

Initial Study/Mitigated Negative Declaration

160 El Camino Real Hotel



March 2021



CITY OF SAN BRUNO

Mitigated Negative Declaration

Pursuant to Section 21000 et seq of the Public Resources Code, a Mitigated Negative Declaration is hereby granted for the following project:

1. Project Title: 160 El Camino Real Hotel
2. Lead Agency Name and Address: City of San Bruno
567 El Camino Real
San Bruno, CA 94066
3. Contact Person and Phone Number: Michael Smith
Senior Planner
msmith@sanbruno.ca.gov
650-616-7062
4. Project Location and APNs: 160 El Camino Real, San Bruno

021-164-240
5. Project Sponsor's Name & Address: Sierra Meadow Resort, Inc.
1799 Bayshore Highway, Suite 208
Burlingame, CA 94010
6. General Plan Designation: Multi-Use Residential Focus
7. Zoning: C, General Commercial District
8. Description of Project: The 160 El Camino Real Hotel project proposes to construct a 50-foot tall, three-story, approximately 19,107 square-foot boutique hotel that would provide 28 guestrooms. The first floor would be dedicated to guest amenity spaces (lobby, lounge, bar areas) and hotel operations (front desk, administrative office, mechanical and electrical rooms, etc.).

Guestrooms would be located on the second and third floors. Once operational, the proposed hotel is anticipated to have a total of 17 employees.

FINDING

The Community and Economic Development Director finds the project described above will not have a significant effect on the environment in that the attached Initial Study identifies one or more potentially significant effects on the environment for which the project applicant, before public release of this draft Mitigated Negative Declaration (MND), has made or agrees to make project revisions that clearly mitigate the effects to a less than significant level.

MITIGATION MEASURES INCLUDED IN THE PROJECT TO REDUCE POTENTIALLY SIGNIFICANT EFFECTS TO A LESS THAN SIGNIFICANT LEVEL

- A. AESTHETICS** - The project will not have a significant impact on this resource; therefore, no mitigation is required.
- B. AGRICULTURE AND FOREST RESOURCES** - The project will not have a significant impact on this resource; therefore, no mitigation is required.
- C. AIR QUALITY**

MM AIR-3.1: The following standard measures reflect BAAQMD best management practices and would be implemented by the project to reduce potential impacts from fugitive dust.

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

MM AIR-3.2:

The project shall develop a plan demonstrating that the off-road equipment used onsite to construct the project would achieve a fleet-wide average 97-percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:

- All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 4 Final engines. Where Tier 4 equipment is not available, exceptions could be made for equipment that includes CARB-certified Level 3 Diesel Particulate Filters or equivalent. Equipment that is electrically powered or uses non-diesel fuels would also meet this requirement.
- Provide line power to the site during the early phases of construction to minimize the use of diesel-powered stationary equipment, such as generators.
- Utilize electric cranes as much as possible.

D. BIOLOGICAL RESOURCES - The project will not have a significant impact on this resource; therefore, no mitigation is required.

E. CULTURAL RESOURCES

MM CUL-2.1:

Undiscovered Archaeological Resources. If evidence of an archaeological site or other suspected cultural resource as defined by CEQA Guideline Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the Senior Planner shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The Senior Planner shall consult with the archaeologist to assess the significance of the

find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC.

MM CUL-2.2: *Worker Awareness Training.* Prior to the initiation of site preparation and/or the start of construction, the project sponsor shall ensure that all construction workers receive training overseen by a qualified professional archaeologist who is experienced in teaching non-specialists, to ensure that contractors can recognize archaeological resources in the event that any are discovered during construction.

MM CUL-3.1: *Human Remains.* If human remains are discovered at the project construction site during any phase of construction, all ground-disturbing activity within 100 feet of the resources shall be halted and the Senior Planner and the San Mateo County Coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of San Bruno shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of San Bruno, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.

F. ENERGY - The project will not have a significant impact on this resource; therefore, no mitigation is required.

G. GEOLOGY AND SOILS

MM GEO-6.1: *Unique Paleontological and/or Geologic Features and Reporting.* Should a unique paleontological resource or site or unique geological feature be identified at the project site during any phase of construction, all ground disturbing activities within 25 feet shall cease

and the Senior Planner notified immediately. A qualified paleontologist shall evaluate the find and prescribe mitigation measures to reduce impacts to a less than significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is implemented. Upon completion of the paleontological assessment, a report shall be submitted to the City and, if paleontological materials are recovered, a paleontological repository, such as the University of California Museum of Paleontology shall also be submitted to the City.

H. GREENHOUSE GAS EMISSIONS - The project will not have a significant impact on this resource; therefore, no mitigation is required.

I. HAZARDS AND HAZARDOUS MATERIALS

MM HAZ-2.1: A Site Management Plan (SMP) and Health and Safety Plan (HSP) shall be developed to establish appropriate management practices for handling and monitoring of impacted soil, soil vapor and groundwater that potentially may be encountered during construction activities. The SMP and HSP shall be prepared by an Environmental Professional and be submitted to the SMCDEH and the Senior Planner for review and approval prior to commencing construction activities. The SMP measures shall be incorporated into the project design documents and include a discussion of the following:

- Site control procedures to control the flow of personnel, vehicles and materials in and out of the site.
- Measures to minimize dust generation, storm water runoff and tracking of soil off-site.
- Dewatering protocols, including methods to evaluate water quality and discharge/disposal alternatives; any pumped water shall not be used for on-site dust control or any other on-site use.
- Protocols for conducting earthwork activities in areas where impacted soil, soil vapor and/or ground water are present or suspected. Worker training requirements, health and safety measures and material handling procedures shall be described.
- Perimeter air monitoring for dust during any activity that significantly disturbs impacted site soil (e.g., mass grading, foundation construction, excavating or utility trenching) to document the effectiveness of dust control measures.
- Protocols to be implemented if buried structures, wells, debris, or unidentified areas of impacted soil are encountered during site development activities.
- Protocols to characterize/profile soil suspected of being contaminated so that appropriate mitigation, disposal or reuse alternatives, if necessary, can be implemented. Soil in contact

with impacted ground water should be assumed contaminated. All soil excavated and transported from this site should be appropriately disposed at a permitted facility.

- Stockpiling protocols for “clean” and “impacted” soil.
- Decontamination procedures to reduce the potential for construction equipment and vehicles to release contaminated soil onto public roadways or other off-site transfer.
- Procedures to evaluate and document the quality of any soil imported to the site. Soil containing chemicals exceeding residential (unrestricted use) screening levels or typical background concentrations of metals should not be accepted.
- Methods to monitor excavations and trenches for the potential presence of VOC impacted vapors. Mitigation protocols shall be developed and implemented in the event elevated VOC vapors are released during excavation activities that may pose a risk to construction worker health and/or a risk to the health of occupants of neighboring properties.
- Protocols to evaluate if the residual contaminants will adversely impact the integrity of below ground utility lines and/or structures (e.g., the potential for corrosion due to subsurface contamination).
- Measures to reduce soil vapor and groundwater migration through trench backfill and utility conduits, including placement of low-permeability backfill “plugs” at specified intervals on-site and at all locations where the utility trenches (within impacted soil or ground water) extend off-site. In addition, utility conduits that are placed below ground water shall be installed with water-tight fittings to reduce the potential for ground water to migrate into the conduits.
- Measures to help reduce the potential for the downward migration of contaminated ground water if deep foundation systems are proposed. These measures shall be identified in the Geotechnical Investigation report and implemented as a part of the development plans.

MM HAZ-2.2: An Air Monitoring Plan shall be prepared that assesses the potential for exposure of construction workers and nearby sensitive receptors to VOCs during construction activities. The plan shall specify measures to be implemented if VOC concentrations exceed threshold values. The plan shall be submitted to SMCDEH for review and approval prior to commencement of construction activities.

MM HAZ-2.3: Prior to the start of construction activity that involves subsurface work (e.g. mass grading, foundation construction, excavation, utility trenching), information regarding site risk management procedures, including copies of the SMP and HSP, shall be provided to the

contractors for review, and each contractor shall provide these plans to their subcontractors.

MM HAZ-2.4: The Environmental Professional shall assist in the implementation of the SMP and shall, at a minimum, perform part-time observation services during demolition, excavation, grading and trenching activities. Upon completion of construction activities, the Environmental Professional shall prepare a report documenting compliance with the SMP; this report shall be submitted to the SMCDEH and the Senior Planner.

MM HAZ-2.5: Contaminated soil shall only be left in-place or reused with written approval from the SMCDEH. At a minimum, if contaminated soil is left in-place, a deed restriction or land use covenant shall detail the location of the soil. This document shall include a surveyed map of the location of the impacted soil and shall restrict future excavation in the impacted area unless approved in writing by the SMCDEH.

J. HYDROLOGY AND WATER QUALITY - The project will not have a significant impact on this resource; therefore, no mitigation is required.

K. LAND USE AND PLANNING - The project will not have a significant impact on this resource; therefore, no mitigation is required.

L. MINERAL RESOURCES - The project will not have a significant impact on this resource; therefore, no mitigation is required.

M. NOISE

MM NOI-1.1: Implementation of the Best Management Practices below would reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance. With the inclusion of these practices and recognizing that noise and vibration generated by construction activities would occur over a temporary period, the temporary increase in ambient noise levels resulting from the project would be less than significant.

- Limit construction hours for non-grading activities, to between 7:00 a.m. and 7:00 p.m., Monday through Friday (given grading activity is restricted to those hours between seven a.m. and five-thirty p.m. on weekdays).
- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- Control noise from construction workers' radios to a point where they are not audible at existing commercial uses bordering the project site.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.
- Implementation of the above best management practices would reduce construction noise levels emanating from the site and minimize disruption and annoyance. With the implementation of these measures and recognizing that noise generated by construction activities would occur over a temporary period, the impact would be less-than-significant.

MM NOI-2.1:

The following mitigation measures would reduce this impact to a less-than-significant level at residential structures located within 10 feet of the shared property line.

- Construction Vibration Monitoring, Treatment, and Reporting Plan: The project proponent shall implement a construction vibration monitoring plan to document conditions prior to, during,

and after vibration generating construction activities. All plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry-accepted standard methods. The construction vibration monitoring plan shall include, but not be limited to, the following measures:

- The report shall include a description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration-monitoring locations.
- A list of all heavy construction equipment to be used for this project and the anticipated time duration of using the equipment that is known to produce high vibration levels shall be submitted by the contractor. This list shall be used to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort required for continuous vibration monitoring.
- Document conditions at all structures located within 25 feet of construction prior to, during, and after vibration generating construction activities. Perform a photo survey, elevation survey, and crack monitoring survey prior to any construction activity, in regular intervals during construction, and after project completion, and shall include internal and external crack monitoring in structures, settlement, and distress, and shall document the condition of foundations, walls and other structural elements in the interior and exterior of said structures.
- Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies shall be identified for when vibration levels approached limits.
- At a minimum, vibration monitoring shall be conducted during excavation activities.
- If vibration levels approach limits, suspend construction and implement contingency measures to either lower vibration levels or secure the affected structures.
- Conduct a post-construction survey on structures where either monitoring has indicated high vibration

levels or complaints of damage has been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.

- Prohibit the use of heavy vibration-generating construction equipment within 30 feet of adjacent mixed-use and residential buildings.
- Use a smaller vibratory roller, such as the Caterpillar model CP433E vibratory compactor, when compacting materials within 30 feet of adjacent commercial buildings. Only use the static compaction mode when within 10 feet of the adjacent mixed-use and residential buildings.
- Avoid dropping heavy equipment and use alternative methods for breaking up existing pavement, such as a pavement grinder, instead of dropping heavy objects, within 30 feet of adjacent commercial buildings.
- Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

- N. POPULATION AND HOUSING** - The project will not have a significant impact on this resource; therefore, no mitigation is required.
- O. PUBLIC SERVICES** - The project will not have a significant impact on this resource; therefore, no mitigation is required.
- P. RECREATION** - The project will not have a significant impact on this resource; therefore, no mitigation is required.
- Q. TRANSPORTATION/TRAFFIC** - The project will not have a significant impact on this resource; therefore, no mitigation is required.
- R. TRIBAL CULTURAL RESOURCES** - In the event that an inadvertent discovery of a tribal cultural resource is made, mitigation measures MM CUL-2.1, MM CUL-2.2, and MM CUL-3.1 will be implemented, as stated in Section 4.5 Cultural Resources of this Initial Study.
- S. UTILITIES AND SERVICE SYSTEMS** - The project will not have a significant impact on this resource; therefore, no mitigation is required.
- T. WILDFIRE** – The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Furthermore, the project site is mapped outside the City’s wildland fire hazard areas in the San Bruno General Plan. Accordingly, the project would not result in wildfire impacts.
- U. MANDATORY FINDINGS OF SIGNIFICANCE** – With the implementation of the mitigation measures identified above, the project would not degrade the quality of the environment, substantially affect the biological resources, or eliminate important examples of

California history or prehistory. The mitigation measures would also ensure that the project's contribution to cumulative impacts would not be cumulatively considerable, and the project would not cause substantial adverse effects on human beings, either directly or indirectly.

PUBLIC REVIEW PERIOD

Before 5:00 p.m. on **April 15, 2021** any person may:

1. Review the Draft MND as an informational document only; or
2. Submit written comments regarding the information and analysis in the Draft MND. Before the MND is adopted, Planning staff will prepare written responses to any comments, and revise the Draft MND, if necessary, to reflect any concerns raised during the public review period. All written comments will be included as part of the Final MND.

DocuSigned by:

Michael Smith

03/16/2021

Michael Smith, Senior Planner

Date

TABLE OF CONTENTS

Section 1.0	Introduction and Purpose	1
1.1	Purpose of the Initial Study	1
1.2	Public Review Period	1
1.3	Consideration of the Initial Study and Project.....	1
1.4	Notice of Determination	1
Section 2.0	Project Information	2
2.1	Project Title	2
2.2	Lead Agency Contact	2
2.3	Project Applicant	2
2.4	Consultant.....	2
2.5	Project Location.....	2
2.6	Assessor’s Parcel Number	6
2.7	General Plan Designation and Zoning District.....	6
2.8	Project-Related Approvals, Agreements, and Permits.....	6
Section 3.0	Project Description.....	7
3.1	Project Location.....	7
3.2	Project Description	7
Section 4.0	Environmental Setting, Checklist, and Impact Discussion	13
4.1	Aesthetics.....	14
4.2	Agriculture and Forestry Resources	21
4.3	Air Quality	24
4.4	Biological Resources	39
4.5	Cultural Resources.....	44
4.6	Energy.....	50
4.7	Geology and Soils.....	56
4.8	Greenhouse Gas Emissions.....	65
4.9	Hazards and Hazardous Materials	70
4.10	Hydrology and Water Quality	82
4.11	Land Use and Planning.....	92
4.12	Mineral Resources	95
4.13	Noise.....	97
4.14	Population and Housing.....	110
4.15	Public Services	112

4.16	Recreation.....	118
4.17	Transportation.....	121
4.18	Tribal Cultural Resources.....	134
4.19	Utilities and Service Systems	137
4.20	Wildfire.....	145
4.21	Mandatory Findings of Significance	149
Section 5.0	References.....	152
Section 6.0	Lead Agency and Consultants.....	156
6.1	Lead Agency.....	156
6.2	Consultants	156
Section 7.0	Acronyms and Abbreviations.....	157

Figures

Figure 2.5-1: Regional Map.....	3
Figure 2.5-2: Vicinity Map	4
Figure 2.5-3: Aerial Photograph and Surrounding Land Uses.....	5
Figure 3.2-1: Proposed Site Plan	8
Figure 3.2-2: Project Rendering.....	9
Figure 3.2-3: Garage Floor Plan	10
Figure 3.2-4: Conceptual Landscape Plan	12
Figure 4.1-1: Exterior Architecture Elements.....	19
Figure 4.3-1: Project Construction TAC Impacts	33
Figure 4.3-2: Project Site and Nearby TAC and PM _{2.5} Sources	37
Figure 4.17-1: Existing Transit Facilities	125
Figure 4.17-2: Existing Bicycle Facilities.....	127

Photos

Photos 1 and 2.....	18
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Tables

Table 4.3-1: Health Effects of Air Pollutants	24
Table 4.3-2: BAAQMD Air Quality Significance Thresholds	28
Table 4.3-3: Construction Period Emissions.....	29
Table 4.3-4: Summary of Project Operational Period Emissions	30
Table 4.3-5: Construction and Operational Risk Impacts at Offsite MEI.....	34

Table 4.3-6: Impacts from Combined Sources at Off-Site MEI	36
Table 4.6-1: Estimated Energy Use of Proposed Development.....	54
Table 4.13-1: Groundborne Vibration Impact Criteria	98
Table 4.13-2: Predicted Future Exterior Noise Levels	101
Table 4.13-4: Vibration Source Levels for Construction Equipment	106
Table 4.17-1: Project Trip Generation Estimate	131
Table 4.17-2: Project Levels of Services (Existing) ¹	132
Table 4.17-3: Project Levels of Services (Background Plus Project).....	132

Appendices

Appendix A: Air Quality Assessment
Appendix B: Geotechnical Investigation
Appendix C: Phase I Environmental Site Assessment
Appendix D: Phase II Soil and Soil Vapor Quality Evaluation
Appendix E: Environmental Noise Analysis
Appendix F: Noise and Vibration Assessment
Appendix G: Parking Study
Appendix H: Transportation Impact Analysis

SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE OF THE INITIAL STUDY

The City of San Bruno, as the Lead Agency, has prepared this Initial Study for the 160 El Camino Real Hotel project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of San Bruno, California.

The project proposes to construct a three-story, 28-room hotel and an attached below-grade parking garage. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

1.2 PUBLIC REVIEW PERIOD

Publication of this Initial Study marks the beginning of a 30-day public review and comment period. During this period, the Initial Study will be available to local, state, and federal agencies and to interested organizations and individuals for review. Written comments concerning the environmental review contained in this Initial Study during the 30-day public review period should be sent to:

Michael Smith, Senior Planner City of San Bruno - Community and Economic Development
Department
City Hall
567 El Camino Real
San Bruno, CA 94066

Comment may also be sent by email to: msmith@sanbruno.ca.gov

1.3 CONSIDERATION OF THE INITIAL STUDY AND PROJECT

Following the conclusion of the public review period, the City of San Bruno will consider the adoption of the Initial Study/Mitigated Negative Declaration (MND) for the project at a regularly scheduled meeting. The City shall consider the Initial Study/MND together with any comments received during the public review process. Upon adoption of the MND, the City may proceed with project approval actions.

1.4 NOTICE OF DETERMINATION

If the project is approved, the City of San Bruno will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines Section 15075(g)).

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

160 El Camino Real Hotel Project

2.2 LEAD AGENCY CONTACT

Michael Smith, Senior Planner
City of San Bruno
567 El Camino Real
San Bruno, CA 94066
msmith@sanbruno.ca.gov

2.3 PROJECT APPLICANT

Sierra Meadows Resort, Inc.
1799 Bayshore Highway, Suite 208
Burlingame, CA 94010
Phone: (650) 307-8331

2.4 CONSULTANT

David J. Powers and Associates, Inc.
1736 Franklin St, Suite 300
Oakland, CA 94612
Contact: Natalie Noyes, Senior Project Manager
nnoyes@davidjpowers.com

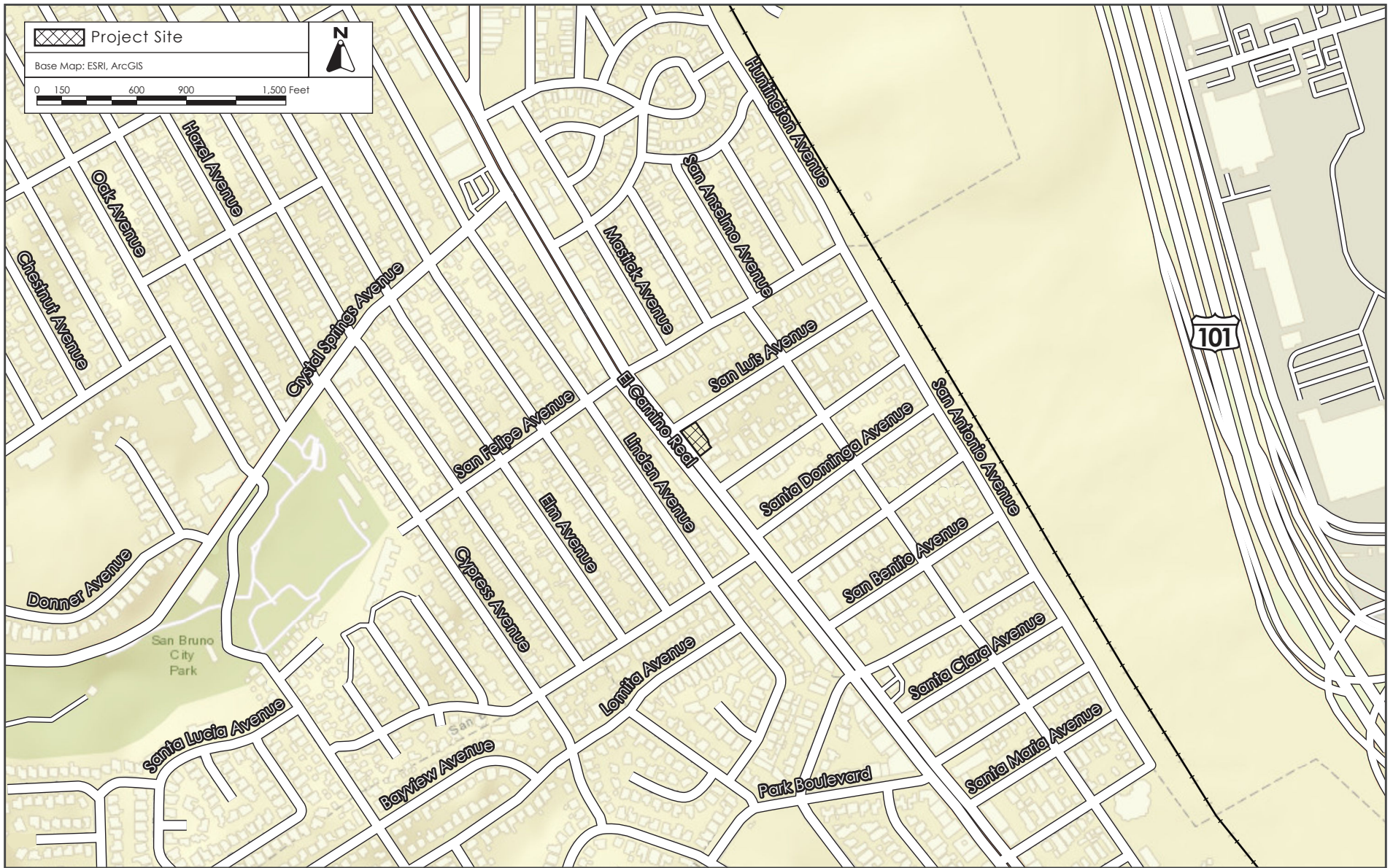
2.5 PROJECT LOCATION

The project site is located at 160 El Camino Real in the City of San Bruno. The approximately 0.22-acre site is located on the southeast corner of the intersection of El Camino Real and San Luis Avenue. The location of the project site is shown on the following figures:

- Figure 2.5-1 Regional Map
- Figure 2.5-2 Vicinity Map
- Figure 2.5-3 Aerial Photograph and Surrounding Land Uses

REGIONAL MAP

FIGURE 2.5-1



VICINITY MAP

FIGURE 2.5-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 2.5-3

2.6 ASSESSOR'S PARCEL NUMBER

The Assessor's Parcel Number (APN) for the project site is 021-164-240.

2.7 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

The project site has a General Plan land use designation of *Multi-Use Residential Focus*, and is zoned *C, General Commercial District*.

2.8 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

- Architectural Review Permit per SBMC Chapter 12.108
- Use Permit per SBMC Section 12.96.110 C.4.
- Grading, demolition, construction, parking, traffic, erosion, and Storm Water Pollution Prevention Plan permits and approvals (ministerial)
- Permits for water lines, water hookups, wastewater lines, wastewater hookups
- Encroachment Permit from Caltrans
- City Council approval of an off-site loading zone

The project is located on El Camino Real (State Route 82) and requires an encroachment permit issued by the California Department of Transportation (Caltrans). Caltrans is a Responsible Agency when a public agency requests an encroachment permit for a public project, or when a private project proponent requests an encroachment permit to carry out work on a project for which another public agency is the Lead Agency, as is the case for the project.

