequential information that would offset the loss of the resource. Implementation of the policies identified above, as well as compliance with federal and State laws, would reduce potential impacts to paleontological resources to a *less than significant* level.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

(Sources: 1, 5, 6, 7, 14, 21 and 23)

Human remains associated with pre-contact archaeological deposits could exist in the Study Area, and could be encountered during at the time potential future development occurs. The associated ground-disturbing activities, such as site grading and trenching for utilities, have the potential to disturb human remains interred outside of formal cemeteries. Descendant communities may ascribe religious or cultural significance to such remains and may view their disturbance as an unmitigable impact. Disturbance of unknown human remains would be a significant impact.

However, any human remains encountered during ground-disturbing activities are required to be treated in accordance with California Health and Safety Code Section 7050.5, Public Resources

Code Section 5097.98 and the California Code of Regulations Section 15064.5(e) (CEQA), which state the mandated procedures of conduct following the discovery of human remains. According to the provisions in CEQA, if human remains are encountered at a site, all work in the immediate vicinity of the discovery must cease and necessary steps to ensure the integrity of the immediate area shall be taken.

In the event of discovery of human remains, the San Mateo County Coroner must be notified immediately. The Coroner then determines whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner must notify the Native American Heritage Commission (NAHC) within 24 hours, who will, in turn, notify the person the NAHC identifies as the Most Likely Descendant (MLD) of any human remains. "Native American Most Likely Descendant" is a term used in an official capacity in *CEQA Guidelines* Section 15064.5(e), and other places, to refer to Native American individuals assigned the responsibility/opportunity by NAHC to review and make recommendations for the treatment of Native American human remains discovered during project implementation. Section 5097.98 of the Public Resources Code and Section 7050.5 of the Health and Safety Code also reference Most Likely Descendants.

Further actions would be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner can, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC. Through mandatory regulatory procedures, as described above, impacts to human remains would be *less than significant*.

6. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides, mudslides or other similar hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; ii) strong seismic ground shaking; iii) seismic-related ground failure, including liquefaction; iv) landslides, mudslides, or other similar hazards?**

(Sources: 1, 5, 6, 7, 14, 16, 32, 38 and 39)

The City of San Bruno could experience the effects of a major earthquake from one of the active or potentially active faults on the San Francisco Peninsula or in the greater Bay Area. The four major hazards associated with earthquakes are fault surface rupture (ground displacement), ground shaking, ground failure, and settlement. The main trace of the San Andreas Fault runs along the western side of the City of San Bruno, just northeast of Skyline Boulevard. Active “splinter” traces have been accurately located within the southwestern portion of the City. The designated Alquist-Priolo “Earthquake Fault Zone” for fault rupture hazard extends approximately 800 feet on either side of the San Andreas Fault, and lies within the City of San Bruno. In the event of a large, magnitude 6.7 or greater seismic event, much of the Study Area is projected to experience “strong” to “very strong” ground shaking, with the most intense shaking forecast in the low-lying areas of the eastern side of the City part. Those areas underlain by Bay Mud are judged to have a very high potential for seismically-induced liquefaction. However, all future residential development would be subject to existing federal, State, and local regulations and the following General Plan goals and policies:

The General Plan includes the following goals and policies that are intended to minimize potential seismic hazards.

Applicable General Plan Policies:

- HS-A Reduce the risk of loss of life, injuries, loss of property, or resources due to natural hazards. Recognize the interrelationship between potential land use plans and land capacity constraints.
- HS-B Reduce the potential for damage from geologic hazards through appropriate site design and erosion control.
- HS-C Reduce the potential for damage from seismic hazards through geotechnical analysis, hazard abatement, emergency preparedness, and recovery planning.
- HS-D Protect sites subject to flooding hazards by implementing storm drainage improvements, and by requiring building design and engineering that meets or exceeds known flood risk requirements.
- HS-1 Regulate development, including remodeling or structural rehabilitation, to assure adequate mitigation of safety hazards on sites having a history or threat of slope instability, erosion, subsidence, seismic dangers (including those resulting from liquefactions, ground failure, ground rupture), flooding, and/or fire hazards (Figure 7-2).
- HS-2 Review and revise the City's Building Code, Zoning Ordinance, and Subdivision requirements to safeguard against seismic, geologic, and safety hazards. Mitigation should include:
- Minimal grading and removal of natural vegetation to prevent erosion and slope instability. Cleared slopes should be replanted with vegetation.
 - Proper drainage control to prevent erosion of the site and affected properties.
 - Careful siting and structural engineering in unstable areas.
 - Consideration of flooding and fire hazards in siting and designing new development.
- HS-3 Require geotechnical investigation of all sites, except single family dwellings, proposed for development in areas where geologic conditions or soil types are subject to landslide risk, slippage, erosion, liquefaction, or expansive soils (Figure 7-2). Require submission of geotechnical investigation and demonstration that the project conforms to all recommended mitigation measures prior to city approval.
- HS-4 Prevent soil erosion by retaining and replanting vegetation, and by siting development to minimize grading and land form alteration.
- HS-5 Require preparation of a drainage and erosion control plan for land alteration and vegetation removal on sites greater than one acre in size.
- HS-6 Restrict development of critical facilities—such as hospitals, fire stations, emergency management headquarters, and utility lifelines—in areas determined as high-risk geologic hazard zones (Figure 7-2).
- HS-7 Development in areas subject to seismic hazards, including ground shaking, liquefaction, and seismically-induced landslides (Figure 7-2) to comply with guidelines set forth in the most recent version of the California Division of Mines and Geology Special Publication 117.
- HS-8 Identify existing structural hazards related to un-reinforced masonry, poor or outdated construction techniques, and lack of seismic retrofit. Coordinate with the Redevelopment Agency to provide assistance to property owners to abate or remove structural hazards that create an unacceptable level of risk.
- HS-9 In accordance with the Alquist-Priolo Special Studies Zones Act, do not permit structures across an active fault (Figure 7-2) or within 50 feet of an active fault, except single-family wood frame dwellings where no other location on a lot is feasible. Require any new development to contract with geo-technical engineers to reduce potential damage from seismic activity.
- HS-10 Recommend a geologic report by a qualified geologist for construction or remodeling of all structures, including all single-family dwellings, proposed within 100 feet of a historically active or known active fault (Figure 7-2). Geologic reports should recommend minimum setbacks,

- siting and structural safety standards, to reduce potential seismic hazards. Geologic reports must be filed with the State Geologist by the City within 30 days of receipt.
- HS-11 Coordinate with surrounding cities, agencies, and San Mateo County in planning for recovery after a major seismic event. Determine appropriate emergency management and rebuilding strategies.
- HS-12 Develop and provide incentives for property owners to conduct preventive maintenance of structures and to perform foundation and other seismic retrofit improvements.
- PFS-42 Conduct emergency drills in public buildings, large office developments, and in coordination with local schools. Hold post-drill training seminars to identify needed improvements to emergency preparedness.
- PFS-43 Work with critical use facilities (i.e., hospitals, schools, public assembly facilities, transportation services) to assure that they can provide alternate sources of electricity, water, and sewage disposal in the event that regular utilities are interrupted in a disaster.

Compliance with existing federal, State and local regulations, and the goals and policies listed above would ensure that the impacts associated with seismic hazards are minimized to the maximum extent practicable. Consequently, associated seismic hazards impacts would be *less than significant*.

- b) **Would the project result in substantial soil erosion or the loss of topsoil?**
(Sources: 1, 5, 6, 7, 14, 16, 32, 38 and 39)

Substantial soil erosion or loss of topsoil during construction could undermine structures and minor slopes, and this could be a concern of nearly all development under the proposed Project. However, compliance with existing regulatory requirements, such as implementation of erosion control measures as specified in the City of San Bruno's grading and drainage control requirements, would reduce impacts from erosion and the loss of topsoil. Examples of these control measures include hydro-seeding or short-term biodegradable erosion control blankets; vegetated swales, silt fences or other inlet protection at storm drain inlets; post-construction inspection of drainage structures for accumulated sediment; and post-construction clearing of debris and sediment from these structures. Furthermore, the future development permitted by the proposed Project would be concentrated on highly urban sites, where development would result in limited soil erosion or loss of topsoil. Therefore, adherence to existing regulatory requirements would ensure that impacts associated with substantial erosion and loss of topsoil during the future development of the housing sites would be *less than significant*.