The project site is listed as a Closed Leaking Underground Storage (LUST) Case on the Cortese List, which requires the oversight of the San Mateo County Department of Environmental Health (SMCDEH), which serves as the Certified Unified Program Agency (CUPA) for San Mateo County. The project applicant would also be required to submit a Site Management Plan, Health and Safety Plan, and an Air Monitoring Plan for review and approval by SMCDEH prior to construction, as detailed in Section 4.9 Hazardous Materials. The SMCDEH is a Responsible Agency for any project in San Mateo County that would occur on an active or inactive hazardous waste facility, or proposes activities related to hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials.

SECTION 3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The project site is located at 160 El Camino Real in the City of San Bruno (APN: 021-164-240). The approximately 0.22-acre site is located on the southeast corner of the intersection of El Camino Real and San Luis Avenue.

3.2 PROJECT DESCRIPTION

3.2.1 Existing Development

The 0.22-acre site, which was formerly occupied by an auto repair shop, gas station, ceramics store, and carpet store, is presently vacant. As shown above in Figure 2.5-3, there is a wide variety of surrounding land uses, ranging from single- and multi-family residential in all directions, and hotels, motels, and various commercial businesses along El Camino Real. The project site has a General Plan land use designation of *Multi-Use Residential Focus*, and is zoned *C, General Commercial District*.

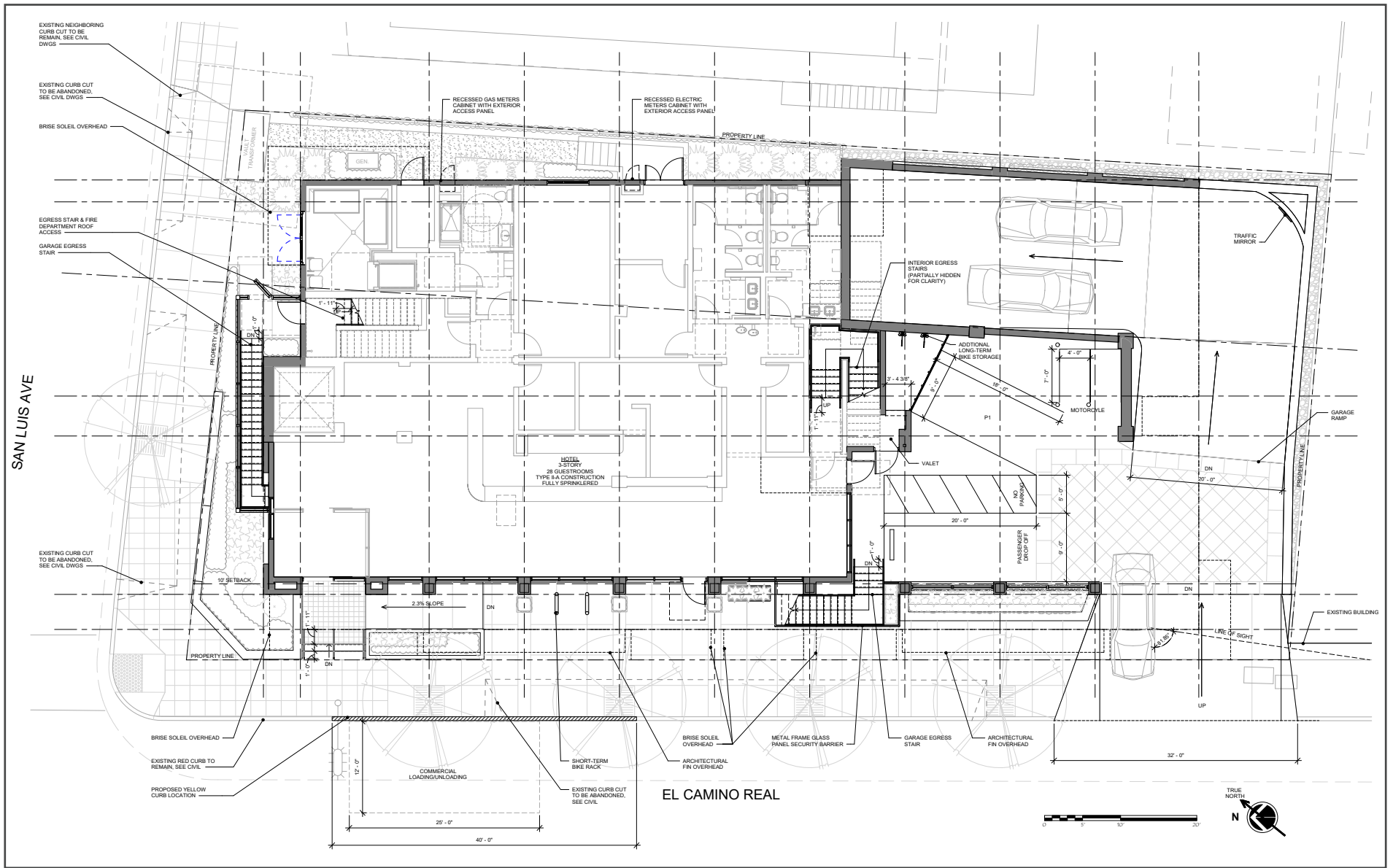
3.2.2 Proposed Development

The 160 El Camino Real Hotel project proposes to construct a 50-foot tall, three-story, approximately 19,107 square-foot boutique hotel that would provide 28 guestrooms. The first floor would be dedicated to guest amenity spaces (lobby, lounge, bar areas) and hotel operations (front desk, administrative office, mechanical and electrical rooms, etc.). Guestrooms would be located on the second and third floors. Once operational, the proposed hotel is anticipated to have a total of 17 employees. The site plan and a rendering of the proposed development are shown below in Figures 3.2-1 and 3.2-2, respectively.

3.2.3 Site Access, Circulation, and Parking

Vehicle access to the project site would be provided via a right-in and right-out driveway on El Camino Real at the southern corner of the project site. The driveway would connect to a small surface parking lot area with a passenger loading zone, two motorcycle spaces, and one Americans with Disabilities Act (ADA) vehicle stall. Hotel guests would enter the site from El Camino Real, and park their cars at the drop-off area near the driveway entrance. Vehicles would then be valeted via a ramp to a 22-space below-grade parking garage equipped with car lifts.

Parking spaces in the below-grade garage would include three electric vehicle (EV) capable and three ADA accessible parking stalls. Six bicycle parking stalls (four short-term, two long-term) would be provided in the below-grade garage. Figure 3.2-3 shows the garage floor plan of the proposed development. The project also includes the operation of free shuttles that would provide transportation for hotel guests to and from San Francisco International Airport (SFO).



PROPOSED SITE PLAN

FIGURE 3.2-1



Source: RYS Architects, October 23, 2020.

PROJECT RENDERING

FIGURE 3.2-2



3.2.4 Landscaping and Stormwater Control

The project site is currently vacant, and no impervious surfaces or trees are present on-site. If constructed, the proposed hotel, below-grade parking garage, and outdoor paved areas would result in a combined impervious surface area of 8,564 square feet, with a remaining 1,247 square feet of pervious surfaces dedicated to site landscaping.

Plants to be used in project landscaping would be selected to perform well in San Bruno's climate zone (Sunset Zone 17) which is defined by mild, wet winters and cool summers with frequent fog and wind.¹ The project would utilize hardy trees and shrubs with low- to medium-water use. The landscape (and associated irrigation) has been designed to be compliant with City of San Bruno's Water Efficient Landscape Ordinance (WELo). The conceptual landscape plan is shown on Figure 3.2-2.

3.2.5 Utility Improvements

The existing utilities in the project area would serve the proposed project. The proposed project would include new sanitary sewer, storm drain, and water lines which would connect the proposed hotel to existing utility lines in the surrounding streets. The project also includes an emergency diesel generator that would be located on the exterior of the first floor along the northwest corner of the building. The specifications for the emergency diesel generator are not known at this time, but based on the size of the proposed development, is assumed to be powered by a 200 horsepower engine and fitted with a manufacturer's acoustical enclosure. Testing of the emergency diesel generator is anticipated to occur once a month between seven a.m. and seven p.m. for a period not to exceed one hour.

3.2.6 Green Building and Energy Efficiency Measures

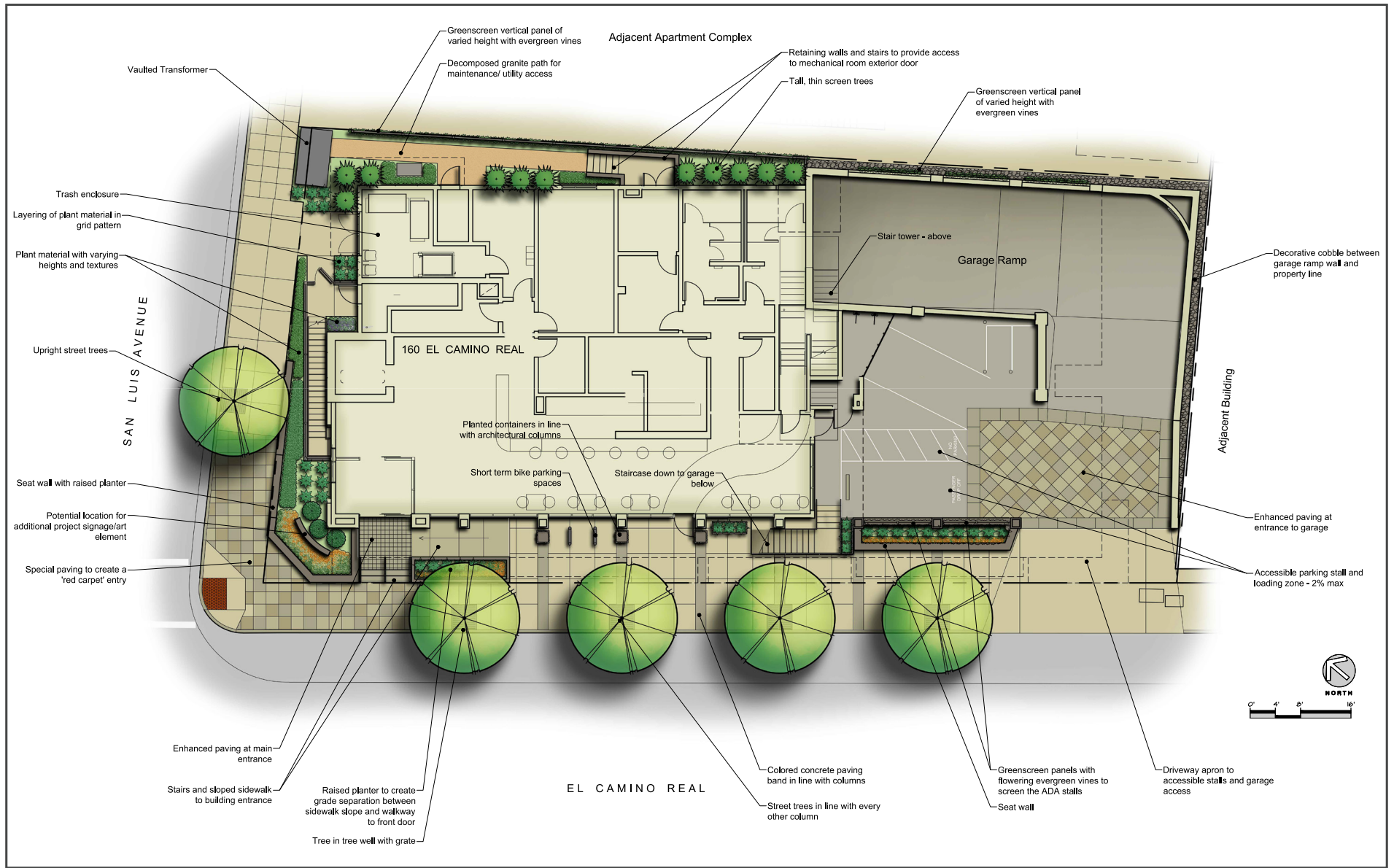
In addition to being constructed in accordance with CALGreen energy requirements, the proposed project would include a number of green building elements, including brise-soleil architecture, solar panels, water-efficient landscaping and plumbing fixtures, and energy-efficient mechanical systems.²

3.2.7 Construction

Construction of the project would occur over a period of approximately 18 months, with construction anticipated to begin in January 2022. Approximately 6,393.2 cubic yards (cy) of soil would be transported during earthwork.

¹ University of California, Agriculture and Natural Resources. Climate Zones. Accessed November 6, 2020. [http://marinmg.ucanr.edu/Weather - Climate Problems/Climate Zones/](http://marinmg.ucanr.edu/Weather_-_Climate_Problems/Climate_Zones/)

² Brise soleil is an architectural feature of a building that reduces heat gain within that building by deflecting sunlight.



CONCEPTUAL LANDSCAPE PLAN

FIGURE 3.2-4

SECTION 4.0 ENVIRONMENTAL SETTING, CHECKLIST, AND IMPACT DISCUSSION

This section presents the discussion of impacts related to the following environmental subjects in their respective subsections:

4.1	Aesthetics	4.12	Mineral Resources
4.2	Agriculture and Forestry Resources	4.13	Noise
4.3	Air Quality	4.14	Population and Housing
4.4	Biological Resources	4.15	Public Services
4.5	Cultural Resources	4.16	Recreation
4.6	Energy	4.17	Transportation
4.7	Geology and Soils	4.18	Tribal Cultural Resources
4.8	Greenhouse Gas Emissions	4.19	Utilities and Service Systems
4.9	Hazards and Hazardous Materials	4.20	Wildfire
4.10	Hydrology and Water Quality	4.21	Mandatory Findings of Significance
4.11	Land Use and Planning		

The discussion for each environmental subject includes the following subsections:

- **Environmental Setting** – This subsection 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.
- **Impact Discussion** – This subsection 1) includes the recommended checklist questions from Appendix G of the CEQA Guidelines to assess impacts and 2) discusses the project’s impact on the environmental subject as related to the checklist questions. For significant impacts, feasible mitigation measures are identified. “Mitigation measures” are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Each impact is numbered to correspond to the checklist question being answered. For example, Impact BIO-1 answers the first checklist question in the Biological Resources section. Mitigation measures are also numbered to correspond to the impact they address. For example, MM BIO-1.3 refers to the third mitigation measure for the first impact in the Biological Resources section.

4.1 AESTHETICS

4.1.1 Environmental Setting

4.1.1.1 *Regulatory Framework*

State

Streets and Highway Code Sections 260 through 263

The California Scenic Highway Program (Streets and Highway Code, Sections 260 through 263) is managed by the Caltrans. The program is intended to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment.

In San Mateo County, there are three state-designated scenic highways, including California State Route 1 (SR-1) segment between south of Half Moon Bay to the Santa Cruz County line (approximately 12 miles southwest from the project site), California State Route 35 (SR-35) segment between State Route 92 (SR-92) intersection to Santa Cruz County Line (approximately 8.5 miles southeast from the project site), and Interstate 280 (I-280) segment near the City of San Bruno to Santa Clara County line (approximately 0.9 miles west from the project site). Interstate 280 is the only state-designated scenic highway within the San Bruno city limits.

Local

County of San Mateo General Plan

The County of San Mateo General Plan states that Crystal Springs Road, El Camino Real (from Easton Drive to Crystal Springs Road), and Sharp Park Road are County-designated scenic roads.³

City of San Bruno General Plan

A scenic corridor is defined in the San Bruno General Plan as a “roadway or highway with unique or distinctive physical or cultural features”. The General Plan identifies one state-designated scenic corridor, I-280, and one local scenic corridor, Skyline Boulevard (Highway 35), which is also eligible for designation as a State Scenic Highway. San Bruno recognizes Sneath Lane as a local scenic corridor. The City is also a participant in the Grand Boulevard Initiative, which seeks to turn El Camino Real, a county-designated scenic corridor, into a “grand boulevard of meaningful destinations” with high quality building designs.

The City of San Bruno General Plan identifies views from hills to the north and west as a prominent visual backdrop. Scenic vistas include views from San Bruno Mountain, Sweeney Ridge, and Skyline College.

The City’s General Plan contains the following relevant policies:

³ San Mateo County. *General Plan*. November 1986.

Policies	Description
LUD-3	During Plan review, protect the residential character of established neighborhoods by ensuring that new development conforms to surrounding design and scale.
LUD-73	Require buildings with a continuous façade of 100 feet or longer to use non-reflective materials to minimize adverse impact of glare.
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 into the city.
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-28	Recognize and protect the following as local scenic corridors: <ul style="list-style-type: none"> • Skyline Boulevard, State Scenic Highway • Crystal Springs Road, County Scenic Road • Sharp Park Road, County Scenic Road • Sneath Lane
T-32	Encourage design of public and private development to frame vistas of the Downtown, public buildings, parks, and natural features.
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.
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.
PFS-2	Implement a Street Lighting and Sidewalk Maintenance Program for residential neighborhoods throughout the city. Underground utility wires wherever feasible.

San Bruno Municipal Code

Title 12, Land Use, Article III, Zoning of the San Bruno Municipal Code sets forth specific design guidelines, height limits, building density, building design and landscaping standards, architectural features, and open space and setback requirements.

Ordinance 1284

Adopted in June 1977, this ordinance limits building heights to 50 feet or three stories unless approved by City voters and prohibits increases of residential densities in areas zoned residential as of 1974.

4.1.1.2 *Existing Conditions*

The 0.22-acre project site is a rectangular vacant and undeveloped lot, covered by grass and dirt and closed off by chain-link fencing. The project site slopes downhill from east to west. No trees or rock outcroppings are present; there is however a historic building, the Manuel Silva House, located at 125 San Luis Avenue approximately 105 feet northeast of the project site.

The project site is located on the southeast corner of the intersection of El Camino Real and San Luis Avenue, along a heavily urbanized portion of the El Camino Real scenic corridor. Light and glare along this corridor is typical of urban areas, including headlights, streetlights, parking lot lights, security lights, and reflective surfaces such as windows. The property is bordered by a wide variety of surrounding land uses, ranging from single- and multi-family residential in all directions, and hotels, motels, and various commercial businesses along El Camino Real.

Due to the site topography and surrounding development, notable views of and from the project site are limited to the Sweeney Ridge scenic vista and the El Camino Real scenic corridor.

4.1.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
1) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) 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"/>
3) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? ⁴ If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Impact AES-1: The project would not have a substantial adverse effect on a scenic vista. (Less than Significant Impact)				

As discussed above under Section 4.1.1.2 Existing Conditions, the project site is visible from Sweeney Ridge, a San Bruno General Plan-designated scenic vista, and El Camino Real, a county-designated scenic road. Views from Sweeney Ridge provide expansive views of San Francisco Bay. However, views of the city's eastern flatlands from Sweeney Ridge appear miniature on the vast horizon.

According to the General Plan Final Environmental Impact Report (FEIR), new development in the eastern lowlands of the city along El Camino Real would change the appearance of the urban fabric. However, due to the City's Ordinance 1284, structures are limited to three stories (or 50 feet) unless

⁴ Public views are those that are experienced from publicly accessible vantage points.

voter approval is gained. As such, the General Plan FEIR concluded that new development under the General Plan will not likely impact views from the western hills.

The project proposes to construct a three-story, 50-foot tall boutique hotel which would be consistent in height and use with the hotels/motels and multi-family housing in the immediate vicinity of the project site. The proposed height of the hotel would be consistent with the maximum allowable height under the City's Ordinance 1284. Furthermore, as discussed below under Impact AES-3, the project would not degrade the existing visual character or quality of public views of the site and its surroundings. Accordingly, the project would not have a substantial adverse effect on scenic vistas. **(Less than Significant Impact)**

Impact AES-2: The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. **(No Impact)**

The only state scenic highway within the vicinity of the project site is I-280, located approximately 4,500 feet west of the project site. The project site is not visible from I-280 because views are obstructed by existing development, trees, and the topography of the area between I-280 and the project site. Therefore, the project would have no impact on scenic resources within a state scenic highway. **(No Impact)**

Impact AES-3: The project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The project would not conflict with applicable zoning and other regulations governing scenic quality. **(Less than Significant Impact)**

The project site in its current state does not positively contribute to the aesthetic environment due to a lack of any scenic qualities and the presence of chain-link fencing. The project site fronts El Camino Real, which is a County-designated scenic corridor. No scenic resources, such as trees, rock outcroppings, or historic buildings are present on the project site itself. As discussed previously, one historic building (the Manuel Silva House) is located approximately 105 feet northeast of the project site. The project does not propose any physical changes to the historic building. While the project would slightly reduce visibility of the Manuel Silva House from El Camino Real, existing views of the building from El Camino Real are already heavily obscured by existing development, fencing, and cars parked along El Camino Real, as shown below in Photo 1 and 2. Furthermore, as shown in Figure 4.1-1 below, the project proposes to improve the site by constructing an architecturally modern hotel that would complement the El Camino Real corridor using exterior elements that provide variation and color, as well as sidewalk setbacks and overhead elements which create aesthetically pleasing functional spaces for hotel guests and pedestrians. At its highest point, the hotel would be 50 feet in height, consistent with the adjacent existing multi-family residential development at 116 San Luis Avenue and the commercial development at 180 El Camino Real. Based on the above, the project would improve the existing visual character of the project site and would not degrade the quality of public views of the site and its surroundings.



Photo 1: View of 160 El Camino Real and 125 San Luis Road from Northbound El Camino Real.

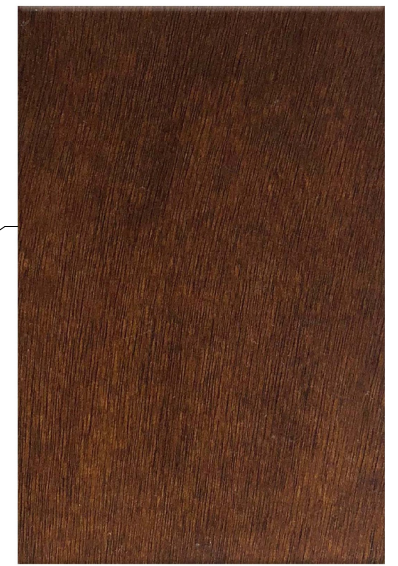


Photo 2: View of 160 El Camino Real and 125 San Luis Road from Southbound El Camino Real.

PHOTOS 1 & 2



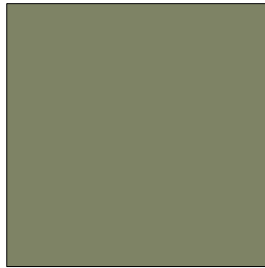
CLEAR GLAZING
PRODUCT: VITRO SOLARBAN 67



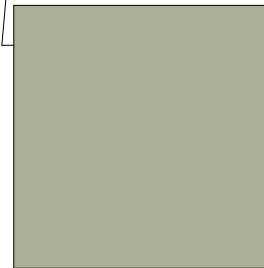
FIBER CEMENT WOOD PANEL
PRODUCT: PRODEMA
PRODEX NUX



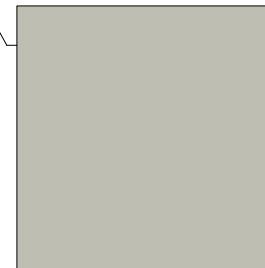
ANODIZED ALUMINUM
FINISH: CHAMPAGNE



FIBER CEMENT PANEL
COLOR: SHERWIN-WILLIAMS
ARTICHOKE



FIBER CEMENT PANEL
COLOR: SHERWIN-WILLIAMS
CLARY SAGE



FIBER CEMENT PANEL
COLOR: SHERWIN-WILLIAMS
AUSTERE GRAY



FIBER CEMENT PANEL
COLOR: SHERWIN-WILLIAMS
ICE CUBE

COLORBOARD

Source: RYS Architects, October 23, 2020.

A13

EXTERIOR ARCHITECTURE ELEMENTS

FIGURE 4.1-1

No elements of the proposed development conflict with City-specific design guidelines, height limits, building density, building design and landscaping standards, architectural features, and open space and setback requirements as described in Title 12, Land Use, Article III, Zoning of the San Bruno Municipal Code. Additionally, the final designs would be subject to the City's Planning Review Process, which requires an Architectural Review Permit and a Conditional Use Permit, which would be reviewed by the Architectural Review Committee and considered for approval by the Planning Commission. Accordingly, the proposed development would not be in conflict with regulations governing scenic quality. **(Less than Significant Impact)**

Impact AES-4: The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. **(Less than Significant Impact)**

The project proposes to install a number of exterior lighting fixtures along the façade of the proposed hotel, entranceways, and paths, and interior lighting would contribute to ambient light in the area. Limited exterior lighting is proposed on the east façade that faces adjacent housing, per the project's Exterior and Site Lighting Plan. As a Condition of Approval, the project's lighting plan would be subject to the City's Planning Review Process, which would ensure that the project is consistent with City requirements regarding the illumination of public and residential areas, and ensure that lighting is directed downward and will not spill over into adjacent properties or otherwise be highly visible.