- c) **Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**
(Sources: 1, 5, 6, 7, 14, 16, 32, 38 and 39)

Unstable geologic units are known to be present within the Study Area. The impacts of such unstable materials include, but may not be limited to, subsidence in the diked baylands, where the underlying fill has been described as highly compressible. Such subsidence has been exacerbated by historical groundwater overdraft. Areas underlain by thick colluvium or poorly engineered fill as well as low-lying areas along the Bay margins may also be prone to subsidence. Potential housing locations that lie atop mapped artificial fill could be at greater risk for subsidence. Compliance with City application processes and General Plan policies, which requires site-specific geologic and geotechnical studies for land development or construction in areas of potential land instability as shown on the State and/or local geologic hazard maps, or identified through other means, would reduce the potential impacts to future development from

an unstable geologic unit or soil to a *less than significant* level.

- d) **Would the project be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code, creating substantial risks to life or property?**

(Sources: 1, 5, 6, 7, 14, 16, 32, 38 and 39)

The pattern of expansive soils within the Study Area is such that moderately expansive soils (denoted by soils with high linear extensibility and plasticity index) are most prevalent in the in the Colma Formation, underlying the east side of San Bruno, in the neighborhoods that lie closest to San Francisco Bay. However, development of housing would be subject to the California Building Code (CBC) regulations and provisions, as adopted in the City’s Municipal Code (Section 11.04.010 Adoption of the 2013 California Building Code) and enforced by the City during plan review prior to building permit issuance. The CBC contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition, and also regulates grading activities, including drainage and erosion control. Furthermore, requirements for geologic/geotechnical reports at development locations identified as potential problem areas supported by various goals, programs and policies in the General Plan as listed under Section 6(a) above. Thus, compliance with existing regulations and policies would ensure impacts to the future development permitted under the proposed Project would be reduced to a *less than significant* level.

- e) **Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

(Sources: 1, 5, 6, 7, 14, 16, 32, 38 and 39)

Potential future development under the proposed Project would occur in the existing built areas of the City. Connection to the sewer system is available in these areas and, therefore, *no impact* regarding the capacity of the soil in the area to accommodate septic tanks or alternate wastewater disposal systems would occur.

7. GREENHOUSE GAS EMISSIONS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

(Sources: 1, 5, 6, 7 and 14)

In 2006, California adopted Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 established a statewide GHG emissions reduction goal to reduce statewide GHG emissions levels to 1990 levels by 2020. Assembly Bill 32 established a legislative short-term (2020) mandate for State agencies in order to set the State on a path toward achieving the long-term GHG reduction goal of Executive Order S-03-05 to stabilize carbon dioxide (CO2) emissions by 2050. The City of San Bruno adopted a Climate Action Plan to ensure consistency

with statewide efforts to reduce GHG emissions under AB 32.

The General Plan Housing Element and the Zoning Ordinance are regulatory documents that establish goals and polices that guide development, as well as outline various districts within the boundaries of the city and restrictions for erecting, constructing, altering or maintaining certain buildings, identifying certain trades or occupations, and determining uses of land. The proposed Project does not directly result in development in and of itself. Before any development can occur in the city, all such development is required to be analyzed for conformance with the San Bruno General Plan, Zoning Ordinance, other applicable local and State requirements, and must comply with the requirements of CEQA and obtain all necessary clearances and permits.

Future development in San Bruno could contribute to global climate change through direct and indirect emissions of GHG from transportation sources, energy (natural gas and purchased energy), water/wastewater use, waste generation, and other off-road equipment (e.g., landscape equipment, construction activities). Potential future development under the proposed Project would not increase development potential in San Bruno beyond what was considered in the General Plan and the current Housing Element (2007-2014). Consequently, implementation of the proposed Project would result in a *less than significant* impact related to contributing to GHG emissions that could have a significant effect on the environment and conflicting with an applicable plan adopted for the purpose of reducing GHG emissions.

- b) **Would the project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?**
(Sources: 1, 5, 6, 7 and 14)

See Section 7(a) above.

8. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are inter-mixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Would the project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?
 (Sources: 1, 5, 6, 7 and 14)

State-level agencies, in conjunction with the U.S. EPA and Occupational Safety and Health Administration (OSHA) regulate removal, abatement, and transport procedures for asbestos-containing materials. Asbestos-containing materials (ACMs) are materials that contain asbestos, a naturally occurring fibrous mineral that has been mined for its useful thermal properties and tensile strength. Releases of asbestos from industrial operations, demolition or construction activities are prohibited by these regulations and medical evaluation and monitoring is required for employees performing activities that could expose them to asbestos. Additionally, the regulations include warnings that must be heeded and practices that must be followed to reduce the risk for asbestos emissions and exposure. Finally, federal, State and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos.

Lead-based paint (LBP), which can result in lead poisoning when consumed or inhaled, was widely used in the past to coat and decorate buildings. Although, LBP has been banned by the Federal Consumer Product Safety Commission since 1978. Therefore, only buildings built before 1978 are presumed to contain LBP, as well as buildings built shortly thereafter, as the phase-out of LBP was gradual. Lead poisoning can cause anemia and damage to the brain and

nervous system, particularly in children. Like ACMs, LBP generally does not pose a health risk to building occupants when left undisturbed. However, deterioration, damage, or disturbance will result in hazardous exposure.

The U.S. EPA prohibited the use of polychlorinated biphenyls (PCBs) in the majority new electrical equipment starting in 1979, and initiated a phase-out for most existing PCB-containing equipment. The inclusion of PCBs in electrical equipment and the handling of those PCBs are regulated by the provisions of the Toxic Substances Control Act, 15 U.S.C. Section 2601 et seq. (TSCA). Relevant regulations include labeling and periodic inspection requirements for certain types of PCB-containing equipment and outline highly specific safety procedures for their disposal. The State of California likewise regulates PCB-laden electrical equipment and materials contaminated above a certain threshold as hazardous waste. These regulations require that such materials be treated, transported and disposed in a safe manner. At lower concentrations for non-liquids, regional water quality control boards may exercise discretion over the classification of such wastes.

The California Division of Occupational Safety and Health's (Cal OSHA) Lead in Construction Standard is contained in Title 8, Section 1532.1 of the California Code of Regulations. The regulations address all of the following areas: permissible exposure limits (PELs); exposure assessment; compliance methods; respiratory protection; protective clothing and equipment; housekeeping; medical surveillance; medical removal protection (MRP); employee information, training, and certification; signage; record keeping; monitoring; and agency notification.

Potentially hazardous building materials (i.e., ACM, lead-based paint, PCBs, mercury) may be encountered during the demolition of existing structures, if required under the proposed Project. The removal of these materials (if present) by contractors licensed to remove and handle these materials in accordance with existing federal, State, and local regulations would insure that risks associated with the transport, storage, use and disposal of such materials would be *less than significant*.

Common cleaning substances, building maintenance products, paints and solvents, and similar items would likely be stored, and used, at future housing developments that could occur under the proposed Project. These potentially hazardous materials would not be of a type or occur in sufficient quantities to pose a significant hazard to public health and safety or the environment. Consequently, associated impacts from implementation of the proposed Project would be *less than significant*.

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

(Sources: 1, 5, 6, 7 and 14)

As described in Section 7(a) above, the storage and use of common cleaning substances, building maintenance products and paints and solvents in the potential development planned for under the proposed Project could likely occur. However, these potentially hazardous substances would not be of a type or occur in sufficient quantities on-site to pose a significant hazard to public health and safety or the environment. Consequently, overall, associated hazardous materials impacts would be *less than significant*.