Condition of Approval:

- The project's lighting plan shall conform with City requirements regarding the illumination of public and residential areas, and shall direct lighting downward such that it does not spill over into adjacent properties or be highly visible.

As required by General Plan policy LUD-73, the proposed project would use non-reflective exterior materials, including fiber-cement panels, to reduce the amount of glare generated by the proposed development. Accordingly, the project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. **(Less than Significant Impact)**

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Environmental Setting

4.2.1.1 *Regulatory Framework*

State

Farmland Mapping and Monitoring Program

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) assesses the location, quality, and quantity of agricultural land and conversion of these lands over time. Agricultural land is rated according to soil quality and irrigation status. The best quality land is called Prime Farmland. In CEQA analyses, the FMMP classifications and published county maps are used, in part, to identify whether agricultural resources that could be affected are present on-site or in the project area.⁵

California Land Conservation Act

The California Land Conservation Act (Williamson Act) enables local governments to enter into contracts with private landowners to restrict parcels of land to agricultural or related open space uses. In return, landowners receive lower property tax assessments. In CEQA analyses, identification of properties that are under a Williamson Act contract is used to also identify sites that may contain agricultural resources or are zoned for agricultural uses.⁶

Fire and Resource Assessment Program

The California Department of Forestry and Fire Protection (CAL FIRE) identifies forest land, timberland, and lands zoned for timberland production that can (or do) support forestry resources.⁷ Programs such as CAL FIRE's Fire and Resource Assessment Program and are used to identify whether forest land, timberland, or timberland production areas that could be affected are located on or adjacent to a project site.⁸

4.2.1.2 *Existing Conditions*

The 0.22-acre project site, which was formerly occupied by an auto repair shop, gas station, ceramics store, and carpet store, is currently undeveloped. The project site has a General Plan land use designation of *Multi-Use Residential Focus*, and is zoned *C-N, Neighborhood Commercial District*. The *San Mateo County Important Farmlands 2018 Map* designates the project site as "Urban and

⁵ California Department of Conservation. "Farmland Mapping and Monitoring Program." Accessed February 1, 2021. <http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>.

⁶ California Department of Conservation. "Williamson Act." <http://www.conservation.ca.gov/dlrp/lca>.

⁷ Forest Land is land that can support 10 percent native tree cover and allows for management of forest resources (California Public Resources Code Section 12220(g)); Timberland is land not owned by the federal government or designated as experimental forest land that is available for, and capable of, growing trees to produce lumber and other products, including Christmas trees (California Public Resources Code Section 4526); and Timberland Production is land used for growing and harvesting timber and compatible uses (Government Code Section 51104(g)).

⁸ California Department of Forestry and Fire Protection. "Fire and Resource Assessment Program." Accessed February 1, 2021. <http://frap.fire.ca.gov/>.

Built-Up Land”, defined as land with at least six structures per 10 acres. Common examples of “Urban and Built-Up Land” are residential, institutional, industrial, commercial, landfill, golf course, airports, and other utility uses. The site is not under a Williamson Act contract and there are no existing agricultural or forestry resources on or in the vicinity of the site.

4.2.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) 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"/>
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) 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"/>
4) Result in a 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"/>
5) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact AG-1: The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. **(No Impact)**

According to the *San Mateo County Important Farmland 2018* map, the project site is designated as *Urban and Built-Up Land*, meaning that the land contains a building density of at least six units per 10-acre parcel or is used for industrial or commercial purposes, golf courses, landfills, airports, or other utilities.⁹ Therefore, the proposed project would not convert farmland to a non-agricultural use. **(No Impact)**

⁹ California Department of Conservation, Division of Land Resource Protection. *San Mateo County Important Farmland 2018 Map*. September 2019.

Impact AG-2: The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. **(No Impact)**

The project site is not designated as farmland or zoned for agricultural use and is not the subject of a Williamson Act contract. The surrounding area is urbanized and not zoned for agricultural use or considered farmland. Accordingly, there is no conflict with existing zoning for agricultural use or a Williamson Act contract. **(No Impact)**

Impact AG-3: The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. **(No Impact)**

“Forest land” is defined as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. “Timberland” means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees.

The project site and surrounding area is not used or zoned for timberland or forest land. Therefore, the project would not impact timberland or forest land. **(No Impact)**

Impact AG-4: The project would not result in a loss of forest land or conversion of forest land to non-forest use. **(No Impact)**

As discussed under Impact AG-3, the project site and surrounding area is not used or zoned for timberland or forest land. Since the site is urban and built-up land surrounded by urbanized areas it could not support forest land or timberland. As the site is absent of forestry resources, the proposed development would not result in the loss of forest land or conversion of forest land to non-forest use. **(No Impact)**

Impact AG-5: The project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. **(No Impact)**

Both the project site and surrounding area are urbanized with no presence of designated farmland, forest land, or used or zoned for agriculture. As a result, the implementation of the proposed project would not result in the conversion of farmland to non-agricultural use or forest land to non-forest uses. **(No Impact)**

4.3 AIR QUALITY

The following discussion is based, in part, on an Air Quality Assessment prepared for the project by Illingworth & Rodkin, Inc. The report, dated November 2020, is attached to this Initial Study as Appendix A.

4.3.1 Environmental Setting

4.3.1.1 *Background Information*

Criteria Pollutants

Air quality in the Bay Area is assessed related to six common air pollutants (referred to as criteria pollutants), including ground-level ozone (O₃), nitrogen oxides (NO_x), particulate matter (PM), carbon monoxide (CO), sulfur oxides (SO_x), and lead.¹⁰ Criteria pollutants are regulated because they result in health effects. An overview of the sources of criteria pollutants and their associated health are summarized in Table 4.3-1. The most commonly regulated criteria pollutants in the Bay Area are discussed further below.

Table 4.3-1: Health Effects of Air Pollutants		
Pollutants	Sources	Primary Effects
Ozone (O ₃)	Atmospheric reaction of organic gases with nitrogen oxides in sunlight	<ul style="list-style-type: none">• Aggravation of respiratory and cardiovascular diseases• Irritation of eyes• Cardiopulmonary function impairment
Nitrogen Dioxide (NO ₂)	Motor vehicle exhaust, high temperature stationary combustion, atmospheric reactions	<ul style="list-style-type: none">• Aggravation of respiratory illness• Reduced visibility
Fine Particulate Matter (PM _{2.5}) and Coarse Particulate Matter (PM ₁₀)	Stationary combustion of solid fuels, construction activities, industrial processes, atmospheric chemical reactions	<ul style="list-style-type: none">• Reduced lung function, especially in children• Aggravation of respiratory and cardiorespiratory diseases• Increased cough and chest discomfort• Reduced visibility
Toxic Air Contaminants (TACs)	Cars and trucks, especially diesel-fueled; industrial sources, such as chrome platers; dry cleaners and service stations; building materials and products	<ul style="list-style-type: none">• Cancer• Chronic eye, lung, or skin irritation• Neurological and reproductive disorders

High O₃ levels are caused by the cumulative emissions of reactive organic gases (ROG) and NO_x. These precursor pollutants react under certain meteorological conditions to form high O₃ levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to

¹⁰ The area has attained both state and federal ambient air quality standards for CO. The project does not include substantial new emissions of sulfur dioxide or lead. These criteria pollutants are not discussed further.

reduce O₃ levels. The highest O₃ levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources.

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

Toxic Air Contaminants

TACs are a broad class of compounds known to have health effects. They include but are not limited to criteria pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, diesel fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway).

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. Diesel exhaust is a complex mixture of gases, vapors, and fine particles. Medium- and heavy-duty diesel trucks represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (most susceptible to injury).¹¹ Chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the California Air Resources Board (CARB).

Sensitive Receptors

Some groups of people are more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools.

4.3.1.2 *Regulatory Framework*

Federal and State

Clean Air Act

At the federal level, the United States Environmental Protection Agency (EPA) is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The federal Clean Air Act requires the EPA to set national ambient air quality standards for the six common criteria pollutants (discussed previously), including PM, O₃, CO, SO_x, NO_x, and lead.

¹¹ California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed January 14, 2021. <https://www.arb.ca.gov/research/diesel/diesel-health.htm>.

CARB is the state agency that regulates mobile sources throughout the state and oversees implementation of the state air quality laws and regulations, including the California Clean Air Act. The EPA and the CARB have adopted ambient air quality standards establishing permissible levels of these pollutants to protect public health and the climate. Violations of ambient air quality standards are based on air pollutant monitoring data and are determined for each air pollutant. Attainment status for a pollutant means that a given air district meets the standard set by the EPA and/or CARB.

Risk Reduction Plan

To address the issue of diesel emissions in the state, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. In addition to requiring more stringent emission standards for new on-road and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, the plan involves application of emission control strategies to existing diesel vehicles and equipment to reduce DPM (in addition to other pollutants). Implementation of this plan, in conjunction with stringent federal and CARB-adopted emission limits for diesel fueled vehicles and equipment (including off-road equipment), will significantly reduce emissions of DPM and NO_x.

Regional

2017 Clean Air Plan

The Bay Area Air Quality Management District (BAAQMD) is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state and federal air quality standards will be met. BAAQMD's most recently adopted plan is the Bay Area 2017 Clean Air Plan (2017 CAP). The 2017 CAP focuses on two related BAAQMD goals: protecting public health and protecting the climate. To protect public health, the 2017 CAP describes how BAAQMD will continue its progress toward attaining state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the 2017 CAP includes control measures designed to reduce emissions of methane and other super-greenhouse gases (GHGs) that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.¹²

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. Jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing air quality impacts developed by BAAQMD within their CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

¹² BAAQMD. *Final 2017 Clean Air Plan*. April 19, 2017. <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>.

Local

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating air quality impacts resulting from planned development within the City, including the following:

Policies	Description
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-25	Maintain and improve air quality by requiring project mitigation, such as Transportation Demand Management (TDM) techniques, where air quality impacts are unavoidable.
ERC-26	Require dust abatement actions for all new construction and redevelopment projects.
ERC-33	Require all large construction projects to mitigate diesel exhaust emissions through use of alternate fuels and control devices.

4.3.1.3 *Existing Conditions*

The Bay Area is considered a non-attainment area for ground-level O₃ and PM_{2.5} under both the federal Clean Air Act and state Clean Air Act. The area is also considered nonattainment for PM₁₀ under the state act, but not the federal act. The area has attained both state and federal ambient air quality standards for CO. As part of an effort to attain and maintain ambient air quality standards for O₃ and PM₁₀, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for O₃ precursor pollutants (ROG and NO_x), PM₁₀, and PM_{2.5}, and apply to both construction period and operational period impacts.

Sensitive receptors in the vicinity of the project site include single- and multi-family residences in all directions. The nearest residences are located 12 feet to the northeast of the project site.

4.3.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impacts from the Project

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of San Bruno has considered the air quality thresholds updated by BAAQMD in May 2017 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and PM_{2.5}. The BAAQMD CEQA Air Quality thresholds used in this analysis are identified in Table 4.3-2 below.

Table 4.3-2: BAAQMD Air Quality Significance Thresholds ¹³			
Pollutant	Construction Thresholds	Operation Thresholds	
	Average Daily Emissions (pounds/day)	Annual Daily Emissions (pounds/year)	Annual Average Emissions (tons/year)
Criteria Air Pollutants			
ROG, NO _x	54	54	10
PM ₁₀	82 (exhaust)	82	15
PM _{2.5}	54 (exhaust)	54	10
CO	Not Applicable	9.0 ppm (eight-hour) or 20.0 ppm (one-hour)	
Fugitive Dust	Dust Control Measures/Best Management Practices	Not Applicable	
Health Risks and Hazards for New Sources (within a 1,000-foot Zone of Influence)			
Health Hazard	Single Source	Combined Cumulative Sources	
Excess Cancer Risk	10 per one million	100 per one million	
Hazard Index	1.0	10.0	
Incremental Annual PM _{2.5}	0.3 µg/m ³	0.8 µg/m ³ (average)	

Impact AIR-1: The project would not conflict with or obstruct implementation of the applicable air quality plan. **(Less than Significant Impact)**

Consistency with the 2017 CAP

The BAAQMD's 2017 Clean Air Plan (2017 CAP) prepared for the Bay Area air basin defines an integrated, multi-pollutant control strategy to reduce emissions of particulate matter, TACs, ozone precursors, and GHGs. The proposed control strategy is designed to complement efforts to improve

¹³ Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. May 2017.

air quality and protect the climate that are being implemented by partner agencies at the state, regional, and local scale. The control strategy encompasses 85 individual control measures. The control measures describe specific actions to reduce emissions of air and climate pollutants from the full range of emission sources and is based on the following four key priorities:

- Reduce emissions of criteria air pollutants and TACs from all key sources.
- Reduce emissions of “super-GHGs” such as methane, black carbon, and fluorinated gases.
- Decrease demand for fossil fuels (gasoline, diesel, and natural gas).
- Decarbonize our energy system.

The proposed project supports the primary goals of the 2017 CAP in that it does not exceed the BAAQMD thresholds for construction and operational air pollutant emissions. In addition, the proposed project is considered urban infill, and would be located adjacent to residents and the San Mateo County Transit District (SamTrans) El Camino Real bus route, which connects to BART and Caltrain. Because the project is located near transit, the proposed hotel would not preclude implementation of the 2017 CAP control measures and would not conflict with or obstruct implementation of the 2017 CAP. The project, therefore, would not result in a significant impact related to consistency with the 2017 CAP. **(Less Than Significant Impact)**

Construction Period Emissions – Criteria Pollutants

The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate annual emissions from construction activities. The project land use types and size, and anticipated construction schedule were input to CalEEMod, which included 28 hotel rooms entered as “Recreational – Hotel” and 23 parking spaces entered as “Enclosed Parking with Elevator”. The CARB Emission FACTors 2017 (EMFAC2017) model was used to predict emissions from construction traffic, which includes worker travel, vendor trucks and haul trucks.¹⁴ The construction analysis assumed a conservative construction period of approximately 11 months beginning in January 2022, or an estimated 247 workdays.¹⁵ Table 4.3-3 shows the estimated average daily air emissions from construction of the proposed project.

Table 4.3-3: Construction Period Emissions				
Scenario	ROG	NO_x	PM₁₀ Exhaust	PM_{2.5} Exhaust
Total construction emissions (tons)	0.3 tons	1.6 tons	0.07 tons	0.07 tons
Average daily emissions (pounds) ¹	2.4 lbs./day	12.6 lbs./day	0.6 lbs./day	0.6 lbs./day
<i>BAAQMD Thresholds</i>	54 lbs./day	54 lbs./day	82 lbs./day	54 lbs./day
<i>Exceed Threshold?</i>	No	No	No	No
1 Assumes 247 workdays.				

¹⁴ See CARB’s EMFAC2017 Web Database at <https://www.arb.ca.gov/emfac/2017/>

¹⁵ A more condensed construction schedule represents the “worst case” scenario with higher emissions, whereas an extended construction schedule would result in less emissions exposure per day due to less activity occurring each day over a longer period, e.g. the 18 months of construction identified in the Project Description above.

As shown in Table 4.3-3, the project's construction criteria pollutant emissions would not exceed BAAQMD thresholds. These emissions would be further reduced by adherence to the BAAQMD best management practices for construction dust control, as described below under Impact AIR-3. Therefore, construction criteria air pollutant emissions would be less than significant. **(Less than Significant Impact)**

Operational Period Emissions – Criteria Air Pollutants

Operational air emissions from the project would be generated primarily from autos driven by future hotel guests and employees, and to a lesser extent by the occasional operation of the emergency diesel generator for testing. CalEEMod was used to estimate the emissions from operation of the project. This analysis assumed that the project would be fully built-out and operating in the year 2023. The assumptions and results are described further in Appendix A of this document. Table 4.3-4 shows average daily operational emissions of ROG, NOX, total PM₁₀, and total PM_{2.5} during operation of the project.

Table 4.3-4: Summary of Project Operational Period Emissions				
Scenario	ROG	NOx	PM₁₀	PM_{2.5}
2023 Project Operational Emissions <i>(tons/year)</i>	0.18 tons	0.14 tons	0.16 tons	0.05 tons
BAAQMD Thresholds <i>(tons/year)</i>	10 tons	10 tons	15 tons	10 tons
<i>Exceed Threshold?</i>	No	No	No	No
2023 Project Operational Emissions <i>(pounds/day)</i> ¹	1.0 lbs.	0.8 lbs.	0.2 lbs.	0.05 lbs.
BAAQMD Thresholds <i>(pounds/day)</i>	54 lbs.	54 lbs.	82 lbs.	54 lbs.
<i>Exceed Threshold?</i>	No	No	No	No
1 Assumes 365-day operation				

As shown in Table 4.3-4, the project's operational emissions would not exceed BAAQMD significance thresholds. Therefore, operational criteria air pollutant emissions would be less than significant. **(Less than Significant Impact)**

Impact AIR-2: The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. **(Less than Significant Impact)**

As stated in the BAAQMD CEQA Air Quality Guidelines, air pollution by its nature is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. If a project exceeds the identified significance thresholds, its emissions

would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions.

The Bay Area is considered a non-attainment area for ground-level O³ and PM_{2.5} under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for PM₁₀ under the California Clean Air Act, but not the federal act. The area has attained both State and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM₁₀, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for O³ precursor pollutants (ROG and NO_x), PM₁₀, and PM_{2.5} and apply to both construction period and operational period impacts. As described under Impact AIR-1, the project would not result in an exceedance of BAAQMD thresholds for these air pollutants during construction or operation. Therefore, the project would not result in a cumulatively considerable increase of any criteria pollutant for which the region is in nonattainment. **(Less than Significant Impact)**

Impact AIR-3: The project would not expose sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact)**

Fugitive Dust

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM₁₀ and PM_{2.5}. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are implemented to reduce these emissions.

Mitigation Measures:

MM AIR-3.1: The following standard measures reflect BAAQMD best management practices and would be implemented by the project to reduce potential impacts from fugitive dust.

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

The measures above are consistent with BAAQMD-recommended basic control measures for reducing fugitive particulate matter, as set forth in the BAAQMD CEQA Air Quality Guidelines. With implementation of the MM AIR-3.1 as described above, fugitive dust and other particulate matter during construction would have a less than significant air quality impact. **(Less than Significant Impact with Mitigation Incorporated)**

Community Risk from Construction Activity

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. Although construction exhaust air pollutant emissions would not contribute substantially to existing or projected air quality violations (see Impact AIR-1), construction exhaust emissions may still pose health risks for sensitive receptors such as surrounding residents. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to PM_{2.5}. Diesel exhaust particulate matter (DPM) poses both a potential health and nuisance impact to nearby receptors. A quantitative health risk assessment of the project construction activities was conducted to evaluate the potential health effects to nearby sensitive receptors from construction emissions of DPM and PM_{2.5}.

Construction period emissions were modeled using the CalEEMod model. The CalEEMod model provided total annual PM₁₀ exhaust emissions (assumed to be DPM) for the off-road construction equipment and EMFAC2017 was used to estimate exhaust emissions from on-road vehicles. Total DPM emissions from the construction site was estimated to be 0.063 tons (125 pounds). The on-road emissions are a result of haul truck travel during grading activities, worker travel, and vendor deliveries during construction. Due to the small size of the project site, a trip length of a half-mile was used to represent construction vehicle travel while at or near the construction site, which is where the construction emissions that nearby sensitive receptors would be exposed to would be generated. Fugitive PM_{2.5} dust emissions were estimated to be 0.034 tons (68 pounds) using the same methods and assumptions used to estimate site DPM emissions.



PROJECT CONSTRUCTION TAC IMPACTS

FIGURE 4.3-1

The U.S. EPA AERMOD dispersion model was used to predict DPM and PM_{2.5} concentrations at sensitive receptors (i.e. nearby residents) in the vicinity of the project construction area. Figure 4.3-1 shows the locations of sensitive receptors near the project site and the maximally exposed individual (MEI). The maximum cancer risk would occur on the second floor (14.9 feet above ground) of the multi-family residence located at 142 El Camino Real southeast of the project site. Table 4.3-5 below displays the maximum cancer risks, PM_{2.5} concentrations, and hazard indexes (HIs) for project construction and operation activities affecting the off-site residential MEI.

Table 4.3-5: Construction and Operational Risk Impacts at Offsite MEI				
Source		Cancer Risk (per million)	Annual PM_{2.5} (µg/m³)	Hazard Index
Project Construction (Years 0-1)	Unmitigated	168.7 (infant)	1.35	0.19
	Mitigated	5.8 (infant)	0.22	0.01
Project Generator – 200 hp (Years 1-30)		0.3 (child-adult)	<0.01	<0.01
Total/Maximum Project Risks(Years 0-30)	Unmitigated	169.0 (infant)	1.35	0.19
	Mitigated	6.1 (infant)	0.22	0.01
BAAQMD Single-Source Threshold		>10.0	>0.3	>1.0
<i>Significant?</i>	Unmitigated	Yes	Yes	<i>No</i>
	Mitigated*	<i>No</i>	<i>No</i>	<i>No</i>
Numbers in excess of BAAQMD single-source thresholds identified in bold .				
* Mitigation Measures AIR-3.1 and AIR-3.2 include basic fugitive dust controls, construction equipment engines with Tier 4 Final emissions limits, on-site electricity, and electric cranes.				

As shown in Table 4.3-7, the unmitigated maximum increased cancer risks and maximum annual PM_{2.5} concentrations from construction exceed the BAAQMD single-source thresholds of greater than 10.0 per million for cancer risk and greater than 0.3 µg/m³ for PM_{2.5} concentrations.

Mitigation Measure:

MM AIR-3.2:

The project shall develop a plan demonstrating that the off-road equipment used onsite to construct the project would achieve a fleet-wide average 97-percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:

- All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 4 Final engines. Where Tier 4 equipment is not available, exceptions could be made for equipment that includes CARB-certified Level 3 Diesel Particulate Filters or equivalent. Equipment that is electrically powered or uses non-diesel fuels would also meet this requirement.

- Provide line power to the site during the early phases of construction to minimize the use of diesel-powered stationary equipment, such as generators.
- Utilize electric cranes as much as possible.

Emissions reductions associated with this mitigation measure were modeled using CalEEMod. As shown above in Table 4.3-5, implementation of MM AIR-3.2 would substantially reduce the project cancer risk levels and annual PM_{2.5} concentrations to levels below the BAAQMD single-source significance thresholds. Construction-related community health risks would be further reduced with implementation of MM AIR-3.1 (discussed above under Fugitive Dust). With implementation of MM AIR-3.1 and MM AIR-3.2, the computed maximum increased cancer risk to nearby residential areas from construction, assuming infant exposure, would be 5.8 in one million or less and the maximum annual PM_{2.5} concentration would be reduced to 0.22 µg/m³. Therefore, with implementation of MM AIR-3.1, community health risks due to construction would be less than significant. **(Less than Significant Impact with Mitigation Incorporated)**

Community Health Risk from Project Operation

Operation of the project would generate emissions from mobile sources (i.e., traffic) and stationary sources (i.e., emergency generator). While these emissions would not be as intensive at or near the site as construction activity, they would contribute to long-term effects to sensitive receptors.

Project Traffic

Based on the project's trip generation estimates, the project would generate a maximum of 234 vehicle trips per day. Project-related traffic would be primarily light-duty vehicle traffic, which is not a source of substantial TACs or PM_{2.5}. Accordingly, these emissions are anticipated to result in fairly low impacts in terms of TAC or PM_{2.5} exposure compared to the surrounding traffic and would therefore not be an operational TAC source.

Emergency Diesel Generator

The project would include an emergency diesel generator that, for the purposes of this analysis, was assumed to include a 200-horsepower engine. Stationary source diesel engines larger than 50 hp are subject to CARB's Stationary Diesel Airborne Toxics Control Measure and require permits from the BAAQMD. As part of the BAAQMD permit requirements for toxics screening analysis, the emergency generator engine emissions will have to meet Best Available Control Technology for Toxics and pass the toxic risk screening level of less than ten cancer cases in a million. The risk assessment would be prepared by BAAQMD. Depending on results, BAAQMD would set limits for DPM emissions (e.g., more restricted engine operation periods). To obtain an estimate of potential cancer risks and PM_{2.5} impacts from operation of the emergency generator, the U.S. EPA AERMOD dispersion model was used to calculate the maximum annual DPM concentration at the location of the construction MEI.