Furthermore, compliance with the following General Plan goal and policies would ensure impacts would be minimized.

Applicable General Plan Goals and Policies:

- HS-E Ensure health, safety and welfare of San Bruno residents by requiring appropriate use, disposal, and transport of hazardous materials.
- HS-23 Ensure appropriate clean-up of all former commercial and industrial sites according to relevant regulatory standards prior to reuse.
- HS-24 Control the transport of hazardous substances to minimize potential hazards to the local population. Identify appropriate regional and local routes for transportation of hazardous materials, and require that fire and emergency personnel can easily access these routes for response to spill incidents.
- HS-25 Review and revise City regulations regarding manufacturing, storage, and usage of hazardous materials as necessary to minimize potential hazards.
- HS-26 Restrict siting of businesses that use, store, process, or dispose of large quantities of hazardous materials in areas subject to seismic fault rupture or strong ground shaking.
- HS-27 Initiate a public awareness campaign—through flyers, website, and mailings—about household hazardous waste management, control, and recycling through San Mateo County programs and San Bruno Garbage.
- HS-28 Require that lead-based paint and asbestos surveys be conducted by qualified personnel prior to structural demolition or renovation, in buildings constructed prior to 1980.
- HS-29 Require abatement of lead-based paint and asbestos prior to structural renovation and demolition, and compliance with all State, Federal, OSHA, Bay Area Air Quality Management District, and San Mateo County Health, Environmental Health Division rules and regulations.
- ERC-19 Regulate new development—specifically industrial uses—as well as construction and demolition practices to minimize pollutant and sediment concentrations in receiving waters and ensure waterbodies within San Bruno and surface water discharged into San Francisco Bay meets or exceeds relevant regulatory water quality standards.
- ERC-20 Require implementation of Best Management Practices to reduce accumulation of non-point source pollutants in the drainage system originating from streets, parking lots, residential areas, businesses, and industrial operations.
- ERC-21 Continue programs to inform residents of the environmental effects of dumping household waste, such as motor oil, into storm drains that eventually discharge into San Francisco Bay.
- ERC-22 Regularly measure and monitor water quality in San Bruno’s surface water to ensure maintenance of high quality water for consumption by humans and other species throughout the region.
- ERC-23 Regulate new development to minimize stormwater runoff rates and volumes generated by impervious surfaces, and maximize recharge of local groundwater aquifers when feasible. Utilize the recommendations provided in the Bay Area Stormwater Management Agency’s Start at the Source Design Guidance Manual for Stormwater Quality Protection.
- ERC-24 Require that new development incorporate features into site drainage plans that reduce impermeable surface area and surface runoff volumes. Such features may include:
- Additional landscaped areas including canopy trees and shrubs;
 - Reducing building footprint;
 - Removing curbs and gutters from streets and parking areas where appropriate to allow stormwater sheet flow into vegetated areas;
 - Permeable paving and parking area design;
 - Stormwater detention basins to facilitate infiltration; and
 - Building integrated or subsurface water retention facilities to capture rainwater for use in landscape irrigation and other non-potable uses.

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Program 1-I: Continue lead-based paint abatement. Provide information on local lead-based paint abatement programs to ensure safe and healthy living environments for all residents.

- c) Would the project emit hazardous emissions or handle hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?

(Sources: 1, 5, 6, 7, 28 and 29)

While the majority of schools in San Bruno are within ¼-mile of a zone affected by the proposed Project, the implementation of the proposed Project and allowances for new secondary dwelling units will occur in residential zoning districts where residential uses currently exist and are accounted for in the 2007-2014 Housing Element. As such, there would be no increase in the risk of hazardous emissions as discussed in Sections 7(a) and 7(b) above. As a result impacts to schools would be *less than significant*.

- d) Would the project be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?

(Sources: 1, 5, 6, 7 and 14)

Records searches of the Envirostor database identify that there are locations within the City that are listed under the Spills, Leaks, Investigation, and Cleanups (SLIC) program and as locations of former Leaking Underground Fuel Tanks (LUFTs). However, because any secondary dwelling unit that could be permitted under the proposed Project would occur on a site where existing residential uses currently exist, potential future residential or emergency shelter land uses would not be located on a site with hazardous materials and no impact would occur. Continued compliance with applicable federal, State and local regulations, (see Section 7(a)) and implementation of the following General Plan goals and policies would ensure that associated impacts are reduced to the maximum extent practicable. Therefore, any potential future development that could occur under the proposed Project would not create a significant hazard to the public or the environment by virtue of being identified as a hazardous materials site and impacts related to existing hazardous material sites would be *less than significant*.

Applicable General Plan Goals and Policies:

HS-30 Regulate development on sites with known or suspected contamination of soil and/or groundwater to ensure that construction workers, the public, future occupants, and the environment are adequately protected from hazards associated with contamination, in accordance with Federal, State, and local rules, regulations, policies, and guidelines.

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

(Sources: 1, 5, 6, 7, 33, 34, 35, 36 and 37)

The City of San Bruno is one mile from San Francisco International Airport (SFO) to the east, five miles from San Carlos Airports to the south, 15 miles from Palo Alto Airport to the south and 12 miles from Moffett Federal Airfield to the south. The City is located within the San Mateo County Comprehensive Airport Land Use Compatibility Plan (ALUCP) boundary, and falls within the SFO Imaginary Surfaces Height Restrictions Map. Given the proximity to SFO, the Study Area could be subject to airport safety hazards. Development under the

General Plan that exceeds FAR Part 77 standards or do not meet safety compatibility guidelines may potentially expose people living or working in these structures to airport-related hazards. The General Plan includes the following policies that are intended to minimize potential air safety hazards. Compliance with these policies would ensure compliance with FAR Part 77 Obstruction Criteria or the San Mateo County CALUP associated with the SFO, thereby reducing potential impacts associated with airport safety to a less than significant level:

- HS-37 Require that all sponsors of new housing (residential and senior housing units) record a notice of Fair Disclosure, regarding the proximity of the proposed development to San Francisco International Airport and of the potential impacts of aircraft operation, including noise impacts, per Ordinance 1646 and AB 2776.
- HS-39 Pursue mitigation of noise impacts from the San Francisco International Airport to the fullest extent possible. Support and advocate for operational practices, changes to aircraft, new technologies, and physical improvements that would reduce the area in San Bruno impacted by aircraft noise.
- HS-40 Prohibit new residential development in 70+CNEL areas, as dictated by Airport Land Use Commission infill criteria.
- HS-48 Work together with other affected cities, the Airport Land Use Commission, and San Mateo County to achieve further reduction of SFO airport-generated noise and safety concerns
- HS-49 Require all new development to comply with FAR Part 77 and San Mateo County CALUP height restriction and safety compatibility standards, in accordance with Airport Land Use Commission guidelines.
- HS-50 Actively and aggressively participate in forums and discussions regarding operations and expansion plans for San Francisco International Airport. Seek local representation on task forces, commissions, and advisory boards established to guide airport policies and programs.

- f) **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

(Sources: 1, 5, 6, 7, 33, 34, 35, 36 and 37)

Mills-Peninsula Hospital operates one heliport, which is located approximately three miles to the south border with San Bruno. Due to limited and sporadic heliport use for medical emergencies, and distance to Mills-Peninsula Hospital there would be *no impact* related to safety hazards for people residing or working in zoning districts affected by the proposed Project. Thus, there would be *no impact* related to private airstrip hazards.

- g) **Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

(Sources: 1, 5, 6, 7 and 14)

The proposed Project does not include potential land use changes that would impair or physically interfere with the ability to implement the City's Emergency Operation Plan (adopted in 2008) or the City's Disaster Preparedness Plan. Implementation of the following General Plan goals and policies would ensure that new development in the Study Area would not conflict with emergency operations in the Study Area.