Total Project Community Health Risk from Construction and Operation

The cumulative risk impacts from this project are a combination of its construction-related emissions and the operation of the emergency generator. This impact is calculated by adding the construction

cancer risk for an infant to the lifetime cancer risk for the project operational conditions for the generator at the MEI over a 30-year period. As shown in Table 4.3-6, the combined unmitigated project construction and operation community risks would exceed the BAAQMD single-source thresholds for increased cancer risk and maximum PM_{2.5} concentration. However, as discussed above, implementation of MM AIR-3.1 and MM-AIR-3.2 the increased cancer risk and maximum PM_{2.5} concentration from construction activities would be reduced and the total project increased cancer risk and maximum PM_{2.5} concentration would be below the BAAQMD single-source thresholds.

Combined Impact of All TAC Sources on the Off-Site MEI

Community health risk assessments typically look at all substantial sources of TACs that can affect sensitive receptors that are located within 1,000 feet of the project site. These sources include railroads, freeways or highways, busy surface streets, and existing stationary sources identified by BAAQMD. Figure 4.3-2 shows the existing TAC sources with the potential to affect the off-site MEI. Table 4.3-6 reports both the project and cumulative community risk impacts at the sensitive receptors most affected by project construction and operation (i.e. the MEI).

Table 4.3-6: Impacts from Combined Sources at Off-Site MEI				
Source		Cancer Risk (per million)	Annual PM_{2.5} (µg/m³)	Hazard Index
Project (Construction & Operation)	Unmitigated	169.0 (infant)	1.35	0.19
	Mitigated	6.1 (infant)	0.22	0.01
El Camino Real		3.8	0.33	<0.01
Facility #110666 (Gas Dispensing Facility)		0.82	N/A	N/A
Facility #20271 (Soil Vapor Extraction Operation)		0.01	<0.01	<0.01
Combined Sources	Unmitigated	173.6	1.68	0.19
	Mitigated	10.7	<0.55	<0.02
BAAQMD Cumulative Source Threshold		>100	>0.8	>10.0
<i>Significant?</i>	Unmitigated	Yes	Yes	<i>No</i>
	Mitigated*	<i>No</i>	<i>No</i>	<i>No</i>
* Mitigation Measures AIR-3.1 and AIR-3.2 include basic fugitive dust controls, construction equipment engines with Tier 4 Final emissions limits, on-site electricity, and electric cranes.				

As shown in Table 4.3-6, without mitigation, the project would exceed the BAAQMD single-source thresholds for increased cancer risk and maximum PM_{2.5} concentration. Correspondingly, the unmitigated cancer risk and annual cumulative PM_{2.5} concentration would exceed the cumulative significance thresholds of 100 in a million and 0.8 µg/m³ PM_{2.5}, respectively. With implementation of MM AIR-3.1 and MM AIR-3.2, however, the project would not exceed the cumulative source threshold for cancer risk or annual cumulative PM_{2.5} concentration. **(Less than Significant Impact with Mitigation Incorporated)**



Source: Illingworth & Rodkin, Inc., January 8, 2020.

PROJECT SITE AND NEARBY TAC IMPACTS AND $PM_{2.5}$ SOURCES

FIGURE 4.3-2

Health Effects from Criteria Pollutants

In a 2018 decision (*Sierra Club v. County of Fresno*), the state Supreme Court determined CEQA requires that when a project's criteria air pollutant emissions would exceed applicable thresholds and contribute a cumulatively considerable contribution to a significant cumulative regional criteria pollutant impact, the potential for the project's emissions to affect human health in the air basin must be disclosed. State and federal ambient air quality standards are health-based standards, and exceedances of those standards result in continued unhealthy levels of air pollutants. As stated in the 2017 BAAQMD CEQA Air Quality Guidelines, air pollution by its nature is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project has a less than significant impact for criteria pollutants, it is assumed to have no adverse health effect.

As described previously under Impact AIR-1, the proposed project would not exceed BAAQMD thresholds for operational and construction criteria air pollutants. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact)**

Impact AIR-4: The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. **(Less than Significant Impact)**

Construction activities for the proposed project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent receptors; however, the odors would be localized and temporary and are not likely to affect people off-site. Odors associated with the application of paints and coatings may also be noticeable on occasion by adjacent receptors. Painting and coating of the hotel would occur during daytime hours only, would be localized, and would be generally confined to the project site. These odors would also be temporary.

Odors are generally considered an annoyance rather than a health hazard. Land uses that have the potential to be sources of odors that generate complaints include, but are not limited to, wastewater treatment plants, landfills, composting operations, and food manufacturing facilities. Hotel facilities, such as the proposed project, do not typically generate objectionable odors. **(Less than Significant Impact)**

4.4 BIOLOGICAL RESOURCES

4.4.1 Environmental Setting

4.4.1.1 *Regulatory Framework*

Federal and State

Endangered Species Act

Individual plant and animal species listed as rare, threatened, or endangered under state and federal Endangered Species Acts are considered special-status species. Federal and state endangered species legislation has provided the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Permits may be required from both the USFWS and CDFW if activities associated with a proposed project would result in the take of a species listed as threatened or endangered. To “take” a listed species, as defined by the State of California, is “to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill” these species. Take is more broadly defined by the federal Endangered Species Act to include harm of a listed species.

In addition to species listed under state and federal Endangered Species Acts, Sections 15380(b) and (c) of the CEQA Guidelines provide that all potential rare or sensitive species, or habitats capable of supporting rare species, must be considered as part of the environmental review process. These may include plant species listed by the California Native Plant Society and CDFW-listed Species of Special Concern.

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, capture, possession, or trade of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Hunting and poaching are also prohibited. The taking and killing of birds resulting from an activity is not prohibited by the MBTA when the underlying purpose of that activity is not to take birds.¹⁶ Nesting birds are considered special-status species and are protected by the USFWS. The CDFW also protects migratory and nesting birds under California Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

Sensitive Habitat Regulations

Wetland and riparian habitats are considered sensitive habitats under CEQA. They are also afforded protection under applicable federal, state, and local regulations, and are generally subject to regulation by the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), CDFW, and/or the USFWS under provisions of the federal Clean Water Act (e.g., Sections 303, 304, 404) and State of California Porter-Cologne Water Quality Control Act.

¹⁶ United States Department of the Interior. “Memorandum M-37050. The Migratory Bird Treaty Act Does Not Prohibit Incidental Take.” Accessed November 6, 2020. <https://www.doi.gov/sites/doi.gov/files/uploads/m-37050.pdf>.

Fish and Game Code Section 1602

Streambeds and banks, as well as associated riparian habitat, are regulated by the CDFW per Section 1602 of the Fish and Game Code. Work within the bed or banks of a stream or the adjacent riparian habitat requires a Streambed Alteration Agreement from the CDFW.

Local

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating biological impacts resulting from planned development within the City, including the following:

Policies	Description
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.
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-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-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.
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-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-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-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 with 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.

Policies	Description
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.
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.

4.4.1.2 *Existing Conditions*

Although urbanization has removed much of the city's original vegetation, San Bruno includes several distinct vegetative communities, including coyote brush scrub, freshwater wetland, willow riparian, mixed-oak woodland, eucalyptus woodland, mixed pine-oak-eucalyptus woodland, and non-native grassland. Freshwater forested shrub and freshwater emergent wetland is located approximately 1,250 feet northeast of the site with documented occurrences of California Red-legged Frog, the San Francisco Garter Snake, and damselfly.¹⁷ The project site is physically segregated from these habitats by residential development and railroad tracks.

The remaining land cover in San Bruno is classified as urban/highly disturbed. Areas in this category have been significantly altered and/or modified by human activity, and are typically residential, commercial, and industrial developments, roadways and roadcuts, quarry pits, buildings, and areas devoid of natural vegetation due to the spraying of herbicides or other direct human intervention.¹⁸ Figure 6-1 of the San Bruno General Plan designates the project site as urban/highly disturbed. Though currently undeveloped, the project site was formerly occupied by an auto repair shop, gas station, ceramics store, and carpet store, and there are no trees or natural vegetative communities present.

4.4.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹⁷ City of San Bruno. San Bruno General Plan. March 2009.

¹⁸ City of San Bruno. *San Bruno General Plan Draft EIR*. December 2008.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
2) 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 CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) Have a substantial adverse effect on state or federally protected wetlands (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"/>
4) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
5) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
6) Conflict with the provisions of 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"/>

Impact BIO-1: The project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. **(No Impact)**

According to the San Bruno General Plan, the project site does not contain any habitat suitable for special-status plant or wildlife species. As discussed under Section 4.4.1.2 Existing Conditions, there are no trees present on-site, and therefore there is no potential for birds protected by the MBTA, USFWS, or CDFW to be present on-site during construction. Therefore, the project would not result in impacts to special-status species. **(No Impact)**

Impact BIO-2: The project would not 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 CDFW or USFWS. **(No Impact)**

As discussed under Existing Conditions, the project site does not contain any riparian habitats or other sensitive natural communities. Since construction of the project would be confined to the site boundaries, and the project site is physically segregated from the freshwater forested shrub and freshwater emergent wetland habitats located 1,250 feet to the northeast by residential development

and railroad tracks, the project would not impact these habitats. Therefore, implementation of the proposed project would not result in a substantial adverse effect on any riparian habitat or sensitive natural community. **(No Impact)**

Impact BIO-3: The project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. **(No Impact)**

The project site is surrounded by urban uses and is devoid of wetlands, marshes, and vernal pools. The project would not impact any federally protected wetlands under the Clean Water Act. **(No Impact)**

Impact BIO-4: The project would not 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. **(Less than Significant Impact)**

As the project site and surrounding area is heavily urbanized and not identified as an essential connectivity area, core reserve or corridor, landscape block, or general wildlife corridor, there is limited potential to serve as a corridor or nursery for resident or migratory wildlife. The absence of any waterways on-site precludes the potential to impact any resident or migratory fish species. **(Less than Significant Impact)**

Impact BIO-5: The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. **(No Impact)**

No biological resources are present on-site, and as discussed in the preceding sections, the project would have no impact on special-status species or their habitats. In addition, the project site is void of any trees. Therefore, the project would not be in conflict with any City of San Bruno policies or ordinances protecting biological resources. **(No Impact)**

Impact BIO-6: The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **(No Impact)**

The San Bruno Mountain Habitat Conservation Plan (HCP) is the closest habitat under a conservation plan. Since the project site is approximately 3.75 miles from the boundary of the San Bruno Mountain HCP, it is not subject to the provisions of the HCP and therefore there are no possible conflicts. **(No Impact)**

4.5 CULTURAL RESOURCES

4.5.1 Environmental Setting

4.5.1.1 *Regulatory Framework*

State

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is administered by the State Office of Historic Preservation and encourages protection of resources of architectural, historical, archeological, and cultural significance. The CRHR identifies historic resources for state and local planning purposes and affords protections under CEQA. Under Public Resources Code Section 5024.1(c), a resource may be eligible for listing in the CRHR if it meets any of the National Register of Historic Places (NRHP) criteria.¹⁹

Historical resources eligible for listing in the CRHR must meet the significance criteria described previously and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

The concept of integrity is essential to identifying the important physical characteristics of historical resources and, therefore, in evaluating adverse changes to them. Integrity is defined as “the authenticity of a historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance.” The processes of determining integrity are similar for both the CRHR and NRHP and use the same seven variables or aspects to define integrity that are used to evaluate a resource’s eligibility for listing. These seven characteristics include 1) location, 2) design, 3) setting, 4) materials, 5) workmanship, 6) feeling, and 7) association.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act applies to both state and private lands. The act requires that upon discovery of human remains, construction or excavation activity must cease and the county coroner be notified.

Public Resources Code Sections 5097 and 5097.98

Section 15064.5 of the CEQA Guidelines specifies procedures to be used in the event of an unexpected discovery of Native American human remains on non-federal land. These procedures are outlined in Public Resources Code Sections 5097 and 5097.98. These codes protect such remains from disturbance, vandalism, and inadvertent destruction, establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, and establish the Native American Heritage Commission (NAHC) as the authority to resolve disputes regarding disposition of such remains.

¹⁹ California Office of Historic Preservation. “CEQA Guidelines Section 15064.5(a)(3) and California Office of Historic Preservation Technical Assistance Series #6.” March 14, 2006.

Pursuant to Public Resources Code Section 5097.98, in the event of human remains discovery, no further disturbance is allowed until the county coroner has made the necessary findings regarding the origin and disposition of the remains. If the remains are of a Native American, the county coroner must notify the NAHC. The NAHC then notifies those persons most likely to be related to the Native American remains. The code section also stipulates the procedures that the descendants may follow for treating or disposing of the remains and associated grave goods.

Local

City of San Bruno General Plan

Various policies in the City’s General Plan have been adopted for the purpose of avoiding or mitigating cultural impacts resulting from planned development within the City, including the following:

Policies	Description
ERC-F	Preserve and enhance historic and cultural resources within the city, particularly within the historic Downtown area.
ERC-36	Preserve historic structures and resources during reuse and intensification within the city’s older neighborhoods.
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-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 taken to evaluate and protect significant resources.

4.5.1.2 *Existing Conditions*

Archaeological Resources

The project site has been previously developed, including both the installation and later removal of underground storage tanks, and is surrounded by existing developments. Since Native Americans at the time of Euro-American contact tended to live along the alluvial terraces and along historic Bay margins, potential exists for the discovery of Native American cultural resources within the City as the project is located in the San Francisco Bay Area, and is in the vicinity of the Crystal Springs Creek and San Andreas Reservoir.

Historic Resources

Based on a review of the National Park Service’s National Register of Historic Places and the California Office of Historic Preservation’s California Register of Historical Resources and Historical Landmarks, there are no federal- or state-designated historical resources on or within the vicinity of the project site. The San Bruno General Plan identifies one locally-designated historic resource, the Manuel Silva House, located approximately 105 feet east of the project site at 125 San Luis Avenue.

Manuel Silva House

The Manuel Silva House, which was constructed in 1910, is a two-story wood framed transitional Victorian-style residence. Character defining features include the cross-gabled building envelope, the combination of clapboard and wood shingle siding, the curving open front porch with class wood column supports, the leaded and stained glass windows, and the decorative brackets on the roof eaves. Pursuant to CEQA Guidelines Section 15064.5(3)(c), the Manuel Silva House is historically significant as an excellent early example of residential architecture in San Bruno.

The Manuel Silva House is named for Manuel Silva, the son of Custodio Silva de Valdez, who, along with the Tanforan family, were the principal horse raising and racing families in the San Bruno area. As the Silva family ranch and horse corrals are no longer present, pursuant to 15064.5(3)(b), the Manuel Silva House is historically significant for its association with the Silva family contributions to the development of San Bruno.²⁰

4.5.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact CUL-1: The project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. (**Less than Significant Impact**)

CEQA Guidelines section 15064.5(b) defines a “substantial adverse change” in the significance of a historical resource as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.” Further, that the significance of an historical resource is “materially impaired” when a project:

- “demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or

²⁰ Department of Parks and Recreation. Form 523A for 125 San Luis Avenue “Manuel Silva House”. April 12, 2001.

eligibility for inclusion in the California Register of Historical Resources; or

- “demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources... or its identification in an historical resources survey..., unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- “demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.” (Guidelines Section 15064.5(b))

The proposed project would construct a three-story hotel and an attached below-grade garage within 105 feet of the Manuel Silva House, which is a locally-designated historic resource. Implementation of the project would be limited to the site boundaries, and no physical changes to the Manuel Silva House are proposed. Additionally, as documented under Impact NOI-2 in Section 4.13 of this Initial Study, vibration levels from construction activities would not significantly impact the Manuel Silva House. Accordingly, the project would not have any physical impact on the Manuel Silva House. Furthermore, as discussed under Impact AES-3, while the project would slightly reduce visibility of the Manuel Silva House from El Camino Real, existing views of the building from El Camino Real are already heavily obscured by existing development, fencing, and cars parked along El Camino Real. Therefore, the project would not have a substantial adverse effect on the Manuel Silva House through the alteration of its surroundings. **(Less than Significant Impact)**

Impact CUL-2: The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.
(Less than Significant Impact with Mitigation Incorporated)

The project site has been previously disturbed and extensively developed with a wide variety of uses, including a gas station with multiple underground storage tanks, which have been removed and backfilled when the site underwent a clean-up action under the oversight of the County. As such, there is a low possibility for uncovering buried archaeological resources. Project-related grading and excavation during construction could however result in significant impacts, if any unknown culturally significant archaeological resources were discovered.

Mitigation Measure: Implementation of the following mitigation measures would ensure that potential impacts to buried archaeological remain at a less than significant level.

MM CUL-2.1: *Undiscovered Archaeological Resources.* If evidence of an archaeological site or other suspected cultural resource as defined by CEQA Guideline Section 15064.5, including darkened soil representing past human activity (“midden”), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the Senior Planner shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The Senior Planner shall

consult with the archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC.

MM CUL-2.2: *Worker Awareness Training.* Prior to the initiation of site preparation and/or the start of construction, the project sponsor shall ensure that all construction workers receive training overseen by a qualified professional archaeologist who is experienced in teaching non-specialists, to ensure that contractors can recognize archaeological resources in the event that any are discovered during construction.

With the implementation of these mitigation measures, impacts to buried archaeological resources would be less than significant. **(Less Than Significant Impact with Mitigation Incorporated)**

Impact CUL-3: The project would not disturb any human remains, including those interred outside of dedicated cemeteries. **(Less than Significant Impact with Mitigation Incorporated)**

Human remains have the potential to be discovered during construction. If human remains were unearthed during project construction, damage to or destruction of culturally significant human remains would be a potentially significant impact.

Mitigation Measure: Implementation of the following mitigation measure would ensure that potential impacts to undiscovered human remains is at a less than significant level.

MM CUL-3.1: *Human Remains.* If human remains are discovered at the project construction site during any phase of construction, all ground-disturbing activity within 100 feet of the resources shall be halted, and the Senior Planner and the San Mateo County Coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of San Bruno shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e)

and Public Resources Code section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of San Bruno, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.

By applying this measure, potentially significant impacts related to the destruction of human remains would be mitigated to a less than significant level. **(Less Than Significant with Mitigation Incorporated)**

4.6 ENERGY

4.6.1 Environmental Setting

4.6.1.1 *Regulatory Framework*

Federal and State

Energy Star and Fuel Efficiency

At the federal level, energy standards set by the EPA apply to numerous consumer products and appliances (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation.

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2010. Governor Schwarzenegger issued Executive Order (EO) S-3-05, requiring statewide emissions reductions to 80 percent below 1990 levels by 2050. In 2008, EO S-14-08 was signed into law, requiring retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable sources by 2030. SB 100, passed in 2018, requires 100 percent of electricity in California to be provided by 100 percent renewable and carbon-free sources by 2045.

Executive Order B-55-18 To Achieve Carbon Neutrality

In September 2018, Governor Brown issued an executive order, EO-B-55-18 To Achieve Carbon Neutrality, setting a statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." The executive order requires CARB to "ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal." EO-B-55-18 supplements EO S-3-05 by requiring not only emissions reductions, but also that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO₂ from the atmosphere through sequestration.

California Building Standards Code

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6 of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years.²¹ Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.²²

²¹ California Building Standards Commission. "California Building Standards Code." Accessed November 19, 2020. <https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo>.

²² California Energy Commission (CEC). "2019 Building Energy Efficiency Standards." Accessed November 19, 2020. <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency>.

California Green Building Standards Code

CALGreen establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. CALGreen covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars program in 2012 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing pollutants and GHG emissions into a single coordinated set of requirements for vehicle model years 2015 through 2025. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.²³

Local

City of San Bruno General Plan

Various policies and actions of the City of San Bruno General Plan have been adopted for the purpose of avoiding or mitigating energy impacts resulting from planned development within the City, including the following:

Policies	Description
PFS-62	<p>Develop and implement a Green Building Design Ordinance and design guidelines for climate-oriented site planning, building design, and landscape design to promote energy efficiency. These standards may include, but are not limited to, the following:</p> <ul style="list-style-type: none">• Require the use of Energy Star® appliances and equipment in new residential and commercial development, and new City facilities;• Require all new City facilities and new residential development to incorporate green building methods meeting the equivalent of LEED Certified “Silver” rating or better; and• Require all new residential development to be pre-wired for optional photovoltaic roof energy systems and/or solar water heating. <p>The Ordinance will allow variances to site or building requirements—building setbacks, lot coverage, and building height—that will enable use of alternative energy sources, such as passive heating and/or cooling.</p>
PFS-63	<p>Require that all new development complies with California’s Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6).</p>
PFS-65	<p>Require new development to incorporate passive heating and natural lighting strategies if feasible and practical. These strategies should include, but are not limited to, the following:</p> <ul style="list-style-type: none">• Using building orientation, mass and form, including façade, roof, and choice of building materials, color, type of glazing, and insulation to minimize heat loss during winter months and heat gain during the summer months;

²³ California Air Resources Board. “The Advanced Clean Cars Program.” Accessed February 1, 2021. <https://www.arb.ca.gov/msprog/acc/acc.htm>.

Policies	Description
	<ul style="list-style-type: none"> • Designing building openings to regulate internal climate and maximize natural lighting, while keeping glare to a minimum; and • Reducing heat-island effect of large concrete roofs and parking surfaces.
PFS-66	Enforce landscape requirements that facilitate efficient energy use or conservation, such as drought-resistant landscaping and/or deciduous trees along southern exposures.
PFS-70	Facilitate environmentally sensitive construction practices by: <ul style="list-style-type: none"> • Restricting use of chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs) and halons in mechanical equipment; • Promoting use of products that are durable and allow efficient end-of-life disposal (e.g. reusable, recyclable, biodegradable); • Promoting the purchase of locally or regionally available materials; and • Promoting the use of cost-effective design and construction strategies that reduce resource and environmental impacts.
PFS-71	Convert street lights and traffic signals to LED and other more efficient technologies as they become available.

4.6.1.2 Existing Conditions

Total energy usage in California was approximately 7,895 trillion British thermal units (Btu) in the year 2018, the most recent year for which this data was available.²⁴ Out of the 50 states, California is ranked second in total energy consumption and 48th in energy consumption per capita. The breakdown by sector was approximately 18 percent (1,439 trillion Btu) for residential uses, 19 percent (1,509 trillion Btu) for commercial uses, 23 percent (1,848 trillion Btu) for industrial uses, and 40 percent (3,170 trillion Btu) for transportation.²⁵ This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

In 2019, electricity in San Mateo County was consumed primarily by the commercial sector (64 percent), with the residential sector consuming 36 percent. In the same year, a total of approximately 4,25 GWh of electricity was consumed in San Mateo County.²⁶

Peninsula Clean Energy (PCE) is a public and locally controlled electricity provider for the County of San Mateo. Electricity provided by PCE is delivered through PG&E transmission lines. Electrical power is provided to the City of San Bruno from eight different distribution feeders: four feeders are from the Sneath Lane substation in San Bruno, two feeders are from the East Grand substation in South San Francisco, one is fed from the Airport substation, and one originates from the Millbrae substation.²⁷ In 2015, the City of San Bruno's total residential and commercial electricity consumption amounted to 174,620,365 kilowatt hours (kWh), approximately 478,411 kWh per day. Commercial and residential customers in San Mateo County are included in the PCE service area and can choose to have 50 to 100 percent of their electricity supplied from carbon-free and renewable sources. Customers are automatically enrolled in the ECOplus plan, which generates its electricity

²⁴ United States Energy Information Administration. "State Profile and Energy Estimates, 2018." Accessed February 1, 2021. <https://www.eia.gov/state/?sid=CA#tabs-2>.

²⁵ United States Energy Information Administration. "State Profile and Energy Estimates, 2018." Accessed February 1, 2021. <https://www.eia.gov/state/?sid=CA#tabs-2>.

²⁶ California Energy Commission. Energy Consumption Data Management System. "Electricity Consumption by County." Accessed February 1, 2021. <http://ecdms.energy.ca.gov/elecbycounty.aspx>.

²⁷ City of San Bruno. *San Bruno General Plan Draft EIR*. December 2008.

from 85 percent carbon-free sources, with at least 50 percent from renewable sources. Customers have the option to enroll in the ECO100 plan, which generates its electricity from 100 percent carbon-free, renewable sources.²⁸

Natural Gas

PG&E provides natural gas services within San Bruno. In 2018, approximately one percent of California's natural gas supply came from in-state production, while the remaining supply was imported from other western states and Canada.²⁹ In 2018, residential and commercial customers in California used 34 percent of the state's natural gas, power plants used 35 percent, the industrial sector used 21 percent, and other uses used 10 percent. Transportation accounted for one percent of natural gas use in California. In 2018, San Mateo County used approximately 1.7 percent of the state's total consumption of natural gas.³⁰ Natural gas is provided to the City of San Bruno by PG&E from three gas lines stretching from Milpitas to San Francisco. San Bruno's natural gas consumption in 2015 amounted to 7,448,116 therms (thm), approximately 20,405 thm per day.³¹

Fuel for Motor Vehicles

In 2019, 15.4 billion gallons of gasoline were sold in California.³² The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles) in the United States has steadily increased from about 13.1 miles per gallon (mpg) in the mid-1970s to 24.9 mpg in 2019.³³ Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was updated in March 2020 to require all cars and light duty trucks achieve an overall industry average fuel economy of 40.4 mpg by model year 2026.^{34,35}

²⁸ Sources: 1) Peninsula Clean Energy. "Frequently Asked Questions." Accessed February 1, 2021. <https://www.peninsulacleanenergy.com/faq/>. 2) Peninsula Clean Energy. "Energy Choices." Accessed February 1, 2021. <https://www.peninsulacleanenergy.com/our-power/energy-choices/>.

²⁹ California Gas and Electric Utilities. 2019 *California Gas Report*. Accessed February 1, 2021. https://www.socalgas.com/regulatory/documents/cgr/2019_CGR_Supplement_7-1-19.pdf.

³⁰ California Energy Commission. "Natural Gas Consumption by County." Accessed February 1, 2021. <http://ecdms.energy.ca.gov/gasbycounty.aspx>.

³¹ City of San Bruno. *San Bruno General Plan Draft Environmental Impact Report*. December 2008.

³² California Department of Tax and Fee Administration. "Net Taxable Gasoline Gallons." Accessed February 3, 2021. <https://www.cdtfa.ca.gov/dataportal/dataset.htm?url=VehicleTaxableFuelDist>.

³³ United States Environmental Protection Agency. "The 2020 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." January 2021. <https://www.epa.gov/sites/production/files/2021-01/documents/420r21003.pdf>

³⁴ United States Department of Energy. *Energy Independence & Security Act of 2007*. Accessed February 3, 2021. <http://www.afdc.energy.gov/laws/eisa>.

³⁵ Public Law 110–140—December 19, 2007. *Energy Independence & Security Act of 2007*. Accessed February 3, 2021. <http://www.gpo.gov/fdsys/pkg/PLAW-110publ140/pdf/PLAW-110publ140.pdf>.

4.6.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Impact EN-1: The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. (Less than Significant Impact)				

Energy is consumed during the construction and operational phases of the project. The construction phase would require energy for the actual manufacture and transportation of building materials, preparation of the site (e.g., importing fill and grading), and the actual construction of the building. Adherence to existing regulations and programs would reduce energy loss resulting from the disposal of construction and demolition materials through diversion and recycling.

Operation of the proposed hotel would consume energy for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, and electronics. Operational energy would also be consumed during each vehicle trip associated with the proposed hotel. Table 4.6-1 shows the estimated annual energy use of the proposed development.

Table 4.6-1: Estimated Energy Use of Proposed Development			
Development	Electricity Use (kWh/yr) ³⁶	Natural Gas Use (kBtu/yr) ³⁷	Gasoline (gal/yr) ^{38,39}
160 El Camino Real Hotel ⁴⁰	213,597	697,597	17,174

Implementation of the project would use approximately 213,597 kWh of electricity and approximately 697,597 kBtu of natural gas per year. Annual gasoline consumption as a result of the project would increase by approximately 17,174 gallons. Project-related energy usage is less than significant in comparison with state and county consumption of electricity, natural gas, and gasoline identified under Existing Conditions. Additionally, the proposed project would also incorporate

³⁶ Illingworth & Rodkin, Inc. 160 El Camino Real Hotel Project Air Quality Assessment. January 8, 2021.

³⁷ Ibid.

³⁸ Gasoline use calculated based on forecasted annual VMT in CalEEMod (427,636) divided by average U.S. fuel economy.

³⁹ Per the 2018 EPA Automotive Trends Report, the average U.S. Fuel Economy is 24.9 miles per gallon.

⁴⁰ Energy usage was calculated based on the square footage of the proposed hotel and attached garage ()

several green building features, including brise-soleils⁴¹, solar panels, and CALGreen-compliant mechanical, plumbing, and heating systems. Furthermore, although the project would use energy, the consumption would not be wasteful, inefficient, or unnecessary. The project would comply with the CALGreen Building Code and the City of San Bruno General Plan and Municipal Code. As noted above, CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to State environmental directives. The most recent update to CALGreen went into effect on January 1, 2020, and covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

By complying with the mandatory provisions of CALGreen that pertain to energy consumption and energy efficiency, and implementation of the proposed green building features, the project would not result in wasteful, inefficient, or unnecessary consumption or wasteful use of energy resources. **(Less than Significant Impact)**

Impact EN-2:	The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. (Less than Significant Impact)
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As discussed above, although the project would use energy, the project would comply with the CALGreen Building Code, San Bruno General Plan, and San Bruno Municipal Code. The project is required to comply with these codes and policies, but many of the details are to be determined during the building permit process as the design and operation details of the hotel building's electrical, mechanical, and plumbing systems are further refined. Compliance with regulations would be verified at the time of Building Permit. As currently proposed, the project also includes multiple green-building measures, including brise-soleil architecture, solar panels, water-efficient landscaping and plumbing fixtures, and energy-efficient mechanical systems. For these various reasons, the project would not conflict with a State or local plan for renewable energy or energy efficiency. **(Less than Significant Impact)**

⁴¹ A brise-soleil is an architectural feature that reduces heat gain by deflecting sunlight, thereby reducing energy consumption associated with air conditioning.

4.7 GEOLOGY AND SOILS

The following discussion is based in part on a Geotechnical Investigation prepared by Romig Engineers. A copy of this report, dated June 2017, is included in Appendix B of this Initial Study.

4.7.1 Environmental Setting

4.7.1.1 *Regulatory Framework*

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed following the 1971 San Fernando earthquake. The act regulates development in California near known active faults due to hazards associated with surface fault ruptures. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new construction. Areas within an Alquist-Priolo Earthquake Fault Zone require special studies to evaluate the potential for surface rupture to ensure that no structures intended for human occupancy are constructed across an active fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) was passed in 1990 following the 1989 Loma Prieta earthquake. The SHMA directs the California Geological Survey (CGS) to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. CGS has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, landslides, and ground shaking, including the central San Francisco Bay Area. The SHMA requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the seismic hazard is present and identify measures to reduce earthquake-related hazards.

California Building Standards Code

The CBC prescribes standards for constructing safe buildings. The CBC contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, ground strength, and distance to seismic sources. The CBC requires that a site-specific geotechnical investigation report be prepared for most development projects to evaluate seismic and geologic conditions such as surface fault ruptures, ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is updated every three years.

California Division of Occupational Safety and Health Regulations

Excavation, shoring, and trenching activities during construction are subject to occupational safety standards for stabilization by the California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) under Title 8 of the California Code of Regulations and Excavation Rules. These regulations minimize the potential for instability and collapse that could injure construction workers on the site.

Public Resources Code Section 5097.5

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. They range from mammoth and dinosaur bones to impressions of ancient animals and plants, trace remains, and microfossils. These materials are valued for the information they yield about the history of the earth and its past ecological settings. California Public Resources Code Section 5097.5 specifies that unauthorized removal of a paleontological resource is a misdemeanor. Under the CEQA Guidelines, a project would have a significant impact on paleontological resources if it would disturb or destroy a unique paleontological resource or site or unique geologic feature.

Local

City of San Bruno General Plan

Various policies and actions of the City of San Bruno General Plan have been adopted for the purpose of avoiding or mitigating geology and soils impacts resulting from planned development within the City, including the following:

Policies	Description
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.
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-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. (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-7	Development in areas subject to seismic hazards, including ground shaking, liquefaction, and seismically-induced landslides (Figure 7-2) will 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.

City of San Bruno Municipal Code

Title 12, Land Use, Article I, Excavation and Grading, of the San Bruno Municipal Code sets forth general provisions, permitting requirements, grading regulations, and specific elements required in requested soil and engineering reports, including:

- An adequate description of the geology of the site;

- Conclusions and recommendations regarding the effect of geologic conditions on the proposed development;
- Opinions and recommendations covering the adequacy of sites to be developed by the proposed grading;
- Data regarding the nature, distribution, strength, and in place relative compaction of existing soils;
- Conclusions and recommendations for grading procedures and design criteria for corrective measures when necessary;
- Ground water conditions;
- Data on erodibility of the soil;
- Draft specifications for erosion control measures. For purposes of such draft specifications, reference is made to Association of Bay Area Governments Manual for Surface Runoff Control Measures, pages 1-45, through 1-151, inclusive. (Ord. 1369 § 1, 1981; prior code § 9-1.7(a))

4.7.1.2 *Existing Conditions*

Regional Geology

San Bruno is located within the Coast Ranges geomorphic province formed by the Franciscan, Merced, and Colma assemblages, which are principally composed of marine sedimentary and volcanic rocks, as well as deposits of sandstone, claystone, siltstone, gravel, sand, silt, and clay. The eastern portion of the City is former marginal tideland filled in with artificial fill material.

On-Site Geological Conditions

Topography

The project site and immediate vicinity slope gently to the northeast, approximately 10 feet vertically per 500 feet laterally. No significant slopes or knolls, hills or mountains are located in the surrounding area.

Seismicity and Seismic Hazards

As the San Francisco Bay Area contains numerous active and potentially active faults, there is a high potential for seismic events such as fault surface ruptures and ground shaking, which can cause ground failure (landslides), settlement, erosion, liquefaction, lateral spreading, and soil expansion.

San Bruno specifically straddles the San Andreas fault, one of the two major active strike-slip faults in the Bay Area, and is within the effective area of the Hayward, San Gregorio-Hosgri, Rodger's Creek-Healdsburg, Calaveras, Concord-Green Valley, Pilarcitos, and Serra faults as well. The faults in this region are capable of generating earthquakes of magnitude 7.0 or higher.

The project site is not within an Alquist-Priolo Earthquake Fault Zone.⁴² The nearest fault, the San Bruno, is approximately 0.4 mile east of the project site. According to Earthquake Zones of Required Investigation (EZRI) maps prepared by CGS and Figure 7-2 of the San Bruno General Plan, the project site is not mapped within a Landslide or Liquefaction Hazard Zone.

Soils

The project site is located on the Colma assemblage, which is weakly consolidated and is principally composed of gravel, sand, silt, and clay, moderately expansive soils. Two subsurface borings of the project site were conducted by Romig Engineers in May 2017. Boring EB-1 was advanced to a depth of 45 feet, and encountered approximately 18.5 feet of loose to medium clayey sand underlain by approximately 4.5 feet of very stiff to hard sandy silt with clay. Beneath this layer is a five foot layer of stiff sandy silt/sandy lean clay of low plasticity underlain by medium dense to very dense silty sand that extends to a depth of about 42 feet.⁴³ Beyond the silty sand layer is dense, poorly-graded sand that extended to the maximum depth explored of 45 feet. Boring EB-2 encountered approximately 4.5 feet of soft sandy silt/sandy lean clay of low plasticity underlain by approximately 14 feet of medium dense to very dense clayey sand, followed by a medium to very dense silty sand layer which extended to the maximum boring depth of 30 feet. Saturated loose sands and soft silts were not encountered during borings below the highest projected ground water depth, discussed below.

Groundwater

Groundwater was not encountered by Romig Engineers during the subsurface borings conducted in May 2017. Groundwater depth at the project site is estimated to be, at maximum, 25 feet below ground surface (bgs).⁴⁴

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments from in geologic strata. The project site is located in the Colma Formation, a Quaternary-aged (about one million years old) geological formation known to contain small marine and non-marine invertebrate fossils.⁴⁵

⁴² California Geological Survey. *California Earthquake Hazards Zone Application (EQ ZAPP)*. Accessed November 6, 2020. <https://maps.conservation.ca.gov/cgs/EQZApp/app/>

⁴³ Plasticity Index is correlated to the expansion potential and shrink-swell of soils. Soils with a plasticity index less than 15 are considered of “low plasticity”.

⁴⁴ Romig Engineers. *Geotechnical Investigation of 160 El Camino Real, San Bruno, CA 94066*. July 2017.

⁴⁵ City of San Bruno. *San Bruno General Plan*. March 2009.

4.7.2

Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
– 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"/>
– Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) 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"/>
4) Be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) 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"/>
6) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact GEO-1: The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides. **(Less than Significant Impact)**

Fault Rupture

The project site is not located within an Alquist-Priolo Earthquake Fault Zone, making fault rupture at the site unlikely. While existing faults are located within one half mile of the site, the proposed project is outside of the fault rupture zone, and significant impacts from fault ruptures are not anticipated to occur. **(Less than Significant Impact)**

Ground Shaking

The San Francisco Bay Area region contains both active and potentially active faults and is considered a region of high seismic activity. The 1997 Uniform Building Code locates the entire Bay Area within Seismic Risk Zone 4. Areas within Zone 4 are expected to experience maximum magnitudes and damage in the event of an earthquake. Earthquakes pose especially high risks to San Bruno because of the City's close proximity to active faults with relatively frequent past movements.

The proposed hotel would be subject to the standard engineering and building practices and techniques specified in the CBC, as well as the applicable Building and Fire Codes adopted by the City of San Bruno. Conformity with the aforementioned regulations would ensure less than significant impacts from seismically-induced ground shaking. **(Less than Significant Impact)**

Ground Failure

Liquefaction and Lateral Spreading

Soil liquefaction can be defined as ground failure or loss of strength that causes otherwise solid soil to take on the characteristics of a liquid. This phenomenon is triggered by earthquake or ground shaking that causes saturated or partially saturated soils to lose strength, potentially resulting in the soil's inability to support structures. Soils most susceptible to liquefaction are loose, non-cohesive soils that are saturated and are bedded with poor drainage, such as sand and silt layers bedded with a cohesive cap. According to Figure 7-2 of the San Bruno General Plan and the CGS EZRI map, the project site is not susceptible to liquefaction. As discussed under Section 4.7.1.2 Existing Conditions, subsurface borings encountered predominantly non-saturated, medium to very dense, low plasticity soils that are not at risk of liquefaction. Conformance with the 2019 CBC, the grading regulations identified in Section 12.12 of the Municipal Code, and the recommendations of a site-specific geotechnical report would further reduce the risk of liquefaction at the project site.

Lateral spreading typically occurs as a form of horizontal displacement of relatively flat-lying soil toward an open or “free” face such as an open body of water, channel, or excavation. This movement is often associated with liquefaction and commonly occurs on gentle slopes in seismically active regions. Lateral spread presents a significant hazard to the integrity of buildings and other structures.

There are no adjacent bodies of water, channels, or excavations in the vicinity of the site that would increase the potential of lateral spread occurrence. Since groundwater is anticipated to be 25 feet or greater below the ground surface and the potential for liquefaction is low, it is not anticipated that lateral spread or other seismic-induced hazards would occur at the project site. **(Less than Significant Impact)**

Dynamic Densification

Dynamic densification occurs during moderate and large earthquakes when soft or loose, natural or fill soils densify and settle, often unevenly across a site. Soils potentially prone to dynamic densification were encountered between depths of approximately 20 to 23 feet and 32 to 40 feet in Boring EB-1, and between depths of approximately 14 to 22 feet in Boring EB-2. Settlement analysis conducted by Romig Engineers on the soils encountered on-site determined that settlement of approximately 0.25 to 0.5 inches could occur if exposed to the maximum possible earthquake acceleration. Per Romig’s report, conformance with the CBC and the recommendations of the design-level geotechnical report would sufficiently reduce the impact of dynamic densification to a less than significant level. **(Less than Significant Impact)**

Landslides

According to Figure 7-2 of the San Bruno General Plan and the CGS EZRI maps, the project site is not susceptible to landsliding. The project site itself is outside the Landslide Hazard Zone. Construction of the hotel and below-grade garage does not include any substantial earthwork that would create unstable slopes that would exacerbate any existing landslide risks, and there are no risks of landslides impacting the project. Accordingly, the project is not susceptible to future landslides, on or off the site. **(No Impact)**

Impact GEO-2: The project would not result in substantial soil erosion or the loss of topsoil. **(Less than Significant Impact)**

Ground disturbance related to demolition, excavation, grading, and construction activities from the proposed project is expected, potentially resulting in an increased exposure of soil to wind and water erosion. Development on the project site could result in significant amounts of soil erosion if managed improperly. By implementing standard grading and best management practices as required by Title 12 of the San Bruno Municipal Code and the recommendations of the soils and engineering geology report, erosion and sedimentation impacts would be less than significant. **(Less than Significant Impact)**

Impact GEO-3: The project would not 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. **(Less than Significant Impact)**

As discussed under Section 4.7.1.2 Existing Conditions and Impact GEO-1, the project site is not located on a geologic unit that is mapped within a liquefaction or landslide hazard area, and the geologic foundation of the project site is not inherently unstable or likely to become unstable as a result of the project. Although the soils on-site have the potential for dynamic densification during a seismic event, by conforming with the applicable regulations and the recommendations of the soils and engineering geology report, the project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. **(Less than Significant Impact)**

Impact GEO-4: The project would not be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property. **(Less than Significant Impact)**

As discussed above, the project site is located on moderately expansive soils. Expansive soils possess a “shrink-swell” characteristic. Shrink-swell is the cyclic change in volume (expansion and contraction) that occurs in fine-grained clay sediments from the process of wetting and drying. Structural damage may result over a long period of time, usually the result of inadequate soil and foundation engineering or the placement of structures directly on expansive soils. Although expansive soils can be a hazard, it is generally mitigated through adherence with the standard engineering and building practices and techniques specified in the CBC as well as the applicable elements of City building and fire codes. The City of San Bruno’s Municipal Code, Chapter 12.12 Soils and Engineering Geology Report, requires that a geotechnical investigation complete with design and construction recommendations be approved prior to City approval of the project. Conformance with the City’s Municipal Code would ensure significant impacts resulting from expansive soils are reduced to a less than significant level. **(Less than Significant Impact)**

Impact GEO-5: The project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. **(No Impact)**

The project site is located within an urbanized area of San Bruno where sewers are available to dispose of wastewater from the project site. The site would not need to support septic tanks or alternative wastewater disposal systems. **(No Impact)**

Impact GEO-6: The project would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. **(Less than Significant Impact with Mitigation Incorporated)**

Although small marine and non-marine fossils are occasionally discovered within the Colma Formation, the project site has been previously disturbed and extensively developed, including both the installation and later removal of underground storage tanks. As such, there is a low possibility for

uncovering unique paleontological resources or geological features. Project-related grading and excavation during construction could however result in significant impacts, if any unknown unique geology and soil resources were discovered.

Mitigation Measure: Implementation of the following mitigation measures would ensure that potential impacts to buried paleontological resources or geological features remain at a less than significant level.

MM GEO-6.1: *Unique Paleontological and/or Geologic Features and Reporting.* Should a unique paleontological resource or site or unique geological feature be identified at the project site during any phase of construction, all ground disturbing activities within 25 feet shall cease and the Senior Planner notified immediately. A qualified paleontologist shall evaluate the find and prescribe mitigation measures to reduce impacts to a less than significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is implemented. Upon completion of the paleontological assessment, a report shall be submitted to the City and, if paleontological materials are recovered, a paleontological repository, such as the University of California Museum of Paleontology shall also be submitted to the City.

With the implementation of the above mitigation measure, impacts to unknown unique paleontological resources or geological features would be less than significant. **(Less Than Significant Impact with Mitigation Incorporated)**

4.8 GREENHOUSE GAS EMISSIONS

4.8.1 Environmental Setting

4.8.1.1 *Background Information*

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. In GHG emission inventories, the weight of each gas is multiplied by its global warming potential (GWP) and is measured in units of CO₂ equivalents (CO₂e). The most common GHGs are carbon dioxide (CO₂) and water vapor but there are also several others, most importantly methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO₂ and N₂O are byproducts of fossil fuel combustion.
- N₂O is associated with agricultural operations such as fertilization of crops.
- CH₄ is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations.
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents, but their production has been stopped by international treaty.
- HFCs are now used as a substitute for CFCs in refrigeration and cooling.
- PFCs and SF₆ emissions are commonly created by industries such as aluminum production and semiconductor manufacturing.

An expanding body of scientific research supports the theory that global climate change is currently causing changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

4.8.1.2 *Regulatory Framework*

State

Assembly Bill 32

Under the California Global Warming Solutions Act, also known as AB 32, CARB established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHGs, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources.

In 2016, SB 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to express the 2030 statewide target in terms of million metric tons of CO₂e (MMTCO₂e). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 MMTCO₂e.

Senate Bill 375

SB 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. SB 375 builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035. The per-capita GHG emissions reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission (MTC) partnered with the Association of Bay Area Governments (ABAG), BAAQMD, and the Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area 2040. Plan Bay Area 2040 establishes a course for reducing per-capita GHG emissions through the promotion of compact, high-density, mixed-use neighborhoods near transit, particularly within identified Priority Development Areas (PDAs).

Regional and Local

2017 Clean Air Plan

To protect the climate, the 2017 CAP (prepared by BAAQMD) includes control measures designed to reduce emissions of methane and other super-GHGs that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing GHG impacts developed by BAAQMD within the CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

Post 2020-Impact Thresholds

As described previously, BAAQMD adopted GHG emissions thresholds of significance to assist in the review of projects under CEQA. These thresholds were designed to establish the level at which BAAQMD has determined that GHG emissions would cause significant environmental impacts. The GHG emissions thresholds identified by BAAQMD for 2020 were 1,100 metric tons (MT) of CO₂e per year or 4.6 MT CO₂e per service population per year. A project that is in compliance with the

City's Climate Action Plan (a qualified GHG Reduction Strategy) is considered to have a less than significant GHG impact regardless of its emissions.

The numeric thresholds set by BAAQMD were calculated to achieve the state's 2020 target for GHG emissions levels (and not the SB 32 specified target of 40 percent below the 1990 GHG emissions level). The project construction would occur over a period of eighteen months. The project is expected to not be fully constructed and occupied until after 2022.

CARB has completed a Scoping Plan, which will be utilized by BAAQMD to establish the 2030 GHG efficiency threshold. BAAQMD has yet to publish a quantified GHG efficiency threshold for 2030. For the purposes of this analysis, a 'Substantial Progress' efficiency metric of 2.6 MT CO₂e/year/service population has been calculated for 2030 based on the GHG reduction goals of SB 32 and Executive Order B-30-15, taking into account the 1990 inventory and the projected 2030 statewide population and employment levels.

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating greenhouse gas emissions impacts resulting from planned development within the City including the following:

Policies	Description
T-F	Provide efficient local transit—such as a shuttle system—to the BART and Caltrain stations to avoid dependence on individual motor vehicles.
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-25	Maintain and improve air quality by requiring project mitigation, such as Transportation Demand Management (TDM) techniques, where air quality impacts are unavoidable.
ERC-31	Prepare a Greenhouse Gas Emissions Reduction Plan, focusing on feasible actions the City can take to minimize the adverse impacts of Plan implementation on climate change and air quality. The Plan will include but will not be limited to: <ul style="list-style-type: none">An inventory of all known, or reasonably discoverable, sources of greenhouse gases (GHGs) that currently exist in the City and sources that existed in 1990. In determining what is a source of GHG emissions, the City may rely on the definition of "greenhouse gas emissions source" or "source" as defined in section 38505 of the California Global Warming Solutions Act ("AB 32") or its governing regulations. The inventory may include estimates of emissions drawing on available information from State and regional air quality boards, supplemented by information obtained by the City.A projected inventory of the new GHGs that can reasonably be expected to be emitted in the year 2025 due to the City's discretionary land use decisions pursuant to the 2025 General Plan Update, as well as new GHGs emitted by the City's internal government operations. The projected inventories will include estimates, supported by substantial evidence, of future emissions from planned land use and information from state and regional air quality boards and agencies.A target for the reduction of those sources of future emissions reasonably attributable to the City's discretionary land use decisions under the 2025 General Plan and the

Policies	Description
	City's internal government operations, and feasible GHG emission reduction measures whose purpose shall be to meet this reduction target by regulating those sources of GHG emissions reasonably attributable to the City's discretionary land use decisions and the City's internal government operations.
ERC-33	Require all large construction projects to mitigate diesel exhaust emissions through use of alternate fuels and control devices.

4.8.1.3 *Existing Conditions*

Unlike emissions of criteria and toxic air pollutants, which have regional and local impacts, emissions of GHGs have a broader, global impact. Global warming is a process whereby GHGs accumulating in the upper atmosphere contribute to an increase in the temperature of the earth and changes in weather patterns. There are no GHG emissions associated with the project site as it is currently undeveloped.