- PFS-3 Require, as part of plan review, identification of needed public service improvement and maintenance costs for those projects that may have a significant impact on existing services.
- PFS-5 Develop a Civic Center Complex Master Plan, in order to coordinate rehabilitation and expansion of the various City departments and service providers.
- PFS-26 Ensure adequate staffing and facilities for the City's Police and Fire Departments to achieve desired levels of service, particularly surrounding transit areas and along urban-interface

hazard areas.

- PFS-27 Consider rebuilding or rehabilitating Fire Station No. 51 to accommodate current and future Fire Department needs, Americans with Disabilities Act standards, and seismic requirements. The new Fire Station could include a community meeting room.
- PFS-28 Consider relocating Fire Station No. 52 to a safe site outside of the San Andreas Earthquake Fault Zone. Maintain existing or better levels of service to neighborhoods in the northern and western neighborhoods.
- PFS-29 Establish a separate radio channel for use by city crews and firefighters during emergencies. Obtain funding for information technology systems, such as wireless communication systems, to further decrease fire and police response times.
- PFS-30 Require installation and maintenance of fire protection measures in high-risk and urban-interface areas:
- Proper siting and access;
 - Brush clearance (non-fire resistant landscaping 50 feet from structures);
 - Use of fire resistive materials (pressure-impregnated, fire resistive shingles or shakes);
 - Landscaping with fire resistive species; and
 - Installation of early warning systems (alarms and sprinklers).
- PFS-31 Ensure adequate fire water pressure as a condition of approval for all new development projects.
- PFS-32 Require installation of residential sprinklers in areas with steep slopes and/or diminished access.
- PFS-33 Consider the feasibility of establishing a Fire Risk Assessment Zone within and surrounding high-risk and urban-interface areas.
- PFS-34 Identify and remove mature and/or diseased Eucalyptus trees in rights-of-way and other open areas, if they pose a fire hazard or other threat to health and safety.
- PFS-35 Require installation of automatic sprinkler systems in all hotel, motel, and other overnight lodging facilities, in mixed commercial/residential uses, and in apartment buildings of three or more units.
- PFS-37 Continue to clear fire hazardous materials from Crestmoor Canyon that pose a threat to nearby residents. Care should be taken to prevent unnecessary harm to healthy vegetation. Ensure continued use by the Fire Department should the existing fire road be transitioned to a multi use trail.
- PFS-38 Ensure proper maintenance of the open space areas in western residential neighborhoods. Vegetation maintenance is necessary to prevent potential fire hazards.
- PFS-39 Minimize risks to single-access residential neighborhoods by providing alternative access for fire and other emergency personnel.

Therefore, implementation of the listed policies and programs, and compliance with the provisions of the California Fire Code (CFC) and the CBC would ensure that potential future development under the proposed Project would result in a *less than significant* impact with respect to interference with an adopted emergency response plan or emergency evacuation plan.

- h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

(Sources: 1, 5, 6, 7, 14 and 15)

The Study Area is located in a highly urbanized area and is not surrounded by woodlands or vegetation that would provide fuel load for wildfires. As determined by CALFIRE's Wildlife Urban

Interface Fire Threat data, the Study Area is not designated as having high, very high or extreme fire threat. The majority of housing sites are located developed areas and contain a limited amount vegetation.

All development in the Study Area would be constructed pursuant to the CBC, CFC and the California Fire Code. In addition, the San Bruno Fire Department conducts a weed-abatement program throughout its jurisdiction to minimize fire risk on empty or unmaintained parcels.

Residential construction in the City may result in an increased hazard from wildland fires if construction occurs in Urban Interface Areas along Skyline Boulevard and in the areas of Crestmoor Canyon, Junipero Serra County Park, and the Peninsula Watershed, characterized by slopes covered with tall grasses, chaparral, or eucalyptus stands. However, because proposed development by the General Plan along Skyline Boulevard is minimal, and intensification is not planned for Crestmoor Canyon, Junipero Serra Park, and the Peninsula Watershed, the impact of new development on wildland fires is less than significant. Policies proposed in the General Plan would serve to further reduce potential effects from wildfire hazards.

The General Plan goals and policies above in Section 8(g), as wells as those listed below, would reduce the risk of loss, injury or death resulting from wildland fires and impacts would be *less than significant*.

Applicable General Plan Policies:

- HS-1 Regulate development, including remodeling or structural rehabilitation, to assure adequate mitigation of safety hazards on sites having a history or threat of slope instability, erosion, subsidence, seismic dangers (including those resulting from liquefactions, ground failure, ground rupture), flooding, and/or fire hazards (Figure 7-2).
- HS-2 Review and revise the City's Building Code, Zoning Ordinance, and Subdivision requirements to safeguard against seismic, geologic, and safety hazards. Mitigation should include:
- Minimal grading and removal of natural vegetation to prevent erosion and slope instability. Cleared slopes should be replanted with vegetation.
 - Proper drainage control to prevent erosion of the site and affected properties.
 - Careful siting and structural engineering in unstable areas.
 - Consideration of flooding and fire hazards in siting and designing new development.
- PFS-45 Continue to participate in a cooperative San Mateo County program to pool natural hazard data which are developed either through special studies or via the plan review process.

9. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?				
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Would the project violate any water quality standards or waste discharge requirements? (Sources: 1, 5, 6, 7, 10, 18 and 14)

As previously stated in the Project Description, no specific projects have been identified or are proposed as part of the Project. However, potential future development, redevelopment or modifications associated with development permitted by the proposed Project could affect drainage patterns and increase the overall amount of impervious surfaces, thus creating changes to stormwater flows and water quality. Increasing the total area of impervious surfaces can result in a greater potential to introduce pollutants to receiving waters. Urban runoff can carry a variety of pollutants, such as oil and grease, metals, sediments and pesticide residues from roadways, parking lots, rooftops and landscaped areas and deposit them into an adjacent waterway via the storm drain system. New construction could also result in the degradation of water quality with the clearing and grading of sites, releasing sediment, oil and greases and other chemicals to nearby water bodies.

Future development permitted by the proposed Project would be located in the urbanized areas of San Bruno, all of which have already been developed and currently have a high percentage of impervious surfaces.

Water quality in stormwater runoff is regulated locally by the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP), which include the C.3 provisions set by the San Francisco Bay Regional Water Quality Control Board (RWQCB). Adherence to these regulations requires new development or redevelopment projects to incorporate treatment measures, an agreement to maintain them, and other appropriate source control and site design features that reduce pollutants in runoff to the maximum extent practicable. Many of the requirements consider Low Impact Development (LID) practices, such as the use of on-site infiltration through landscaping and vegetated swales that reduce pollutant loading. Incorporation of these measures can even improve on existing conditions.

In addition, the potential housing will be required to comply with the National Pollutant Discharge Elimination System (NPDES) Permit and implementation of the construction Storm Water Pollution Prevention Plan (SWPPP) that require the incorporation of Best Management Practices (BMPs) to control sedimentation, erosion and hazardous materials contamination of runoff during construction. Additionally, the City of San Bruno requires development or redevelopment projects that require a parcel map to submit a drainage study prepared by a civil engineer registered in California (San Bruno Municipal Code Chapter 12.32.070 Drainage Study).

The following policies identified in the Land Use and Circulation Element would further ensure potential impacts to water quality would not occur with the implementation of the proposed Project.