4.8.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Generate greenhouse gas (GHG) 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"/>
2) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.8.2.1 *Thresholds of Significance*

The BAAQMD's CEQA Air Quality Guidelines prepared for the statewide AB 32 2020 target recommended a GHG threshold of 1,100 metric tons or 4.6 metric tons (MT) per capita. These thresholds were developed based on meeting the 2020 GHG targets set in the scoping plan that addressed AB 32. Operation of the project would occur beyond 2020, so a threshold that addresses a future target is appropriate, based on the targets established in SB 32 to reduce statewide emissions 40% below 2020 levels by 2030.

Although BAAQMD has not published a quantified threshold for 2030 yet, this assessment uses a "Substantial Progress" efficiency metric of 2.6 MT CO_{2e}/year/service population and a bright-line threshold of 660 MT CO_{2e}/year based on the GHG reduction goals of EO B-30-15. The service population metric of 2.6 is calculated for 2030 based on predictions from BAAQMD. The 2030 bright-line threshold of 660 MT CO_{2e}/year is a 40 percent reduction of the 2020 1,100 MT CO_{2e}/year threshold.

Impact GHG-1: The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. **(Less than Significant Impact)**

Construction Emissions

Short-term GHG emissions from the construction phase of the project would consist primarily of heavy equipment exhaust, worker travel, materials delivery, and solid waste disposal. Neither the City of San Bruno nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions; however, BAAQMD recommends disclosing that GHG emissions would occur during construction. BAAQMD also encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable. Because construction would be temporary (approximately 18 months) and would not result in a permanent increase in emissions, the project would not interfere with the implementation of AB 32 or SB 32. **(Less than Significant Impact)**

Operational Emissions

The proposed 28-room hotel is below the BAAQMD “Hotel” screening threshold of 49 rooms, and therefore would not generate GHG emissions either directly or indirectly that would have a significant impact on the environment.⁴⁶ **(Less than Significant Impact)**

Impact GHG-2: The project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. **(Less than Significant Impact)**

The proposed project would not conflict or otherwise interfere with the statewide GHG reduction measures identified in CARB’s Scoping Plan. For example, the proposed building would be constructed in conformance with CALGreen and the Title 24 Building Code, which requires high-efficiency water fixtures and water-efficient irrigation systems. And as discussed in Impact GHG-1, the proposed project is below the operational GHG screening threshold and therefore would not conflict with the BAAQMD Air Quality Guidelines. **(Less than Significant Impact)**

⁴⁶ The BAAQMD operational GHG screening threshold before the passage of SB 32 requiring a 40 percent reduction in statewide GHG emissions for the 2020 target set by AB 32 was 83 rooms. Applying the 40 percent reduction to this threshold provides a corresponding operational GHG screening size of 49 rooms.

4.9 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based in part on a Phase I Environmental Site Assessment (ESA) prepared by AEI Consultants (dated November 2015), and a Phase II Soil and Soil Vapor Quality Evaluation prepared by Cornerstone Earth Group (dated January 2021). Copies of these reports are included in Appendices C and D, respectively, of this Initial Study.

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Framework*

Overview

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and state laws. In California, the Environmental Protection Agency (EPA) has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program.

Worker health and safety and public safety are key issues when dealing with hazardous materials. Proper handling and disposal of hazardous material is vital if it is disturbed during project construction. Cal/OSHA enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, requirements for protective clothing, and training requirements to prevent exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement.

Federal and State

Federal Aviation Regulations Part 77

Federal Aviation Regulations, Part 77 Objects Affecting Navigable Airspace (FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above the ground.

Government Code Section 65962.5

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by state and local agencies and developers to comply with CEQA requirements. The Cortese List includes hazardous

substance release sites identified by the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB).⁴⁷

Regional and Local

San Mateo County Comprehensive Airport Land Use Plan

San Bruno is within the jurisdiction of the SFO Land Use Plan component of the San Mateo County Comprehensive Airport Land Use Plan (San Mateo CLUP), adopted in December 1996 and updated in 2001. Established in the CLUP are procedures used by the San Mateo City and County Association of Governments (C/CAG) to review land use decisions in the vicinity of San Mateo County airports. Airport planning boundaries define where height, noise and safety standards, policies, and criteria are applied to certain proposed land use policy actions.

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating impacts of hazards and hazardous materials resulting from planned development within the City including the following:

Policies	Description
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.
HS-3	Ensure the health, safety, and welfare of San Bruno residents by requiring appropriate use, disposal, and transport of hazardous materials.
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-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.
PFS-30	Require installation and maintenance of fire protection measures in high-risk and urban-interface areas, including but not limited to: <ul style="list-style-type: none">• Proper siting, road and building clearances, 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-41	Create and maintain an up-to-date Emergency Operations Plan with information including but not limited to evacuation routes and procedures, chain of command communication

⁴⁷ California Environmental Protection Agency. "Cortese List Data Resources." Accessed February 1, 2021. <https://calepa.ca.gov/sitecleanup/corteselist/>.

Policies	Description
	structure, alerts and warning systems, emergency shelter provisions, and responsibilities and instructions for all relevant departments (police, fire, hazardous materials, emergency medical services, public works).

4.9.1.2 Existing Conditions

In 2015, AEI Consultants conducted a review of aerial photographs, County Assessor's Office records, Sanborn Fire Insurance Maps, San Bruno historical city directories, and agency records to obtain information about the historical uses of the project site. AEI Consultants also reviewed records from local and state agencies, and completed a site reconnaissance to determine any potentially hazardous materials conditions affecting the project site. The historical uses and on-site sources of contamination on the project site are discussed below.

Site History

The project site is a vacant undeveloped lot located in San Bruno along a heavily urbanized portion of the El Camino Real corridor. Historical addresses associated with the project site include 160 El Camino Real, 170 El Camino Real, 201 El Camino Real, and 100 San Luis Avenue.

In 1938, the project site was developed with a gas station, which remained in operation until 1999. An auto repair shop was constructed in 1949 that operated until it was demolished in 1953. Remodeling of the gas station and the addition of ten underground storage tanks (USTs) occurred between 1974 and 1978. In 1976, an additional building was constructed that was in use as a ceramics store until 1990. From 1995 to 1999, the building was in use as a carpet store. Between 1999 and 2000, the USTs were removed and the gas station and carpet store building were demolished.

On-Site Sources of Contamination

No Recognized Environmental Conditions (RECs) or Historic RECs (HRECs) were identified in connection with the site.^{48,49} However, the historic presence of a gasoline service station and the release of approximately 800 gallons of gasoline in 1997 and subsequent remediation and regulation of the site constitutes a Controlled Recognized Environmental Condition (CREC). A CREC is defined as a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.

According to the San Mateo County Department of Environmental Health (SMCDEH) and the RWQCB database, the release of approximately 800 gallons of gasoline from the USTs on-site was reported in 1998. Between 1999 and 2000, ten USTs containing gasoline, waste oil, and diesel fuel

⁴⁸ An REC is defined as the presence of likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

⁴⁹ An HREC is defined as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

were removed from the site. Following removal of the USTs, the site was excavated to depths between 18 and 20 feet bgs and approximately 3,117 tons of impacted soil was removed and disposed of off-site. The excavations were backfilled with imported soil.

A soil vapor survey conducted in 2003 indicated benzene in excess of residential risk-based screening levels (RBSLs) was present that did not pose an inhalation hazard. Remediation and monitoring of the site, which included the treatment of soil using an oxidizer and groundwater testing, continued until case closure was granted by the SMCDEH in a letter dated August 13, 2014. Although case closure was granted, the SMCDEH noted that "... a small amount of gasoline-affected soil and groundwater may exist near the former fuel station. Although this residual contamination does not appear to pose a risk to public health and the environment, changes in land use or removal of soil and groundwater from the affected area may create a risk."

Off-Site Sources of Contamination

A review of databases and files from federal, state, and local environmental regulatory agencies was used to identify use, generation, storage, treatment, or disposal of hazardous substances and chemicals, or release incidents of such materials at surrounding facilities that may have impacted the subject site. Based on distance, regulatory status, and/or apparent groundwater gradient, AEI Consultants determined these sites were not of environmental concern. However, the soil vapor testing conducted by Cornerstone Earth Group (discussed below) identified the presence of two chlorinated solvents, trichloroethene (TCE) and tetrachloroethene (PCE). Based on the previous uses at the project site, the location of the chlorinated solvents detected, and the northeast groundwater flow, this contamination is likely coming from an unknown off-site source.

Phase II Soil and Soil Vapor Quality Evaluation

Due to the CREC identified in connection with the project site, a Phase II Soil and Soil Vapor Quality Evaluation was prepared by Cornerstone Earth Group in 2021 to identify any impacts associated with prior site uses and any mitigation measures necessary for site development. A total of 14 exploratory borings at seven locations were advanced to depths between five and 13 feet bgs to collect soil samples for testing. Soil vapor samples were collected for testing at the same locations using soil vapor probes installed at depths between five and 10 feet bgs.

Analysis of the soil samples collected did not detect petroleum hydrocarbons, organochlorine pesticides (OCPs), polychlorinated biphenyls (PCBs), volatile organic compounds (VOCs), or semi-volatile organic compounds (SVOCs) above the residential environmental screening levels (ESLs) established by the EPA, the RWQCB, or the DTSC. Metals were detected in concentrations typical of natural background concentration below the residential ESLs established by Duverge, EPA, or the DTSC.^{50,51} The detected soluble chromium concentrations were below the soluble threshold limit concentration (STLC) hazardous waste threshold.

⁵⁰ Dylan Jacques Duverge. *Establishing Background Arsenic in Soil of the Urbanized San Francisco Bay Region*. December 2011.

⁵¹ Residential ESLs were used as hotel occupants and nearby sensitive receptors are expected to be present for more than eight hours per day, and provides a more conservative threshold than the Commercial ESLs.

The soil vapor samples collected were compared to the ESLs established by the RWQCB, EPA, and the DTSC. Concentrations of benzene above the residential ESL were detected in samples SV-3-5, SV-4-5, SV-4-10, SV-5-5, SV-5-10, and SV-7-10. Sample SV-3-10 also had concentrations of gasoline total petroleum hydrocarbons (TPHg), ethylbenzene, 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, hexane, and o-xylene in excess of the residential ESLs. Concentrations of methyl tert-butyl ether (MBTE) and chloroform in excess of residential ESLs were present in sample SV-4-10. In addition to benzene, concentrations of TCE in excess of residential ESLs were detected in samples SV-7-5 and SV-7-10.

Airport Hazards

The project site is located within the SFO Land Use Plan Airport Influence Area B, which requires projects to be consistent with the goals and policies of the Airport Land Use Compatibility Plan (ALUCP). The proposed project site is approximately 1 mile from the runway termination point of the San Francisco International Airport, beyond the outer boundary of safety compatibility zones and outside of the Community Noise Equivalent Level (CNEL) noise contours for the airport, as delineated in the CLUP.⁵²

Wildland Fire Hazards

The subject site is in a Local Responsibility Area (LRA) which has not been mapped by CAL FIRE or received a severity zone designation. The project site is not within a designated Wildland Fire Hazard or Wildland/Urban Interface Hazard Area, which are the undeveloped and developed areas, respectively, within the City with the potential to be exposed to wildland fires.

4.9.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) 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"/>
2) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁵² City of San Bruno. *General Plan*. March 2009.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6) 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"/>
7) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact HAZ-1: The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. **(Less than Significant Impact)**

The proposed project does not involve the routine transport, use, or disposal of reportable quantities of hazardous materials besides gas and diesel fuel used by construction vehicles.

Small quantities of cleaning supplies, maintenance chemicals, and herbicides and pesticides for landscape maintenance would be stored and used in operation of the proposed project. Operation of the proposed project would also require the storage of diesel fuel associated with occasional testing and use of the emergency generator during power failures. Under Health and Safety Code 25507(a)(1)(A), the project would be required to establish and implement a Hazardous Materials Business Plan if the amount of diesel fuel stored on-site exceeds 55 gallons. No other hazardous materials would be used or stored on-site. These materials would be managed in accordance with existing laws and regulations that ensure that the routine transport, storage, use, and disposal of these materials would not result in a significant hazard to the public or environment. **(Less than Significant Impact)**

Impact HAZ-2: The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. **(Less than Significant Impact with Mitigation Incorporated)**

As discussed under Existing Conditions, the Phase II Soil and Soil Vapor Quality Evaluation conducted by Cornerstone detected benzene, TPHg, ethylbenzene, 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, hexane, o-xylene, MBTE, chloroform, and TCE in excess of the residential ESLs. Benzene, TPHg, ethylbenzene, 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, hexane, o-xylene, MBTE, and chloroform are petroleum hydrocarbons that, when inhaled, can cause acute short-term effects (e.g. eye, nose, throat irritation, headaches) or, in significant concentrations, chronic long-term effects such as damage to the central nervous system or internal organs.⁵³ TCE is a chlorinated solvent that when inhaled can cause both acute (e.g. dizziness, headaches, confusion, etc.) or chronic health effects (e.g. cancer or liver, kidney, immunological, endocrine, and developmental effects).⁵⁴ Contaminated soil disturbed during excavation of the project site could become airborne and adversely affect construction workers and nearby sensitive receptors, if appropriate control measures are not implemented.

Mitigation Measures:

MM HAZ-2.1: A Site Management Plan (SMP) and Health and Safety Plan (HSP) shall be developed to establish appropriate management practices for handling and monitoring of impacted soil, soil vapor and groundwater that potentially may be encountered during construction activities. The SMP and HSP shall be prepared by an Environmental Professional and be submitted to the SMCDEH and the Senior Planner for review and approval prior to commencing construction activities. The SMP measures shall be incorporated into the project design documents and include a discussion of the following:

- Site control procedures to control the flow of personnel, vehicles and materials in and out of the site.
- Measures to minimize dust generation, storm water runoff and tracking of soil off-site.
- Dewatering protocols, including methods to evaluate water quality and discharge/disposal alternatives; any pumped water shall not be used for on-site dust control or any other on-site use.
- Protocols for conducting earthwork activities in areas where impacted soil, soil vapor and/or ground water are present or suspected. Worker training requirements, health and safety measures and material handling procedures shall be described.
- Perimeter air monitoring for dust during any activity that significantly disturbs impacted site soil (e.g., mass grading, foundation construction,

⁵³ Agency for Toxic Substances & Disease Registry. *Toxicological Profile for Total Petroleum Hydrocarbons*. September 1999.

⁵⁴ United States Environmental Protection Agency. Trichloroethylene Fact Sheet. January 2000.

excavating or utility trenching) to document the effectiveness of dust control measures.

- Protocols to be implemented if buried structures, wells, debris, or unidentified areas of impacted soil are encountered during site development activities.
- Protocols to characterize/profile soil suspected of being contaminated so that appropriate mitigation, disposal or reuse alternatives, if necessary, can be implemented. Soil in contact with impacted ground water should be assumed contaminated. All soil excavated and transported from this site should be appropriately disposed at a permitted facility.
- Stockpiling protocols for “clean” and “impacted” soil.
- Decontamination procedures to reduce the potential for construction equipment and vehicles to release contaminated soil onto public roadways or other off-site transfer.
- Procedures to evaluate and document the quality of any soil imported to the site. Soil containing chemicals exceeding residential (unrestricted use) screening levels or typical background concentrations of metals should not be accepted.
- Methods to monitor excavations and trenches for the potential presence of VOC impacted vapors. Mitigation protocols shall be developed and implemented in the event elevated VOC vapors are released during excavation activities that may pose a risk to construction worker health and/or a risk to the health of occupants of neighboring properties.
- Protocols to evaluate if the residual contaminants will adversely impact the integrity of below ground utility lines and/or structures (e.g., the potential for corrosion due to subsurface contamination).
- Measures to reduce soil vapor and groundwater migration through trench backfill and utility conduits, including placement of low-permeability backfill “plugs” at specified intervals on-site and at all locations where the utility trenches (within impacted soil or ground water) extend off-site. In addition, utility conduits that are placed below ground water shall be installed with water-tight fittings to reduce the potential for ground water to migrate into the conduits.
- Measures to help reduce the potential for the downward migration of contaminated ground water if deep foundation systems are proposed. These measures shall be identified in the Geotechnical Investigation report and implemented as a part of the development plans.

MM HAZ-2.2:

An Air Monitoring Plan shall be prepared that assesses the potential for exposure of construction workers and nearby sensitive receptors to VOCs during construction activities. The plan shall specify measures to be implemented if VOC concentrations exceed threshold values. The plan shall be submitted to SMCDEH for review and approval prior to commencement of construction activities.

- MM HAZ-2.3:** Prior to the start of construction activity that involves subsurface work (e.g. mass grading, foundation construction, excavation, utility trenching), information regarding site risk management procedures, including copies of the SMP and HSP, shall be provided to the contractors for review, and each contractor shall provide these plans to their subcontractors.
- MM HAZ-2.4:** The Environmental Professional shall assist in the implementation of the SMP and shall, at a minimum, perform part-time observation services during demolition, excavation, grading and trenching activities. Upon completion of construction activities, the Environmental Professional shall prepare a report documenting compliance with the SMP; this report shall be submitted to the SMCDEH and the Senior Planner.
- MM HAZ-2.5:** Contaminated soil shall only be left in-place or reused with written approval from the SMCDEH. At a minimum, if contaminated soil is left in-place, a deed restriction or land use covenant shall detail the location of the soil. This document shall include a surveyed map of the location of the impacted soil and shall restrict future excavation in the impacted area unless approved in writing by the SMCDEH.

Implementation of MM HAZ-2.1 would incorporate hazardous material control measures as outlined in the SMP and HMP into the project design, which would minimize the release of contaminated soil dust on- or off-site and prevent further contamination through re-use or migration of contaminated soil or groundwater. These measures would include monitoring of dust and soil vapors and the mitigation of vapor releases or migration of contaminated materials. MM HAZ-2.2. would require the Applicant to prepare an Air Monitoring Plan, which would monitor and mitigate the exposure of construction workers and nearby sensitive receptors to VOCs. These measures would be implemented and reinforced through MM HAZ-2.3 and -2.4. Finally, as required by MM HAZ-2.5, the project would only be allowed to re-use or leave any contaminated soil on-site with review and approval by the SMCDEH, which would ensure any impacts from doing so would not significantly impact nearby sensitive receptors. Based on the above, implementation of these mitigation measures would reduce the impact of released hazardous materials to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

Impact HAZ-3: The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **(Less than Significant Impact with Mitigation Incorporated)**

There is one existing school within one-quarter mile of the proposed development:

- Mimi's Wonderschool, approximately 725 feet southwest of the project site.

As discussed under Impact HAZ-1, the project does not propose the use of hazardous materials, substances, or waste besides minor quantities used for landscaping and operation of the emergency

diesel generator. Hazardous emissions related to airborne contaminated soil particulates would be reduced to less than significant levels through the mitigation measures outlined under Impact HAZ-2. **(Less than Significant Impact with Mitigation Incorporated)**

Impact HAZ-4: The project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. **(Less than Significant Impact with Mitigation Incorporated)**

The project site is listed as a Closed Leaking UST (LUST) Case on the Cortese List. The proposed change in land use (i.e., from a vacant lot to a hotel) and subsurface excavation would re-open the site's LUST case and subject the project to the oversight of the SMCDEH and the implementation of required controls. As discussed under Impact HAZ-2, with implementation of MM HAZ-2.1, 2.2, 2.3 and 2.4, the contaminated soil on-site would not pose a substantial hazard to construction workers or nearby sensitive receptors. In accordance with the requirements of Government Code Section 65962.5 and the mitigation measures outlined under Impact HAZ-2, the proposed development and associated plans (SMP, HSP, Air Monitoring Plan) would require review and approval by the SMCDEH prior to construction. For these reasons, the project would not create a significant hazard to the public or environment. **(Less than Significant Impact with Mitigation Incorporated)**

Impact HAZ-5: The project would be located within an airport land use plan. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. **(Less than Significant Impact)**

The project is located within the SFO Land Use Plan Airport Influence Area B, which requires projects to be consistent with the goals and policies of the ALUCP. Federal Aviation Regulations, Part 77, "Objects Affecting Navigable Airspace" (referred to as FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above ground. As the project site is located on a Surface Above Ground with a 100-to-1 slope of less than 30 feet, and the project proposes to build a 50 foot tall hotel, the applicant is required to file FAA Form 7460-1, Notice of Proposed Construction or Alteration, at least 30 days prior to construction so that the project can be reviewed for aviation compatibility, or obtain a signed exemption form pursuant to 14 CFR Part 77.9(b) be submitted prior to construction.⁵⁵

As previously discussed, the project site is approximately 1 mile from the runway termination point of SFO, beyond the outer boundary of safety compatibility zones and outside of the CNEL noise contours for hotel uses, and the proposed building height of 50 feet is well below the 200 foot

⁵⁵ City/County Association of Governments of San Mateo County. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*. July 2012.

standard noted above. Therefore, future development of the site would not result in a safety hazard for people related to airport activities. **(Less than Significant Impact)**

Impact HAZ-6: The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. **(Less than Significant Impact)**

Development of the proposed project would not physically interfere with an adopted emergency response or evacuation plan. During construction and operation of the proposed project, streets, roadways, and trails would not be permanently blocked such that emergency vehicles would be unable to access the site or surrounding sites. Additionally, the project would be constructed in compliance with all applicable Building and Fire Codes adopted by the City of San Bruno. For these reasons, the proposed development would not impair implementation or physically interfere with emergency plans. **(Less than Significant Impact)**

Impact HAZ-7: The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. **(Less than Significant Impact)**

As discussed under Existing Condition, the project site is not within a Wildland Fire Hazard or Wildland/Urban Interface Area; therefore, the project would not expose people or structures, either directly or indirectly, to an increased significant risk of loss, injury, or death involving wildland fires. **(Less than Significant Impact)**

4.9.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (*BIA v. BAAQMD*), effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of San Bruno has policies that address existing hazards and hazardous materials conditions affecting a proposed project.

As the project site is contaminated with benzene, TPHg, ethylbenzene, 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, hexane, o-xylene, MBTE, chloroform, and TCE in excess of the residential ESLs, future occupants of the hotel, i.e. workers and guests, could be adversely affected by soil vapor intrusion. Consistent with General Plan Policy HS-30 described above, the following conditions of approval would be required for project implementation to reduce risks to future occupants of the site.

Conditions of Approval:

- A Vapor Intrusion Mitigation Plan shall be prepared that includes a Vapor Mitigation System (VMS) that will prevent exposure of hotel occupants and employees to VOCs in indoor air as a result of vapor intrusion. The Vapor Intrusion Mitigation Plan will require the Project Applicant to design the proposed occupied spaces with appropriate structural and engineering features to reduce risk of vapor intrusion into the building. At a minimum, this design shall include: 1) passive sub-slab ventilation with a spray applied seamless vapor barrier (and with

the ability to convert the system from passive to active ventilation), 2) monitoring to ensure the long-term effectiveness of the remedy, and 3) the implementation of institutional controls. The Vapor Intrusion Mitigation Plan shall be submitted to the SMCDEH for review and approval. Alternative designs may be acceptable if approved in writing by the SMCDEH.

- A completion report shall be submitted to the SMCDEH that documents installation of the vapor control measures and presents final as-built design drawings.
- A Long-Term Operations, Maintenance, and Monitoring Plan (OMMP) shall also be submitted to the SMCDEH for approval that presents the actions that must be taken following construction to maintain and monitor the VMS. The OMMP shall also include a contingency plan in case of VMS failure, and a financial assurance mechanism shall be established to prove that adequate funds are available for long-term maintenance and monitoring of the VMS.

4.10 HYDROLOGY AND WATER QUALITY

4.10.1 Environmental Setting

4.10.1.1 *Regulatory Framework*

Overview

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality in California. Regulations set forth by the EPA and the SWRCB have been developed to fulfill the requirements of this legislation. EPA regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the RWQCBs. The project site is within the jurisdiction of the San Francisco Bay RWQCB.

Federal and State

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) established the National Flood Insurance Program (NFIP) to reduce impacts of flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes Flood Insurance Rate Maps (FIRMs) that identify Special Flood Hazard Areas (SFHAs). An SFHA is an area that would be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood.