Applicable General Plan Policies:

- ERC-19 Regulate new development—specifically industrial uses—as well as construction and demolition practices to minimize pollutant and sediment concentrations in receiving waters and ensure water bodies within San Bruno and surface water discharged into San Francisco Bay meets or exceeds relevant regulatory water quality standards.
- ERC-20 Require implementation of Best Management Practices to reduce accumulation of non-point source pollutants in the drainage system originating from streets, parking lots, residential areas, businesses, and industrial operations.
- ERC-21 Continue programs to inform residents of the environmental effects of dumping household waste, such as motor oil, into storm drains that eventually discharge into San Francisco Bay.
- ERC-22 Regularly measure and monitor water quality in San Bruno’s surface water to ensure maintenance of high water quality for consumption by humans and other species throughout the region.
- HS-1 Regulate development, including remodeling or structural rehabilitation, to assure adequate mitigation of safety hazards on sites having a history or threat of slope instability, erosion, subsidence, seismic dangers (including those resulting from liquefactions, ground failure, ground rupture), flooding, and/or fire hazards (Figure 7-2).
- HS-2 Review and revise the City’s Building Code, Zoning Ordinance, and Subdivision requirements to safeguard against seismic, geologic, and safety hazards. Mitigation should include:
 - Minimal grading and removal of natural vegetation to prevent erosion and slope instability. Cleared slopes should be replanted with vegetation.
 - Proper drainage control to prevent erosion of the site and affected properties.
 - Careful siting and structural engineering in unstable areas.
 - Consideration of flooding and fire hazards in siting and designing new development.
- HS-4 Prevent soil erosion by retaining and replanting vegetation, and by siting development to

- minimize grading and land form alteration.
- HS-5 Require preparation of a drainage and erosion control plan for land alteration and vegetation removal in hillside areas and vegetation removal on sites greater than one acre in size.
- HS-22 Require that construction-related grading and other activities comply with the Association of Bay Area Governments' (ABAG) Manual of Standards for Erosion and Sediment Control Measures and with the California Storm water Quality Association (CASQA), Storm water Best Management Practice Handbook for Construction.
- HS-23 Ensure appropriate clean-up of all former commercial and industrial sites according to relevant regulatory standards prior to reuse.
- HS-24 Review and revise City regulations regarding manufacturing, storage, and usage of hazardous materials as necessary to minimize potential hazards.
- HS-27 Initiate a public awareness campaign—through flyers, website, and mailings—about household hazardous waste management, control, and recycling through San Mateo County programs and San Bruno Garbage.

While the proposed Project would permit new housing and secondary dwelling units to occur in San Bruno, it does not contain any policies that would directly or indirectly result in violations of water quality standards. Therefore, implementation of the proposed Project would have a *less than significant* impact on water quality.

- b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level?**

(Sources: 1, 5, 6, 7, 10 and 14)

Potential future development under the proposed Project would have a significant environmental impact if it would result in a net deficit in aquifer volume or a lowering of the local groundwater table level. Other physical changes that could occur as a result of implementing the proposed Project would occur within the existing built environment in areas where existing development occurs and would not interfere with groundwater recharge. The proposed Project would not result in any additional development potential in the city beyond what was considered in the current Housing Element (2007-2014) and the adopted Transit Corridors Specific Plan (2013) and no additional water demand would occur. Consequently, impacts would be *less than significant*.

- c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

(Sources: 1, 5, 6, 7 and 14)

The proposed Project would result in a significant environmental impact if it would require modifications to drainage patterns that could lead to substantial erosion of soils, siltation, or flooding. Such drainage pattern changes could be caused by grade changes, the exposure of soils for periods of time during which erosion could occur, or alterations to creekbeds. Potential future development as a result of the proposed Project would occur within already developed areas and would not involve the direct modification of any watercourse. If unforeseen excessive grading or excavation were required then, pursuant to the State Water Quality Control Board (SWQCB) Construction General Permit, a SWPPP would be required to be prepared and implemented for the qualifying projects under the proposed Project, which would ensure that erosion, siltation and flooding is prevented to the maximum extent practicable during construction. Overall, construction associated with potential future development permitted under

the proposed Project would not result in substantial erosion, siltation or flooding either on-or off-site, and associated impacts would be *less than significant*.

- d) **Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial flooding on-or off-site?**

(Sources: 1, 5, 6, 7 and 14)

See Section 10(c) above.

- e) **Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?**

(Sources: 1, 5, 6, 7, 10 and 14)

Physical changes that could occur as a result of implementing the proposed Project could increase impervious surfaces that could create or contribute to runoff water that would exceed the City's stormwater drainage systems. However, since the type of anticipated development associated with the proposed Project would be restricted to the existing built environment, the impacts related to stormwater drainage runoff would be *less than significant*.

- f) **Would the project provide otherwise substantially degrade water quality?**

(Sources: 1, 5, 6, 7, 10 and 14)

A principal source of water pollutants is stormwater runoff containing petrochemicals and heavy metals from parking lots and roadways. Given that the proposed Project would not create such surfaces or increase vehicular use of existing parking lots and roadways, implementation of the proposed Project would not contribute to these types of water pollutants. As discussed under Section 9(c) and 9(d), where excessive construction related grading or excavation is required, pursuant to the SWQCB Construction General Permit, a SWPPP would be required to be prepared and implemented for the qualifying projects under the proposed Project. This would reduce polluted runoff to the maximum extent practicable during construction phases. Furthermore, implementation of the proposed Project would be subject to the oversight and review processes and standards outlined in Section 9(a). As such, compliance with these existing regulations would result in *less than significant* water quality impacts.

- g) **Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

(Sources: 1, 5, 6, 7, 11 and 14)

The City of San Bruno has several areas, which occasionally flood due to the combined high tides and heavy rain, mostly in the southeastern portion of the City in Belle Air Park neighborhood. The Federal Emergency Management Agency (FEMA) has designated San Bruno as Flood Zone D. The Zone D designation is used for areas where there are possible but undetermined flood hazards, as no analysis of flood hazards has been conducted. The areas/properties affected by implementing the proposed Project could be within the identified FEMA-designated 100-year Special Flood Hazard Areas (SFHAs). The type of anticipated development associated with residential uses and secondary dwelling units would be restricted to the existing built environment in areas where development currently exists.

The City of San Bruno and San Mateo County have adopted local standards for construction in

floodplain areas. Construction within SFHAs is governed by the City's Municipal Code (Chapters 12.16 Grading Regulations and 10.12 Water Quality Control), which sets forth standards for development that would minimize flood hazard risks, including anchoring and flood-proofing, limitations on use for structures below the base flood elevation, use of materials and utility equipment resistant to flood damage, the requirement that electrical, heating, ventilation, plumbing and air conditioning equipment and other service facilities be designed and/or located to prevent water from entering or accumulating within the components during flood conditions, and the requirement that all new and replacement water supply and sanitary sewage systems be designed to minimize or eliminate infiltration of floodwaters into the system and discharge from systems into floodwaters. Compliance with the San Bruno Municipal Code requirements would reduce potential flood hazards to a *less than significant* level.

Further, the following General Plan policies protect housing within the 100-year Flood Zone and restrict the placement of structures which would impede or redirect flood flows:

Applicable General Plan Policies:

- HS-13 With cooperation from the San Mateo County Flood Control District, continue maintenance, early warning, and clean-up activities for storm drains throughout San Bruno. Upgrade or replace storm drains where needed to reduce potential flooding, particularly in the neighborhoods east of El Camino Real.
- HS-14 Coordinate with the Federal Emergency Management Agency (FEMA) to ensure appropriate designation and mapping of floodplains.
- HS-15 Actively engage the San Mateo County Flood Control District to address long-term solutions to potential flood hazards. Solutions advocated will include but are not limited to: greater pumping capacity, deeper flow channels, or detention ponds.
- HS-16 Design and engineer new or redevelopment projects in potential flood hazard areas (e.g., Belle Air Park) to withstand known flood risk...
- HS-17 Require upgrade of the City's storm drain infrastructure proportionate with new development's fair share of demand. Require that storm water management capacity and infrastructure be in place prior to occupancy of new development.
- HS-18 Require developers to implement erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity, and protect water quality.
- HS-19 Maintain on-going communication and coordination with surrounding cities, San Mateo County, and agencies—primarily the San Mateo County Flood Control District, but also the San Francisco International Airport and California Department of Fish and Game—to ensure proper maintenance of storm drain channels and pipes that carry surface water runoff away from San Bruno.
- HS-20 Retain existing open space areas that serve as detention ponds in order to retain storm water, recharge aquifers, and prevent flooding.
- ERC-23 Regulate new development to minimize stormwater runoff rates and volumes generated by impervious surfaces, and maximize recharge of local groundwater aquifers when feasible. Utilize the recommendations provided in the Bay Area Stormwater Management Agency's Start at the Source Design Guidance Manual for Stormwater Quality Protection.
- ERC-24 Require that new development incorporate features into site drainage plans that reduce impermeable surface area and surface runoff volumes. Such features may include:
 - Additional landscaped areas including canopy trees and shrubs;
 - Reducing building footprint;
 - Removing curbs and gutters from streets and parking areas where appropriate to allow stormwater sheet flow into vegetated areas;
 - Permeable paving and parking area design;

- Stormwater detention basins to facilitate infiltration; and
- Building integrated or subsurface water retention facilities to capture rainwater for use in landscape irrigation and other non-potable uses.