Statewide Construction General Permit

The SWRCB has implemented an NPDES General Construction Permit for the State of California (Construction General Permit). For projects disturbing one acre or more of soil, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction. The Construction General Permit includes requirements for training, inspections, record keeping, and, for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

Regional and Local

San Francisco Bay Basin Plan

The San Francisco Bay RWQCB regulates water quality in accordance with the Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan). The Basin Plan lists the beneficial uses that the San Francisco Bay RWQCB has identified for local aquifers, streams, marshes, rivers, and the San Francisco Bay, as well as the water quality objectives and criteria that must be met to protect these uses. The San Francisco Bay RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for nonpoint sources such as the urban runoff

discharged by a City's stormwater drainage system. The Basin Plan also describes watershed management programs and water quality attainment strategies.

Municipal Regional Permit Provision C.3.

The San Francisco Bay RWQCB re-issued the Municipal Regional Stormwater NPDES Permit (MRP) in 2015 to regulate stormwater discharges from municipalities and local agencies (co-permittees) in Alameda, Contra Costa, San Mateo, and Santa Clara Counties, and the cities of Fairfield, Suisun City, and Vallejo.⁵⁶ Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 10,000 square feet or more of impervious surface area are required to implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff. LID-based treatment controls are intended to maintain or restore the site's natural hydrologic functions, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g. rainwater harvesting for non-potable uses). The MRP also requires that stormwater treatment measures are properly installed, operated, and maintained.

In addition to water quality controls, the MRP requires new development and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation, or other impacts to local rivers, streams, and creeks. Projects may be deemed exempt from these requirements if they do not meet the minimized size threshold, drain into tidally influenced areas or directly into the Bay, or drain into hardened channels, or if they are infill projects in subwatersheds or catchment areas that are greater than or equal to 65 percent impervious.

Municipal Regional Permit Provision C.12.f

Provision C.12.f of the MRP requires co-permittee agencies to implement a control program for PCBs that reduces PCB loads by a specified amount during the term of the permit, thereby making substantial progress toward achieving the urban runoff PCBs waste load allocation in the Basin Plan by March 2030.⁵⁷ Programs must include focused implementation of PCB control measures, such as source control, treatment control, and pollution prevention strategies. Municipalities throughout the Bay Area are updating their demolition permit processes to incorporate the management of PCBs in demolition building materials to ensure PCBs are not discharged to storm drains during demolition.

San Mateo Countywide Water Pollution Prevention Program

The San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) was established in 1990 to reduce the pollution carried by stormwater into local creeks, San Francisco Bay, and the Pacific Ocean. The program is a partnership of the C/CAG, each incorporated city and town in the county, and the County of San Mateo, which share a common National Pollutant Discharge Elimination System permit. The SMCWPPP includes pollution reduction activities for construction

⁵⁶ MRP Number CAS612008

⁵⁷ San Francisco Bay Regional Water Quality Control Board. *Municipal Regional Stormwater Permit, Provision C.12*. November 19, 2015.

sites, illegal discharges and illicit connections, new development, and municipal operations. The program also includes a target pollutant reduction strategy and monitoring program.

San Mateo County Flood Control District

The San Mateo County Flood Control District provides financing for flood control projects and manages the larger network of pipes, trenches, culverts, detention basins, and open channels throughout the district. There are three active flood control zones within this district: Colma Creek, San Bruno Creek, and San Francisquito Creek. The Colma and San Bruno zones intersect the City of San Bruno.

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating impacts on hydrology and water quality resulting from planned development within the City, including the following:

Policies	Description
LUD-76	Assure that new development mitigates impacts on existing public services, including transit services, water, sewer, and storm drainage systems, police and fire protection, libraries, and parks and recreation facilities.
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-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-24	Require that new development incorporate features into site drainage plans that reduce impermeable surface area and surface runoff volumes. Such features may include: <ul style="list-style-type: none"> • 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.
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.
PFS-9	Upgrade the water distribution system as necessary to provide adequate water pressure to meet fire safety standards and to respond to emergency peak water supply needs.
PFS-13	Establish water conservation Best Management Practices (BMPs) and require them for new development and for municipal buildings and facilities.
PFS-21	Upgrade or replace sewer lines to accommodate anticipated flows and to prevent overflows. Upgrade sewer lift stations as needed.

City of San Bruno Urban Runoff Management Policies

Policies related to the management of urban runoff within the City are included in Title 10 of the San Bruno Municipal Code, Municipal Services, and Title 12, Land Use. Best Management Practices as defined in Chapter 10.12, Water Quality Controls, which reduce the presence of pollutants in the stormwater are outlined in Chapter 10.18, Storm Water Management and Discharge Control.

- No person shall throw, deposit, leave, maintain, keep, or permit to be thrown, deposited, placed, left or maintained, any refuse, rubbish, garbage, or other discarded or abandoned objects, articles, and accumulations, in or upon any street, alley, sidewalk, storm drain inlet, catch basin, conduit or other drainage structure, business place, or upon any public or private lot of land in the city, so that the same might be or become a pollutant, except in containers or in lawfully established dumping grounds.
- Standard for Parking Lots and Similar Structures. Persons owning or operating a parking lot, gas station pavement or similar structure shall clean those structures as frequently and thoroughly as practicable in a manner that does not result in discharge of pollutants to the city storm sewer system.
- Best Management Practices for New Developments and Redevelopments. Any construction contractor performing work in the city shall endeavor, whenever possible, to provide filter materials at the catch basin to retain any debris and dirt flowing into the city's storm sewer system. City may establish controls on the volume and rate of storm water runoff from new developments and redevelopments as may be appropriate to minimize the discharge and transport of pollutants.
- Compliance with Best Management Practices. Where best management practices guidelines or requirements have been adopted by the city for any activity, operation, or facility which may cause or contribute to storm water pollution or contamination, illicit discharges, and/or discharge of non-storm water to the storm water system, every person undertaking such activity or operation, or owning or operating such facility shall comply with such guidelines or requirements as may be identified by the director of public works. (Ord. 1558 § 1, 1994)

Provisions for the minimization of the adverse effects of water runoff are also included in Title 12 "Land Use", Article I "Excavation and Grading, Chapter 12.12 "Soils and Engineering Geology Report" and 12.16 "Grading Regulations". As an attached element of the grading plan, Subsection 12.12.050 "Erosion Control" requires an erosion control plan containing:

"Calculations showing estimated surface water runoff on the site and maintenance of non-vegetative erosion control measures. Vegetative control measures shall be in accordance with Association of Bay Area Governments Manual for Surface Runoff Control Measures, pages 1-50 through 1-57, inclusive. (Ord. 1369 § 1, 1981; prior code § 9-1.7(f))"

Per Subsection 12.16.030, "Grading progress and inspection", swales or ditches on terraces shall have a minimum gradient of three percent and shall be paved with reinforced concrete not less than three inches in thickness. They shall have a minimum paved width of five feet. A single run of swale or ditch shall not collect runoff from a tributary area exceeding fifteen thousand square feet

(projected) without discharging into a down drain. Sediment basins may also be required by the city engineer to detain runoff and trap sediment during construction until slope erosion planting has been established.

City of San Bruno Storm Drain Master Plan

To identify and address potential flood risks in the City of San Bruno, a Storm Drain Master Plan was adopted by the City in June 2014. In addition to updating the City's flood control guiding document, the Master Plan defines a new Capital Improvement Program to address the storm drain system's capacity deficiencies.

4.10.1.2 *Existing Conditions*

Hydrology and Drainage

San Bruno's Public Works Department Streets and Stormwater Division operates and maintains the storm drainage system in the City. The City of San Bruno contains six watersheds that drain the city. The city's primary drainage basins – San Bruno Creek (Watershed A), Crystal Springs Creek (Watershed B), and Huntington Creek (Watershed C) encompass 80 percent of San Bruno's land area. The subject site is within Watershed D, which drains approximately 151.5 acres via culvert pipes and overland flow that discharges into the Cupid Row Canal, a four-mile long earthen channel that connects to the headwater of the San Bruno Channel.⁵⁸

Currently, the project site is 100 percent pervious surface. Existing gutters on-site connect to a larger system of storm drains that collects and channels surface water (mostly from rainfall) into a series of pipes, trenches, culverts, detention basins, and open channels, managed by the San Mateo County Flood Control District, which transport and empty it into San Francisco Bay. The system is based upon the natural drainage pattern determined by topography. Because of the high relief (steep slopes) in the western third of San Bruno and the more gradual eastward slope east of I-280, a gravity-flow system is used. The Flood Control District operates two pump stations; one at Angus Avenue and one at Walnut Street. The discharge point for these watersheds is the San Bruno Channel, maintained by the Flood Control District, located next to the South San Francisco-San Bruno Water Quality Control Plant just north of SFO.

Water Quality

San Bruno's storm drain system prevents flooding by channeling stormwater runoff into San Mateo County Flood Control District channels, which then funnel the water to the San Francisco Bay. However, this runoff is not treated, and can deliver pollutants to the Bay from any impermeable surface within the city. Stormwater runoff accounts for up to 80 percent of the pollution entering San Francisco Bay, and can contain the following pollutants: oil, grease, or antifreeze from leaking cars or trucks; paint or paint products; leaves or yard waste; pesticides; herbicides, or fertilizers from yards and gardens; solvents and household chemicals; animal wastes, litter, or sewer leakage; and construction debris such as fresh concrete, mortar, or cement.

⁵⁸ City of San Bruno. *Storm Drain Master Plan*. June 2014.

Groundwater

San Bruno is unique among cities on the San Francisco Peninsula because it uses a local water source to meet more than half of its needs. The city currently pumps water from four active groundwater supply wells, which produce approximately half of the city's water supply. These producing wells draw water from a deep aquifer—Westside Groundwater Basin—located between 250 feet and 500 feet below ground surface. The aquifer is capped by an impervious layer of clay, which acts as a barrier to any contaminants that might be at or near the surface. The wells are located in the eastern portion of the city.

The City of San Bruno uses approximately 4.2 million gallons of water per day (mgd). Per capita consumption averages approximately 75 gallons per day (gpd) in the wet season and 125 gpd in dry weather. In addition to the four wells, San Bruno's water system infrastructure consists of eight storage tanks, eight booster pump stations, 26 pressure regulating stations, 900 fire hydrants, 9,000 valves, over 120 miles of water mains ranging from 12 inches to 16 inches in diameter, and 11,300 metered services. According to the Public Works Department, San Bruno has adequate water storage capacity to meet current demands. Two projects in the Department's 10-Year Plan will increase storage capacity 25 to 30 percent, which will be adequate to accommodate future population growth. Based on potential buildout of the General Plan Land Use Diagram, San Bruno could add 1.7 million square feet worth of non-residential building area by 2025. Assuming 75 gpd per capita during the wet season and 125 gpd per capita during the dry season, water demand in San Bruno could increase by 141,276 to 235,459 gpd by year 2025. This would bring the city's total 2025 demand to between 4.5 to 4.7 mgd of domestic water supply, an increase of seven to twelve percent over existing levels.

Groundwater in the area ranges between 25 to 55 feet bgs with an estimated northeast flow direction. Groundwater was not encountered by Romig Engineers during the two subsurface borings conducted in May 2017, which extended to depths of 30 and 45 feet (refer to Section 4.7 Geology and Soils). Based on groundwater monitoring reports prepared during remediation of the subsurface soil contamination (refer to Section 4.9 Hazards and Hazardous Materials), groundwater at the project site ranges between 43.8 to 54.3 feet bgs.⁵⁹ Actual local groundwater flow direction can be influenced by factors such as local surface topography, underground structures, seasonal fluctuations, soil and bedrock geology, and production wells.

Flooding and Other Hazards

No areas designated by the FEMA as 500-year or 100-year floodplains exist within San Bruno. Per the FIRM prepared by FEMA, the project site is within Zone X, an area of minimal flood hazard with less than a 0.2 percent annual chance of flooding.⁶⁰

A seiche is defined as a standing wave generated by rapid displacement of water within an enclosed body of water (such as a reservoir, lake, or bay) due to an earthquake that triggers land movement within the water body or landsliding into or beneath the water body. The nearest enclosed body of water is San Andreas Lake, approximately 1.5 miles west of the project site.

⁵⁹ Romig Engineers. *Geotechnical Investigation of 160 El Camino Real, San Bruno, CA 94066*. June 2017.

⁶⁰ Federal Emergency Management Agency. *Flood Insurance Rate Map, Community Panel No. 06081C0131F*. Map. Effective Date: April 5, 2019. <https://msc.fema.gov/portal/home>

A tsunami is a large tidal wave caused by an underwater earthquake or volcanic eruption. Tsunamis affecting the Bay Area can result from offshore earthquakes within the Bay Area. Tsunami inundation maps for San Mateo County show that the project site is not within a tsunami inundation area.⁶¹

4.10.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– 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"/>
– create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

⁶¹ California Geological Survey. *San Mateo County Tsunami Inundation Maps*. Accessed November 11, 2020. <https://maps.conservation.ca.gov/cgs/informationwarehouse/tsunami/>

Impact HYD-1: The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. **(Less than Significant Impact)**

The water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as non-point source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. Urban stormwater runoff often contains contaminants such as oil and grease, plant and animal debris (e.g., leaves, dust, animal feces, etc.), pesticides, litter, and heavy metals. In sufficient concentration, these pollutants have been found to adversely affect the aquatic habitats to which they drain.

Construction Activities

Construction activities (e.g. grading and excavation) on the site may result in temporary impacts to surface water quality. When disturbance to underlying soils occurs, the surface runoff that flows across the site may contain sediments that are ultimately discharged into the storm drainage system. In total, the project would disturb less than one acre of land during construction; therefore, the project would not be required to obtain a NPDES General Permit for Construction Activities. The proposed project would however be required to comply with the City's Municipal Code (Chapter 12.16 Grading Regulations) which requires that the project prepare and implement an erosion control plan, thereby ensuring it complies with local and regional regulations regarding the reduction of pollutants in stormwater. Accordingly, construction of the proposed project in accordance with the City's Municipal Code and General Plan policies would not result in significant construction-related water quality impacts. **(Less than Significant Impact)**

Post-Construction

The project site is 100 percent pervious, and construction of the proposed hotel would result in the replacement of 8,564 square feet of pervious surface with impervious surfaces. Under Provision C.3 of the RWQCB's MRP, redevelopment projects that add and/or replace more than 10,000 square feet of impervious surface are required to design and construct stormwater treatment controls to treat post-construction stormwater runoff. The project would be compliant with Provision C.3.i Small Projects, which applies to projects that create and/or replace at least 2,500 but less than 10,000 square feet of impervious surface, and requires projects to implement one of the following measures:

- Direct roof runoff into cisterns or rain barrels for use.
- Direct roof runoff onto vegetated areas.
- Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas.
- Direct runoff from driveways/uncovered parking lots onto vegetated areas.
- Construct sidewalks, walkways, and/or patios with permeable surfaces.
- Construct bike lanes, driveways, and/or uncovered parking lots with permeable surfaces.

. The project would also be required to comply the City's Urban Runoff Management Policies, which ensures new developments follows local and regional regulations regarding the reduction of

pollutants in stormwater and implement City BMPs, such as stormwater filters, to reduce such pollutants. Therefore, the proposed project would have a less than significant impact on post-construction water quality. **(Less than Significant Impact)**

Impact HYD-2: The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. **(Less than Significant Impact)**

Groundwater at the project site ranges between approximately 43.8 to 54.3 feet bgs.⁶² The project includes below-grade parking and excavation; however, the project, which would excavate to a depth of 25.2 feet, would not reach the groundwater under the project site and dewatering would not be required. If groundwater is encountered, dewatering would be performed in accordance with the dewatering protocols included in the SMP (refer to Impact HAZ-2) and the City's Groundwater Discharge Regulations outlined in Section 10.12 of the Municipal Code. Additionally, the proposed project would not establish new groundwater sources or result in a substantial depletion of aquifers relied upon for local water supplies. For these reasons, the proposed project would not result in a significant groundwater impact. **(Less than Significant Impact)**

Impact HYD-3: The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows. **(Less than Significant Impact)**

The project site is 100 percent pervious, and construction of the proposed hotel would result in the replacement of 8,564 square feet of pervious surface with impervious surfaces. The project would be required to manage erosion during construction in accordance with the City's Municipal Code (refer to Impact HYD-1). Stormwater runoff from the project would be directed towards landscaped areas or pervious pavement areas and collected by a subdrain and discharged by an undercurb drain on San Luis Avenue to the storm drain system. The project's stormwater treatment system would reduce the rate of stormwater runoff entering the City's storm drainage system, thereby reducing the risk of potential flood events. The project would not create substantial new sources of polluted runoff upon adherence to the City's Municipal Code (refer to Impact GEO-2 and HYD-1). The project would, therefore, not substantially alter the drainage pattern of the site or area in a manner which would result in on or offsite erosion, flooding, or runoff impacts. **(Less than Significant Impact)**

Impact HYD-4: The project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. **(Less than Significant Impact)**

⁶² Romig Engineers. *Geotechnical Investigation of 160 El Camino Real, San Bruno, CA 94066*. July 2017.

The project site is designated as a Flood Zone X, located in an area outside of the 0.2 percent chance floodplain. Neither housing nor structures will be placed in a 100-year flood hazard area.

The project site is not located adjacent to any large bodies of water (i.e., the San Francisco Bay), nor is the project located within a designated tsunami inundation zone. Seiches and tsunamis would be unlikely to affect the project due to its location approximately 1.5 miles inland from the San Francisco Bay. For this reason, and those discussed above, the proposed project would not risk release of pollutants due to project inundation. **(Less than Significant Impact)**

Impact HYD-5: The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. **(Less than Significant Impact)**

The project site is located in the Westside subbasin of the San Francisco Bay groundwater basin. The Westside subbasin has not been identified as medium- or high-priority groundwater basin by the California Department of Water Resources; therefore, a Groundwater Sustainability Plan does not need to be prepared for the subbasin per the requirements of the Sustainable Groundwater Management Act.⁶³ Thus, the proposed project would not conflict with a sustainable groundwater management plan.

As mentioned previously, the San Francisco Bay RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for nonpoint sources such as the urban runoff discharged by a City's stormwater drainage system. Compliance with the City's Urban Runoff Management Policies (refer to Impact GEO-2 and Impact HYD-1) would ensure construction-period and post-construction water quality impacts do not occur. By adhering to these policies and regulations the proposed project would not prevent the RWQCB from attaining the water quality objectives set forth in the Basin Plan. **(Less than Significant Impact)**

⁶³ California Department of Water Resources. "Basin Prioritization". <https://water.ca.gov/Programs/Groundwater-Management/Basin-Prioritization>. Accessed January 29, 2021.

4.11 LAND USE AND PLANNING

4.11.1 Environmental Setting

4.11.1.1 *Regulatory Framework*

Local

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating land use and planning impacts resulting from planned development within the City including the following:

Policies	Description
LUD-40	Promote high-intensity multi-use development along El Camino Real. Limit retail development to those site north of Crystal Springs Road reinforcing existing retail activity in Downtown and/or The Shops at Tanforan/Towne Center.
LUD-41	Designate El Camino Real, south of Crystal Springs Road, as a transition zone where existing commercial services, restaurants, and small offices are allowed but new projects emphasize residential development. Focus retail development north toward the Downtown area.

Grand Boulevard Initiative

San Bruno is participating in the Grand Boulevard Initiative (GBI), a collaboration of 19 cities, the counties of San Mateo and Santa Clara, local and regional agencies, private business, labor and environmental organizations united to improve the performance, safety and aesthetics of El Camino Real on the Peninsula from Daly City to downtown San Jose.

Participating cities are encouraged to design for neighborhoods that include high quality building designs and diverse land uses, preserve historic buildings and places, and enhance our economic and cultural diversity, with the broad involvement of residents, workers and local businesses. Rail stations and bus facilities are valued not only as vital transportation services, but as public gathering places and assets to spur transit-oriented development. Guiding principles of the GBI include:

1. Targets housing and job growth in strategic areas along the corridor
2. Encourage compact mixed-use development in high quality urban design and construction
3. Create a pedestrian-oriented environment and improve streetscapes, ensuring full access to and between public areas and private developments
4. Develop a balanced multimodal corridor to maintain and improve mobility of people and vehicles along the corridor
5. Manage parking assets
6. Provide vibrant public spaces and gathering places
7. Preserve and accentuate unique and desirable community character and the existing quality of life in adjacent neighborhoods
8. Improve safety and public health
9. Strengthen pedestrian and bicycle connections with the corridor

10. Pursue environmentally sustainable and economically viable development patterns

4.11.1.2 Existing Conditions

The 0.22-acre site, which was formerly occupied by an auto repair shop, gas station, ceramics store, and carpet store, is presently vacant. The project site and adjacent parcels located on El Camino Real between Crystal Springs Avenue and Mill Wood Drive have a General Plan land use designation of *Multi-Use Residential Focus*, and are zoned *C-N, Neighborhood Commercial District*. Parcels with a *Multi-Use Residential Focus* land use designation are intended for a wide variety of uses, including hotels, motels, and drinking establishments. Hotels and drinking establishments are conditionally allowed on parcels zoned *C-N, Neighborhood Commercial District*.

Parcels off of El Camino Real in all directions are predominantly single-family detached residential parcels with a *Low-Density Residential* General Plan land use designation that are zoned *R-2 Low Density Residential District*. Parcels with these General Plan land use and zoning designations are intended for single-family dwellings, as well as religious facilities, large daycares, large senior care facilities and similar uses. The nearest residential parcel is the multi-family apartment complex located at 116 San Luis Avenue, adjacent east of the project site.

4.11.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact LU-1: The project would not physically divide an established community. **(Less than Significant Impact)**

The project proposes to construct a three-story hotel and an attached below-grade parking garage. The project does not propose dividing infrastructure such as highways, freeways, or major arterials that could inhibit the access of residents to the surrounding areas. The project would not physically divide an established community within the City because it would not interfere with or modify the movement of residents throughout nearby neighborhoods. **(Less Than Significant Impact)**

Impact LU-2: The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. **(Less than Significant Impact)**

Land Use Compatibility

Potential incompatibility may arise from placing a particular development or land use at an inappropriate location, or from some aspect of the project's design or scope. Depending on the nature of the impacts and its severity, land use compatibility conflicts can range from minor irritation and nuisance to potentially significant effects on human health and safety.

Demolition and construction activities under the proposed project could temporarily impact nearby residential uses (Refer to Section 4.3 Air Quality, Section 4.9 Hazards and Hazardous Materials, and Section 4.13 Noise and Vibration of this Initial Study). The proposed project would include measures that would reduce potential impacts from these activities to a less than significant level. After construction activities cease, the proposed hotel would be compatible with the nearby residential uses and would not result in significant environmental impacts from its operation.

As previously noted, the project involves construction of a three-story hotel and an attached below-grade parking garage. The proposed use of the project site as a hotel would be consistent with the site's General Plan and zoning designations, and the existing hotel and motel establishments on El Camino Real. Therefore, the proposed project would not result in a significant land use impact due to incompatibility with surrounding land uses. **(Less Than Significant Impact)**

4.12 MINERAL RESOURCES

4.12.1 Environmental Setting

4.12.1.1 *Regulatory Framework*

State

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act (SMARA) was enacted by the California legislature in 1975 to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment. As mandated under SMARA, the State Geologist has designated mineral land classifications in order to help identify and protect mineral resources in areas within the state subject to urban expansion or other irreversible land uses which would preclude mineral extraction. SMARA also allowed the State Mining and Geology Board (SMGB), after receiving classification information from the State Geologist, to designate lands containing mineral deposits of regional or statewide significance.

California Geological Survey

As mandated by SMARA, the California Geological Survey (CGS) has classified lands within the San Francisco-Monterey Bay region into Mineral Resource Zones (MRZs) based on the California State Mining and Geology Board guidelines. Areas with an MRZ-1 designation have sufficient information available indicating that there is little to no likelihood of significant mineral deposits. MRZ-2 areas are those where adequate information indicates that significant deposits are present. Areas classified as MRZ-3 contain mineral deposits, but their significance cannot be evaluated from available data. Areas are classified as MRZ-4 where available information is inadequate for assignment to any other MRZ category.⁶⁴

4.12.1.2 *Existing Conditions*

According to the San Bruno General Plan EIR, the City of San Bruno, west of Highway 101 and east of Interstate 280, including the project site, is classified as MRZ-1.

⁶⁴ City of San Bruno. *San Bruno General Plan Draft EIR*. December 2008.

4.12.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) 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"/>
Impact MIN-1:	The project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. (No Impact)			
Impact MIN-2:	The project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. (No Impact)			

The San Mateo County General Plan identifies 13 mineral resources found in San Mateo County and classifies these resources into four categories. Seven of these minerals: chromite, clay, expansible shale, mercury, sand and gravel, sands (specialty), and stone (dimension), are not likely to be used primarily because of limited quantities, urbanization or economic infeasibility.