Potential future development under the proposed Project would be required to comply with these existing regulations. Consequently, implementation of the proposed Project would result in *less than significant* impacts.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

(Sources: 1, 5, 6, 7, 11 and 14)

See Section 9(g) above.

i) Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

(Sources: 1, 5, 6, 7, 11, 14, 38 and 39)

According to maps provided by the San Mateo County Department of Planning and Building, no portion of San Bruno lies within a Dam Inundation Done. Therefore the anticipated development associated with the proposed Project would not be effected by dam or levee failure. Thus, *no impact* would occur.

j) Would the project potentially be inundated by seiche, tsunami, or mudflow?

(Sources: 1, 5, 6, 7, 11, 14, 38 and 39)

According to the CalEMA, a tsunami inundation map for emergency planning, **no** portion of San Bruno is within the tsunami inundation zone. No areas/properties affected by the proposed Project are within the tsunami inundation zone. Because there are no large bodies of water, such as reservoirs or lakes, within San Bruno, and no portion of the City is within the tsunami inundation zone, there is no risk of tsunamis or seiches impacting the potential future development under the proposed Project. In addition, the city is outside of the impacted zones for earthquake-induced landslides or rainfall-induced landslides. Therefore, there is no expectation of mudflows or debris slides to occur within San Bruno or at potential housing sites. The General Plan policies outlined earlier in Section 6(a), Geology and Soils, of this Initial Study would further reduce potential impacts due to tsunamis to a *less than significant* level.

10. LAND USE Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project physically divide an established community?
 (Sources: 1, 5, 6, 7 and 14)

Implementation of the proposed Project would not involve any structures, land use designations or other features (i.e., freeways, railroad tracks) that would physically divide an established community. The type of anticipated development associated with the proposed Project would be restricted to the existing built environment in areas and would not physically divide an established community. Thus, *no impact* would occur.

b) Would the project conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
 (Sources: 1, 5, 6, 7 and 14)

The General Plan and Zoning Ordinance are the primary planning documents for the City of San Bruno. The proposed Project would enable the City of San Bruno to meet its housing needs required by State law and facilitate future development to meet the needs of at-risk populations by providing housing types designed for these groups consistent with the City's 2007-2014 General Plan Housing Element and adopted Transit Corridors Specific Plan (2013). Future potential development permitted under the proposed Project does not include any land use changes that would re-designate land uses. The City is in the process of updating its zoning code to be consistent with the amended General Plan, the Transit Corridors Specific Plan and Measure N, adopted by San Bruno approved on November 4, 2014. As previously described in the Project Description earlier in this document, the purpose of the proposed Project is to permit future development that would allow for residential development and secondary dwelling units consistent with the City's 2007-2014 General Plan Housing Element. Therefore, impacts regarding conflicts with applicable plans, policies or regulations would be *less than significant*.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?
 (Sources: 1, 14, 16, 17, 21 and 26)

As discussed above in Section 4(f) above, there are no habitat conservation plans or natural community conservation plans within the city limits. Therefore, implementation of the proposed Project will not conflict with any such plans. Consequently, there would be *no impact*.

11. MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the project result in the loss of availability of a known mineral resource that would be of value to the region or the state?**
 (Sources: 1, 5, 6, 7, 14 and 16)

While the proposed Project would permit development in the Study Area, it would not result in the loss of known mineral resources or substantially limit the availability of mineral resources over the long term. Industrial-scale solar salt production from seawater has occurred in San Mateo County since the 1800s. The salt ponds nearest to the Study Area are the Ravenswood and Redwood City Plant sites. The Ravenswood site has undergone restoration to wildlife habitat as part of the South Bay Salt Pond Restoration project and is no longer in industrial operation. The Redwood City Plant site is owned by Cargill Salt and remains in production. Implementation of the proposed Project would not affect ongoing production at the Redwood City Plant salt ponds. Therefore, there would be *no impact* to known mineral resources.

- b) **Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**
 (Sources: 1, 5, 6, 7, 14 and 16)

See Section 9(a) above.

12. Noise Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generate excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies?

(Sources: 1, 5, 6, 7, 14, 18 and 19)

The type of anticipated development associated with residential development and secondary dwelling units would be restricted to the existing built environment in areas where residential and non-residential uses are currently permitted. The current Housing Element (2007-2014), the San Bruno General Plan and the Transit Corridors Specific Plan (2013) anticipated the amount of development under the proposed Project. The provisions of the proposed Project would not conflict with any aspects of the General Plan, including land use designations, noise limits or other restrictions that address noise impacts. Though future potential development permitted under the proposed Project may potentially be noise-generating during their construction phase, all potential future development under the proposed Project would be subject to the oversight and review processes and standards that are required by the San Bruno General Plan, established within the City Municipal Code Chapter 6.16 Noise Regulations and Chapter 6.18 Mandatory Real Estate Transfer Disclosure Regarding Airport Noise, and/or otherwise required to be addressed by the State and federal regulations.

The San Bruno Municipal Code Chapter 6.16 Noise Regulations, regulates excessive sound and vibration in residential areas of the City. Additionally, the General Plan Health and Safety Element includes the following goals, policies and programs to guide public and private planning to attain and maintain acceptable noise levels.

Applicable General Plan Policies:

HS-32 Encourage developers to mitigate ambient noise levels adjacent to major noise sources by incorporating acoustical site planning into their projects. Utilize the City’s Building Code to implement mitigation measures, such as:

- Incorporating buffers and/or landscaped berms along high-noise roadways or railways;

- Incorporating traffic calming measures and alternative intersection design within and/or adjacent to the project;
 - Using reduced-noise pavement (rubberized asphalt); and
 - Incorporating state-of-the-art structural sound attenuation measures.
- HS-33 Prevent the placement of new noise sensitive uses unless adequate mitigation is provided. Establish insulation requirements as mitigation measures for all development, per the standards in Table 7-1.
- HS-34 Discourage noise-sensitive uses such as hospitals, schools, and rest homes from locating in areas with high noise levels. Conversely, discourage new uses likely to produce high levels of noise from locating in areas where noise sensitive uses would be impacted.
- HS-35 Require developers to comply with relevant noise insulation standards contained in Title 24 of the California Code of Regulations (Part 2, Appendix Chapter 12A).
- HS-36 Encourage developers of new residential projects to provide noise buffers other than sound walls, such as vegetation, storage areas, or parking, and site planning and locating bedrooms away from noise sources.
- HS-44 Adopt traffic mitigations—including reduced speed limits, improved paving texture, and traffic signal controls—to reduce noise in areas where residential development may front on high-traffic arterials, such as El Camino Real.
- HS-45 Where feasible and appropriate, develop and implement noise reduction measures when undertaking improvements, extensions, or design changes to San Bruno streets.
- HS-47 Enforce Vehicle Code noise emission standards, as well as provisions which prohibit alteration of vehicular exhaust systems in ways that increases noise levels.

Compliance with existing regulations would ensure that the proposed Project would neither cause new noise impacts nor exacerbate existing impacts. Accordingly, noise impacts associated with implementing the proposed Project would be *less than significant*.

- b) **Would the project result in exposure of persons to or generate excessive groundborne vibration or groundborne noise levels?**
(Sources: 1, 5, 6, 7, 14, 18 and 19)

Potential future development associated with the proposed Project would not include any new roads or transportation infrastructure and therefore would not itself result directly in any new transportation-related sources of vibration. The construction of new housing and secondary dwelling would not include vibration-generating equipment and would not result in long-term operational vibration impacts. *No impact* related to long-term vibration would occur. Any impacts associated with construction would be temporary and short-term. General Plan policies to reduce potential vibration impacts are listed below.

Applicable General Plan Policies:

- HS-38 Require developers to mitigate noise exposure to sensitive receptors from construction activities. Mitigation may include a combination of techniques that reduce noise generated at the source, increase the noise insulation at the receptor, or increase the noise attenuation rate as noise travels from the source to the receptor.

Methods to reduce vibration during construction would include the use of smaller equipment, use of static rollers instead of vibratory rollers and drilling piles as opposed to pile driving. Compliance with General Plan policies together with no long-term vibration impacts would ensure impacts would be *less than significant*.

- c) **Would the project result in a substantial permanent increase in ambient noise levels in**

the project vicinity above levels existing without the project?
(Sources: 1, 5, 6, 7, 14, 18 and 19)

Potential impacts from future residential development would stem mainly from the addition of vehicles along roadways in the city. However, no additional vehicles are anticipated under the proposed Project beyond what was previously analyzed under the current Housing Element (2007-2014), San Bruno General Plan and Transit Corridors Specific Plan. The type of development envisioned under the proposed Project would be compatible with nearby residential land uses that are either already developed and/or are in close proximity to existing residential and residential-serving development. As discussed above in Section 12(a), because residential uses are not typically associated with high levels of stationary noise generation and would largely be developed and located near other residential uses, it is unlikely that any residential development under the proposed Project would directly contribute to an increase in ambient noise levels in their surrounding areas. Therefore, the impact would be *less than significant*.

In addition, implementation of General Plan policies, including those listed under Section 12(a) and 12(b), would ensure the impacts identified above would be *less than significant*.

Applicable General Plan Policies:

- HS-46 Encourage transit vehicles to develop and apply noise reduction technologies to reduce the noise and vibration impacts of Caltrain, BART and bus traffic.
- LUD-31 Develop a green buffer along Huntington Avenue, as illustrated in Figure 2-7 to buffer residents from BART and Caltrain activities.

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- List and summarize

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
(Sources: 1, 5, 6, 7, 14, 18 and 19)

Based on applicable criteria stipulated by the San Bruno noise ordinance, a significant impact would occur if construction of potential development under the proposed Project will:

- Occur outside the hours of 7:00 a.m. and 10:00 p.m. Monday through Friday; and
- Utilize equipment that results in noise levels exceeding 85 dBA at a distance of 100 feet.

Development of the future potential development associated with the proposed Project could cause temporary noise impacts during construction at adjacent land uses. The future residential development and secondary dwelling units could be located in proximity of noise-sensitive residential areas. Specific site plans and construction details have not been developed. Construction would be localized and would occur intermittently for varying periods of time. Because specific project-level information is not available at this time, it is not possible to quantify the construction noise impacts at specific sensitive receptors.

Construction is performed in distinct steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. However, despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise level ranges to be categorized by work phase. The highest noise impacts from construction activity would occur from operation of heavy earthmoving equipment and truck hauling that would occur with construction. Except for emergency work of

public service utilities or by variance, the City restricts the hours of construction activities to the least noise-sensitive portions of the day (i.e., between 7:00 a.m. and 10:00 p.m. on Monday through Friday).

Prior to construction of each development consistent with the proposed Project, for projects that are not subject to separate environmental review, construction noise impacts would be addressed through compliance with the City's General Plan and Zoning Ordinance through the City's building permitting process. Several methods can be implemented to reduce noise during construction, such as equipment selection, selecting staging areas as far as possible from nearby noise sensitive uses and temporary construction walls.

Implementation of the General Plan goals, policies, and programs listed in Section 12(a) through 12(c) would ensure these impacts identified above are *less than significant*.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
(Sources: 1, 5, 6, 7, 33, 34, 35, 36 and 37)

Local airports include San Francisco International (SFO), located one mile from the Study Area, San Carlos Airport, located 14 miles from the Study Area, Palo Alto Airport, located 28 miles from the Study Area, and Moffett Federal Airfield, located 39 miles from the Study Area. San Bruno falls within the SFO airport land use plan. All other airports are located 4 miles or more away from the Study Area. Because residences and other noise-sensitive land uses could be located in areas that exceed the "compatible" criteria, this would be considered a significant impact. However, the following General Plan policies included in the Health & Safety Element, would reduce this impact to a Less than Significant level. Therefore, although implementation of the proposed Project could result in exposure to excessive aircraft noise levels, the impact would be *less than significant*.

- HS-37 Require that all sponsors of new housing (residential and senior housing units) record a notice of Fair Disclosure, regarding the proximity of the proposed development to San Francisco International Airport and of the potential impacts of aircraft operation, including noise impacts, per Ordinance 1646 and AB 2776.
- HS-39 Pursue mitigation of noise impacts from the San Francisco International Airport to the fullest extent possible. Support and advocate for operational practices, changes to aircraft, new technologies, and physical improvements that would reduce the area in San Bruno impacted by aircraft noise.
- HS-40 Prohibit new residential development in 70+CNEL areas, as dictated by Airport Land Use Commission criteria.
- HS-41 Encourage SFO Airport authorities to undertake noise abatement and mitigation programs that are based not only on the airport's noise contour maps, but that consider other factors such as the frequency of over-flights, altitude of aircraft, and hours of operation.
- HS-42 Require new residential development within the 65 dBA CNEL SFO noise contour to provide an avigation easement to the airport prior to issuing occupancy permits.
- HS-49 Actively and aggressively participate in forums and discussions regarding operations and expansion plans for San Francisco International Airport. Seek local representation on task forces, commissions, and advisory boards established to guide airport policies and programs.

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?
(Sources: 1, 5, 6, 7, 33, 34, 35, 36 and 37)

There are no private airstrips located within San Bruno. The Mills-Peninsula Medical Center Hospital does operate one heliport, which is located in the City of Burlingame, three miles south of San Bruno. Due to limited and sporadic heliport use for medical emergencies, and distance to San Bruno, there would be *no impact* related to excessive noise levels related to private airstrips.

13. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**
 (Sources: 1, 5, 6, 7 and 24)

The proposed Project would be considered to result in a substantial and unplanned level of growth if estimated build-out exceeded local and regional growth projections (e.g., by proposing new homes or businesses). Implementation of the proposed Project is consistent with projections under the San Bruno General Plan, Transit Corridors Specific Plan and ABAG/s Projections 2013 and would not extend roads or other infrastructure, and thus would not indirectly induce substantial population growth. Thus, a *less than significant* impact would occur in relation to population growth.

- b) **Would the project displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?**
 (Sources: 1, 5, 6, 7 and 24)

Because the proposed Project only involves changes to the permitting of uses and in no way increases the restrictiveness of the Zoning Ordinance, nothing in the Zoning Ordinance would serve to displace housing or people. The proposed Project prescribes standards, but does not mandate the exact use of the land. Therefore, market conditions and a variety of other factors will be the primary determinates of the increase or decrease in the number of housing units and residents in San Bruno. Consequently, impacts with respect to displacing housing units or residents would be *less than significant*.

- c) **Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**
 (Sources: 1, 5, 6, 7 and 24)

See Section 13(a) above.

14. Public Services Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**
 (Sources: 1, 5, 6, 7 and 14)

The primary purpose of a public services impact analysis is to examine the impacts associated with physical improvements to public service facilities required to maintain acceptable service ratios, response times or other performance objectives. Public service facilities need improvements (i.e., construction of new, renovation or expansion of existing) as demand for services increases. Increased demand is typically driven by increases in population. The proposed Project would have a significant environmental impact if it would exceed the ability of public service providers to adequately serve the residents of the city, thereby requiring construction of new facilities or modification of existing facilities. As discussed in Section 12, Population and Housing, above, the proposed Project would not directly or indirectly result in population growth. The proposed Project does not include the construction of any new public service facilities or expansion of existing facilities.

The proposed Project would not increase development potential beyond what was considered in the current Housing Element (2007-2014). Further, the provisions of the proposed Project would consistent with the General Plan and Transit Corridors Specific Plan, including land use designations and allowed building intensities that could impact demand for City services. Implementation of the proposed Project would therefore neither cause new impacts in regard to provision of City services nor exacerbate any existing impacts. Thus, *no impact* would occur.

15. RECREATION Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?**
 (Sources: 1, 5, 6, 7 and 14)

Because implementation of the proposed Project would not directly or indirectly result in population growth as discussed in Section 12, Population and Housing, above, it also would not increase the use of existing parks or recreational facilities. Additionally, implementation of the proposed Project does not include nor require the construction or expansion of recreational facilities. For these reasons, implementation of the proposed Project would have *no impact* on recreation.

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment?**
 (Sources: 1, 5, 6, 7 and 14)

See Section 15(a) above.

16. TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

(Sources: 1, 5, 6, 7 and 14)

The proposed Project would have no effect on the circulation system of San Bruno as it would not increase development potential and would not directly or indirectly result in population growth. As such, implementation of the proposed Project would not conflict with any applicable plan, ordinance or policy that establishes measures of effectiveness for the performance of the circulation system. Consequently, impacts would be *less than significant*.

b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

(Sources: 1, 5, 6, 7 and 14)

See Section 16(a) above.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

(Sources: 1, 5, 6, 7 and 14)

The proposed Project does not include any strategy or measure that would directly or indirectly affect air traffic patterns. Therefore, *no impact* would result.

- d) **Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**
(Sources: 1, 5, 6, 7 and 14)

The proposed Project does not include any strategy that would promote the development of hazardous road design features or incompatible uses. Therefore, *no impact* would occur.

- e) **Would the project result in inadequate emergency access?**
(Sources: 1, 5, 6, 7 and 14)

No part of the proposed Project would result in the development of uses or facilities that would degrade emergency access. Therefore, there would be *no impact*.

- f) **Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**
(Sources: 1, 5, 6, 7 and 14)

The proposed Project will have no impact on policies, plans or programs regarding public transit, bicycle or pedestrian facilities. While future development consistent with the proposed Project may include provisions that are dependent on the location of public transit stops, potential development consistent with the proposed Project will only be reactive to the location of bus stops and will have no effect on the placement of bus stops or any other aspect of the public transportation system. Therefore, *no impact* will occur.

17. UTILITIES AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**
 (Sources: 1, 5, 6, 7 and 14)

The San Bruno Public Works Department Wastewater Division provides wastewater collection and conveyance services to San Bruno. Wastewater from the City of San Bruno is treated by the South San Francisco-San Bruno Water Quality Control Plan treatment plan that the City of San Bruno owns jointly with the City of South San Francisco. Sanitary wastewater treatment requirements are established in the NPDES Permit issued by the San Francisco Bay RWQCB, which currently allows for the expansion to 13 million gallons per day (MGD) of average dry weather flow. Based on demand projections, this joint effort by the Cities of San Bruno and South San Francisco this expansion will be constructed in stages to meet projected demands over the next 30 years, to 2041. The NPDES Permit also sets out a framework for compliance and enforcement. The proposed Project would not increase development potential beyond what was anticipated in the current Housing Element (2007-2014) and the Transit Corridors Specific Plan, which was considered in the Sewer System Management Plan, prepared in 2011 and updated in 2013. Therefore, construction and operation resulting from potential future development permitted under the proposed Project would have *no impact* with regard to the wastewater treatment requirements of the San Francisco Bay RWQCB and the capacity of the Public Services Department to serve the projected San Bruno General Plan and Transit Corridors Specific Plan demand in addition to its existing commitments.

- b) **Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**
 (Sources: 1, 5, 6, 7 and 14)

Given the proposed Project would not increase development potential beyond what was anticipated in the current Housing Element (2007-2014), San Bruno General Plan and Transit Corridors Specific Plan (2013), it would not result in new population that would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Thus, *no impact* would occur.

- c) **Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

(Sources: 1, 5, 6, 7 and 14)

Given the proposed Project would not increase development potential beyond what was anticipated in the current Housing Element (2007-2014), San Bruno General Plan and Transit Corridors Specific Plan (2013), it would not result in new population that would require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Thus, *no impact* would occur.

- d) **Would the project have insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

(Sources: 1, 5, 6, 7 and 14)

The proposed Project would not increase development potential beyond what was anticipated in the current Housing Element (2007-2014), San Bruno General Plan and Transit Corridors Specific Plan (2013). Given that no additional demand for water supply would occur, there would be *no impact* to water supply as a result of implementing the proposed Project.

- e) **Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

(Sources: 1, 5, 6, 7 and 14)

See Sections 17(a) and 17(b) above.

- f) **Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

(Sources: 1, 5, 6, 7 and 14)

The proposed Project would not increase development potential beyond what was anticipated in the current Housing Element (2007-2014), San Bruno General Plan and Transit Corridors Specific Plan (2013). Given the fact that no additional solid waste generation is anticipated under the proposed Project, *no impact* to the Ox Mountain Landfill as a result of implementing the proposed Project would occur.

- g) **Would the project comply with federal, state, and local statutes and regulations related to solid waste?**

(Sources: 1, 5, 6, 7 and 14)

The proposed Project will have no effect on the solid waste disposal and recycling system of Recology San Bruno, as it will not increase development potential and would not directly or

indirectly result in population growth. As such, implementation of the proposed Project would not conflict with any applicable plan, ordinance or policy that establishes measures of effectiveness for the performance of the solid waste disposal and recycling system.

In compliance with State Law Senate Bill 1016, the City would continue to aim for the California Integrated Waste Management Board (CIWMB) target of 7.5 pounds of waste per person per day through the source reduction, recycling and composting programs coordinated by RethinkWaste. San Bruno’s disposal rate in 2013 was approximately 3.0 pounds of waste per person per day, which was well below the CIWMB target of 7.5 pounds of waste per person per day. The City should be able to continue to meet or perform better than the State mandated target through continued implementation of the various waste reduction policies and programs that are currently in place.

Additionally, San Bruno has adopted a Source Reduction and Recycling Element (SRRE), a Household Hazardous Waste Element (HHWE) and a Non-Disposal Facility Element (NDFE) in compliance with the California Integrated Waste Management Act. Implementation of strategies and programs from these plans allowed the City to meet the State mandated waste diversion goal of 50 percent in 2011. These programs are sufficient to ensure that any potential future development in San Bruno, consistent with the Project, would not compromise the ability to meet or perform better than the State-mandated target. Thus, there would be *no impact* to solid waste as a result of implementing the proposed Project.

18. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The Project would not contravene any aspects of the San Bruno General Plan or the Transit Corridors Specific Plan (2013) and is consistent with the development allowed under the current Housing Element (2007-2014), including land use designations and allowed building intensities

that would lead to increased population or development, impacts to wildlife, cumulative effects or other substantial adverse effects on human beings. All structures, programs and projects pursued under the proposed Project would adhere to the vision established within the San Bruno General Plan and the land use designations contained in the San Bruno Zoning Ordinance. Furthermore, the proposed Project is consistent with regional projections contained in ABAG's Projections 2013 document. Implementation of the proposed Project would, therefore, neither cause new impacts in regard to these issues nor would it exacerbate any existing impacts.

Through mandatory regulatory compliance and consistency with General Plan policies, implementation of the proposed Project would have a *less than significant* impact with regards to the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. The Project will also not have impacts that are individually limited but cumulatively considerable. Nor does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

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

See Section 18(a) above.

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

See Section 18(a) above.