As described above, the site is classified as MRZ-1, indicating that there is little to no likelihood of significant mineral deposits. Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the to residents in the state or region. **(No Impact)**

4.13 NOISE

The following discussion is based in part on an Environmental Noise Analysis prepared by Bollard Acoustical Consultants, Inc. (dated July 2018), and a Noise and Vibration Assessment prepared by Illingworth & Rodkin, Inc. (dated January 2021). Copies of these reports are included in Appendix E and Appendix F, respectively, of this Initial Study.

4.13.1 Environmental Setting

4.13.1.1 *Background Information*

Noise

Factors that influence sound as it is perceived by the human ear, include the actual level of sound, period of exposure, frequencies involved, and fluctuation in the noise level during exposure. Noise is measured on a decibel scale, which serves as an index of loudness. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA.

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are generally expressed using one of several noise averaging methods, including L_{eq} , DNL, or CNEL.⁶⁵ These descriptors are used to measure a location's overall noise exposure, given that there are times when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and times when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). L_{max} is the maximum A-weighted noise level during a measurement period.

Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Vibration amplitude can be quantified using Peak Particle Velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration wave. PPV has been routinely used to measure and assess ground-borne construction vibration. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 inches/second (in/sec) PPV.

⁶⁵ L_{eq} is a measurement of average energy level intensity of noise over a given period of time. Day-Night Level (DNL) is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 PM and 7:00 AM. Community Noise Equivalent Level (CNEL) includes an additional five dB applied to noise occurring between 7:00 PM and 10:00 PM. Where traffic noise predominates, the CNEL and DNL are typically within two dBA of the peak-hour L_{eq} .

4.13.1.2 Regulatory Framework

Federal

Federal Transit Administration Vibration Limits

The Federal Transit Administration (FTA) has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects. The FTA has proposed vibration impact criteria based on maximum overall levels for a single event. The impact criteria for groundborne vibration are shown in Table 4.13-1 below. There are established criteria for frequent events (more than 70 events of the same source per day), occasional events (30 to 70 vibration events of the same source per day), and infrequent events (less than 30 vibration events of the same source per day). These criteria can be applied to development projects in jurisdictions that lack vibration impact standards.

Table 4.13-1: Groundborne Vibration Impact Criteria			
Land Use Category	Groundborne Vibration Impact Levels (VdB inch/sec)		
	Frequent Event	Occasional Events	Infrequent Events
Category 1: Buildings where vibration would interfere with interior operations	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime use	75	78	83
Source: Federal Transit Administration. <i>Transit Noise and Vibration Assessment Manual</i> . September 2018.			

California Green Building Standards Code

For commercial uses, CalGreen (Section 5.507.4.1 and 5.507.4.2) requires that wall and roof-ceiling assemblies exposed to the adjacent roadways have a composite Sound Transmission Class (STC) rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or Outdoor-Indoor Transmission Class (OITC) of 30 when the commercial property falls within the 65 dBA L_{dn} or greater noise contour for a freeway or expressway, railroad, or industrial or stationary noise source. The state requires interior noise levels to be maintained at 50 dBA $L_{eq(1-hr)}$ or less during hours of operation at a proposed commercial use.

Local

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating noise and vibration impacts resulting from planned development within the City including the following:

Policies	Description
T-G	Protect residential areas from congestion and associated noise resulting from BART and Caltrain spillover traffic.
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.
HS-F	Protect the health and comfort of residents by reducing the impact of noise from automotive vehicles, San Francisco International Airport, railroad lines, and stationary sources.
HS-G	Ensure that all development heeds safety pre-cautions from the San Francisco International Airport.
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: <ul style="list-style-type: none"> • Incorporating buffers and/or landscaped berms along high-noise roadways and 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, as well as site planning and locating bedrooms away from noise sources.
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.
HS-45	Where feasible and appropriate, develop and implement noise reduction measures when undertaking improvements, extensions, or design changes to San Bruno streets.

City of San Bruno Municipal Code

Regulations pertaining to permitted noise levels and operational hours associated with construction as well as acceptable noise levels from stationary sources are provided in the San Bruno Municipal Code. Relevant portions of the Municipal Code regarding noise and hours of operation include:

- **Title 6 “Public Peace, Morals, and Welfare”, Chapter 6.16 “Noise Regulations”**
Ambient noise levels in residential zones are limited to forty-five decibels from ten p.m. to seven a.m. and sixty decibels from seven a.m. to ten p.m. Noise levels exceeding the ambient base level by more than ten decibels is a violation, except during the period seven a.m. to ten

p.m. where the ambient base level may be exceeded by twenty decibels for a period not to exceed thirty minutes during any twenty-four-hour period. Construction noise levels are not permitted to exceed eighty-five decibels as measured at one hundred feet, or exceed between the hours of ten p.m. and seven a.m. a noise level of sixty decibels as measured at one hundred feet without a permit from the director of public works.

- **Title 12 “Land Use”, Article I. “Excavation and Grading”, Chapter 12.16 “Grading Regulations”**

All grading and noise therefrom, including but not limited to, warming of equipment motors in residential zones, or within one thousand feet of any residential occupancy, hotel, motel, or hospital shall be limited to those hours between seven a.m. and five-thirty p.m. on weekdays, unless other hours are approved by the city engineer based upon evidence that an emergency exists which would constitute a hazard to persons or property if grading at other times is not permitted.

4.13.1.3 *Existing Conditions*

The project site is located at the southeast corner of El Camino Real and San Luis Avenue. Residential land uses bound the project site to the northeast and mixed-use land uses bound the project site to the southeast. Additional commercial and residential land uses are located across San Luis Avenue to the north and El Camino Real to the southwest. The primary noise sources at the site are from vehicular traffic noise along El Camino Real, distant Caltrain and BART operations, aircraft associated with SFO, and distant vehicular traffic along Highway 101.

The nearest residences are located approximately 10 feet northeast of the project site. Additional residences are located as close as 70 feet to the southeast as part of a mixed-use development, 145 feet to the north, across San Luis Avenue, and 210 feet to the southwest, across El Camino Real. Commercial buildings are located as close as 70 feet to the south as part of a mixed-use development and 120 feet to the north, across San Luis Avenue. A hotel is located approximately 150 feet to the southwest, across El Camino Real.

Existing and Future Noise Levels

The existing noise environment was quantified by a short-term measurement taken by *Bollard Acoustical Consultants* in June 2018, which found that the average noise level at the project site is approximately 67.7 dBA. While these measurements are more than two years old, they better represent ‘normal’ conditions for the area than if measurements were to be taken during the COVID pandemic during which roadway volumes are atypically low and air traffic at SFO is depressed. Modeling of future noise levels at the exterior of the proposed development was conducted by *Bollard Acoustical Consultants* using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (TNM) and traffic counts obtained by Caltrans in 2016. The results of this analysis are shown below in Table 4.13-2.

Table 4.13-2: Predicted Future Exterior Noise Levels			
Location	Distance from Centerline of El Camino Real (feet) ²	Offset (dB) ³	Predicted Future Exterior Noise Level (L _{dn} (dB))
Building Façade – 1 st Floor	90	-3	65
Building Façade – 2 nd Floor	50	+3	75
Building Façade – 3 rd Floor	50	+5	77
<p>1 A complete listing of FHWA Model inputs and results are provided in Appendix E.</p> <p>2 Distances measured from the centerline of El Camino Real to nearest hotel building façade.</p> <p>3 Offsets of +3 dB (2nd floor) and +5 dB (3rd floor) were applied to upper-floor facades due to reduced ground absorption at elevated levels. An offset of -3 dB was applied to nearest 1st floor facade containing a guestroom (north side of building) due to reduced exposure to El Camino Real.</p>			

4.13.2 Impact Discussion

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

Impact NOI-1: The project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. **(Less than Significant Impact with Mitigation Incorporated)**

Construction Noise

The San Bruno General Plan and Municipal Code requires developers to mitigate noise exposure to sensitive receptors from construction activities. A significant noise impact would be identified if construction-related noise would temporarily exceed 85 dBA L_{eq} as measured at 100 feet between the hours of 7:00 a.m. and 10:00 p.m., or 60 dBA L_{eq} at a distance of 100 feet between the hours of 10:00 p.m. and 7:00 a.m. Noise impacts from construction depend upon the noise generated by different pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary by stage and vary within stages, based on the amount of equipment in operation and the location at which the equipment is operating.

For the purposes of the noise analysis, the overall duration of construction was assumed to be approximately 11 to 12 months.⁶⁶ The proposed project would be built in several phases including site preparation, grading and excavation, trenching, exterior building and architectural coating, and paving. The majority of construction activities would occur at the center of the project site, approximately 35 feet southeast of the nearest sensitive receptors. The typical range of maximum instantaneous noise levels for the proposed project would be 78 to 85 dBA L_{max} at a distance of 50 feet. The assumptions and results are described further in Appendix F of this document. Construction-generated noise levels drop off at a rate of about 6 dBA per doubling of the distance between the source and receptors. This would reduce hourly average noise levels measured at a distance of 100 feet to between 72 to 79 dBA L_{eq} , which would not exceed the 85 dBA criterion for construction equipment noise set in the Municipal Code.

Construction noise levels are anticipated to comply with the City of San Bruno's Municipal Code and would occur over a temporary period. Implementation of the following construction best management practices would further reduce the impact of construction noise on sensitive receptors in the site vicinity resulting in compliance with General Plan Policy HS-38.

Mitigation Measures:

MM NOI-1.1: Implementation of the Best Management Practices below would reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance. With the inclusion of these practices and recognizing that noise and vibration generated by construction activities

⁶⁶ Construction may occur over a longer 18-month period, which would expose sensitive receptors to noise disturbances over a longer period of time but would not result in any more significant noise impact, and the amount of construction activity (e.g. equipment and hours) would likely be less on any given day due to a longer construction schedule compared to a compressed schedule.

would occur over a temporary period, the temporary increase in ambient noise levels resulting from the project would be less than significant.

- Limit construction hours for non-grading activities, to between 7:00 a.m. and 7:00 p.m., Monday through Friday (given grading activity is restricted to those hours between seven a.m. and five-thirty p.m. on weekdays).
- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- Control noise from construction workers' radios to a point where they are not audible at existing commercial uses bordering the project site.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.
- Implementation of the above best management practices would reduce construction noise levels emanating from the site and minimize disruption and annoyance. With the implementation of these measures and

recognizing that noise generated by construction activities would occur over a temporary period, the impact would be less-than-significant.

Implementation of the above best management practices would reduce construction noise levels and reduce the noise exposure of neighboring properties. With the implementation of these noise control measures and compliance with limitations and hours and construction equipment noise levels set forth in the Municipal Code, the project would have less than significant construction-noise impacts. **(Less than Significant Impact with Mitigation Incorporated)**

Operational Noise

The proposed hotel would include mechanical equipment, such as heating, ventilation, and air conditioning (HVAC) systems. As shown on the project site plan (refer to Figure 3.2-1), the project includes an enclosed mechanical room in the underground parking structure and additional mechanical equipment and exhaust air shafts are shown on the roof. The rooftop mechanical equipment would be surrounded by seven foot tall fiber cement wood panels to the north, south, and west, and a three foot parapet would also surround the rooftop and shield exhaust air shafts.

Section 6.16.050 of the City's Municipal Code prohibits the generation of noise which would exceed ambient zone base levels by 10 dBA at the property plane of any property. The ambient zone base level of 60 dBA is used for residential zones such as those surrounding the site. This regulation allows for the ambient zone base level to be exceeded by 20 dBA for a period not to exceed 30 minutes during any 24-hour period.

Mechanical Equipment

The project proposes typical commercial HVAC units that are anticipated to generate noise levels of 50 to 60 dBA at a distance of 30 feet. The property line of the nearest residence would be approximately 50 feet northeast of the rooftop mechanical equipment. At this distance and considering the fiber cement wood panels and rooftop parapet, mechanical equipment would be below 50 dBA DNL at the property line of the nearest residence.

Condition of Approval:

- If the commercial HVAC units are located within 50 feet of the nearest property line, a supplemental noise analysis shall be performed documenting that the units comply with Chapter 6.16 of the Municipal Code prior to issuance of building permits.

The project also includes the installation of an emergency diesel generator on the exterior of the first floor along the northwest corner of the building. Based on the size of the proposed hotel, the emergency diesel generator is assumed to be powered by a 200 horsepower engine and fitted with a manufacturer's acoustical enclosure. A generator of this type would produce a noise level of 76 to 78 dBA at the residential property line northeast of the project site, which would exceed the ambient base noise level of 60 dBA. The generator would only generate noise levels in excess of the ambient base noise level during testing, which typically occurs for one hour every month, and during operation in the event of a power failure. The following Condition of Approval would ensure that the

noise levels generated by the emergency diesel generator would not exceed the limitations on noise and hours of operation established in the San Bruno Municipal Code.

Condition of Approval:

- Testing of the emergency diesel generator shall only occur between the hours of seven a.m. and seven p.m., and shall not exceed one hour during any 24-hour period. At the building permit stage when the details of the generator are established, the applicant shall prepare a supplemental noise analysis to demonstrate the generator complies with Chapter 6.16 of the City Municipal Code.

With implementation of the above Condition of Approval, operation of the emergency diesel generator would be in compliance with the standards established in the San Bruno Municipal Code. All other residences would be further away from the mechanical equipment and would be exposed to lower noise levels consistent with City standards. **(Less than Significant Impact)**

Truck Deliveries

A yellow-curb commercial loading and unloading space is proposed on El Camino Real in order to accommodate truck deliveries. Deliveries would consist of linen drop-off and pick-up, with limited food, office, and sanitary product deliveries. The hotel would coordinate efforts to have deliveries occur within a set time during the middle of the day. Delivery times will be posted at the yellow-curb loading space. Based on the size of the hotel, it is anticipated that one to two deliveries may be required per day. In comparison to the existing traffic noise levels produced along El Camino Real, truck deliveries would not be anticipated to increase traffic noise levels near the project site. **(Less than Significant Impact)**

Project Generated Traffic

Peak hour turning movements were provided for the intersections at El Camino Real and Crystal Springs Avenue and El Camino Real and San Felipe Avenue. Existing (pre-COVID) traffic conditions were compared to existing plus project traffic conditions. The proposed new hotel would generate a total of 234 daily vehicle trips, a very small fraction of current daily volumes on El Camino Real and surrounding streets. Upon comparison of these traffic conditions, a traffic noise increase of 0 dBA DNL was estimated for each roadway segment. Therefore, ambient traffic noise would not be anticipated to measurably increase above existing levels as a result of project-generated traffic. **(Less than Significant Impact)**

Impact NOI-2:	The project would not result in generation of excessive groundborne vibration or groundborne noise levels. (Less than Significant Impact with Mitigation Incorporated)
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The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used. Construction activities would include preparation work, foundation work, and new building framing and finishing. Pile driving (which generates substantial vibration) is not anticipated as a method of construction. The nearest sensitive receptors are the residences located 10 feet from the northeast portion of the site. Other residences surrounding the site

are within 25 to 105 feet, including a historic building at 125 San Luis Avenue. Table 4.13-4 presents typical vibration levels that could be expected from construction equipment at a reference distance of 25 feet and calculated levels at other distances representative of sensitive receptors in the vicinity. Vibration levels would vary depending on soil conditions, construction methods, and equipment used.

The City of San Bruno does not specify a construction vibration limit. For structural damage, the California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV for new residential and modern commercial/industrial structures, 0.3 in/sec PPV for older residential structures, and a limit of 0.25 in/sec PPV for historic and some old buildings (refer to Table 4.13-4). The 0.3 in/sec PPV vibration limit would be applicable to properties in the vicinity of the project site.

Table 4.13-4: Vibration Source Levels for Construction Equipment						
Equipment		PPV (in/sec)				
		Reference at 25 ft	Mixed Use Southeast 5 ft	Residential Northeast 10 ft	Commercial Northwest 60 ft	Historic Structure North 105 ft
Clam shovel drop		0.202	1.186	0.553	0.077	0.042
Hydromill (slurry wall)	in soil	0.008	0.047	0.022	0.003	0.002
	in rock	0.017	0.100	0.047	0.006	0.004
Vibratory Roller		0.210	1.233	0.575	0.080	0.043
Hoe Ram		0.089	0.523	0.244	0.034	0.018
Large bulldozer		0.089	0.523	0.244	0.034	0.018
Caisson drilling		0.089	0.523	0.244	0.034	0.018
Loaded trucks		0.076	0.446	0.208	0.029	0.016
Jackhammer		0.035	0.206	0.096	0.013	0.007
Small bulldozer		0.003	0.018	0.008	0.001	0.001
Source: Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration, September 2018 as modified by Illingworth & Rodkin, Inc., January 2021						

Vibration levels have potential to exceed the California Department of Transportation's recommended limit of 0.3 in/sec PPV at the nearest buildings to the southeast and northeast when construction activities are occurring along shared property lines. Construction vibration levels would decrease as construction activities move towards the interior of the site. Vibration levels due to construction activities would exceed 0.30 in/sec PPV at nearby buildings at residences adjacent to the project site.

Mitigation Measures:

MM NOI-2.1:

The following mitigation measures would reduce this impact to a less-than-significant level at residential structures located within 10 feet of the shared property line.

- **Construction Vibration Monitoring, Treatment, and Reporting Plan:** The project proponent shall implement a construction vibration monitoring plan to document conditions prior to, during, and after vibration generating construction activities. All plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry-accepted standard methods. The construction vibration monitoring plan shall include, but not be limited to, the following measures:
 - The report shall include a description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration-monitoring locations.
 - A list of all heavy construction equipment to be used for this project and the anticipated time duration of using the equipment that is known to produce high vibration levels shall be submitted by the contractor. This list shall be used to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort required for continuous vibration monitoring.
 - Document conditions at all structures located within 25 feet of construction prior to, during, and after vibration generating construction activities. Perform a photo survey, elevation survey, and crack monitoring survey prior to any construction activity, in regular intervals during construction, and after project completion, and shall include internal and external crack monitoring in structures, settlement, and distress, and shall document the condition of foundations, walls and other structural elements in the interior and exterior of said structures.
 - Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies shall be identified for when vibration levels approached limits.
 - At a minimum, vibration monitoring shall be conducted during excavation activities.

- If vibration levels approach limits, suspend construction and implement contingency measures to either lower vibration levels or secure the affected structures.
- Conduct a post-construction survey on structures where either monitoring has indicated high vibration levels or complaints of damage has been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.
- Prohibit the use of heavy vibration-generating construction equipment within 30 feet of adjacent mixed-use and residential buildings.
- Use a smaller vibratory roller, such as the Caterpillar model CP433E vibratory compactor, when compacting materials within 30 feet of adjacent commercial buildings. Only use the static compaction mode when within 10 feet of the adjacent mixed-use and residential buildings.
- Avoid dropping heavy equipment and use alternative methods for breaking up existing pavement, such as a pavement grinder, instead of dropping heavy objects, within 30 feet of adjacent commercial buildings.
- Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

Implementation of the above measures would reduce this impact to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

Impact NOI-3: The project would not be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The project would not expose people residing or working in the project area to excessive noise levels. **(No Impact)**

The proposed project would not be located within any aircraft noise contours identified by the San Francisco International Airport Comprehensive Airport Land Use Plan (SFO CLUP). The San Francisco International Airport is located approximately 2,500 feet east of the project site. Based on the SFO CLUP, the project site would be located outside of all indicated 2020 noise contours of the airport. Therefore, future guests and employees would not be exposed to excessive aircraft noise levels. **(No Impact)**

4.13.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (*BIA v. BAAQMD*), effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of San Bruno has policies that address existing noise conditions affecting a proposed project.

The future noise environment at the project site would continue to primarily be a product of traffic noise generated by vehicles traveling along El Camino Real, and to a lesser extent, distant Caltrain and BART operations, aircraft flying in and out of SFO, and distant vehicle traffic along Highway 101.

The project proposes to construct a three-story hotel with 28 guestrooms at the southeast corner of the intersection of El Camino Real and San Luis Avenue. The first floor would be dedicated to guest amenity spaces (lobby, lounge, bar areas) and hotel operations (front desk, administrative office, mechanical and electrical rooms, etc.). Guestrooms would be located on the second and third floors.

San Bruno General Plan Policy HS-35 requires that future development comply with noise insulation standards established in the California Code of Regulations (Title 24). Title 24 establishes an interior noise level standard of 45 dB Ldn/CNEL for any habitable room. Standard construction practices provide a minimum 25 dB of exterior and interior traffic noise reduction. Therefore, standard construction practices would be sufficient to ensure that the first floor of the proposed development meets Title 24 standards. However, as shown in Table 4.13-2 above, the predicted future exterior noise levels on the second and third floor of the proposed development are greater than 70 dB, which exceed Title 24 standards. The following Conditions of Approval would be required for project implementation to achieve Title 24 interior standards.

Conditions of Approval:

- All windows shall meet the Hilton Brand Standard STC performance criteria and have a STC Rating of 45.
- Resilient channels shall be installed beneath the exterior sheetrock of the exterior walls facing El Camino Real on all upper levels of the proposed hotel.
- A layer of resilient material (i.e. Acoustimat II or Enkasonic HP), shall be included between the plywood subfloor and lightweight concrete of the floor-ceiling assemblies.

With incorporation of the above measures, interior noise levels would meet Title 24 standards. This would ensure that the project is consistent with General Plan policies pertaining to acceptable noise levels.

4.14 POPULATION AND HOUSING

4.14.1 Environmental Setting

4.14.1.1 *Regulatory Framework*

State

Housing-Element Law

State requirements mandating that housing be included as an element of each jurisdiction's general plan is known as housing-element law. The Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its housing element. California housing-element law requires cities to: 1) zone adequate lands to accommodate its RHNA; 2) produce an inventory of sites that can accommodate its share of the RHNA; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and a work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis.⁶⁷ The City of San Bruno Housing Element and related land use policies were last updated on July 30, 2015.

Regional

Association of Bay Area Governments

ABAG allocates regional housing needs to each city and county within the nine-county San Francisco Bay Area, based on statewide goals. ABAG also develops forecasts for population, households, and economic activity in the Bay Area. ABAG, MTC, and local jurisdiction planning staff created the Regional Forecast of Jobs, Population, and Housing, which is an integrated land use and transportation plan through the year 2040 (upon which Plan Bay Area 2040 is based).

4.14.1.2 *Existing Conditions*

According to the California Department of Finance, the City of San Bruno had a population of 45,454 as of January 1, 2020, a 0.2 percent decrease from the previous year.⁶⁸ ABAG projects the City's population will be 51,370 by 2040.⁶⁹ As of 2010, there were 14,701 households with an average of 2.77 persons per household.⁷⁰

⁶⁷ California Department of Housing and Community Development. "Regional Housing Needs Allocation and Housing Elements" Accessed November 11, 2020. <http://hcd.ca.gov/community-development/housing-element/index.shtml>.

⁶⁸ California Department of Finance. "E-1 Population Estimates for Cities, Counties, and the State – January 1, 2019 and 2020." <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-1/> Accessed November 11, 2020.

⁶⁹ Association of Bay Area Governments. *Projections 2040, A Companion to Plan Bay Area 2040*. November 2018.

⁷⁰ City of San Bruno. *City of San Bruno Housing Element 2015-2023*. April 2015.

4.14.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact POP-1: The project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). **(Less than Significant Impact)**

A project can induce substantial population growth by proposing new housing beyond projected or planned development levels, generating demand for housing as a result of new businesses, extending roads or other infrastructure to previously undeveloped areas, or removing obstacles to population growth (e.g., expanding capacity of a wastewater treatment plant beyond that necessary to serve planned growth).

Historically, the site has not provided housing and there are no current residents. The proposed project would not generate demand for housing at a rate that was not envisioned in the General Plan. The project proposes to construct 28 hotel rooms with no permanent residences. The proposed project would result in a net increase of jobs in the City, approximately 17 new employees. Further, the hotel would exclusively serve short-term occupants on business and leisure travel. The project, therefore, would not induce substantial population growth. **(Less than Significant Impact)**

Impact POP-2: The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. **(No Impact)**

There are no housing units or residences on-site, therefore, the project would not displace existing housing or people. **(No Impact)**

4.15 PUBLIC SERVICES

4.15.1 Environmental Setting

4.15.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Regional and Local

County of San Mateo Trails Master Plan

Adopted in 2001, the County of San Mateo Trails Master Plan is intended to, among other objectives, provide policies and guidelines for trails planning and to define environmental issues and mitigation measures for trail management.

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating impacts on public services resulting from planned development within the City including the following:

Policies	Description
LUD-76	Assure that new development mitigates impacts on existing public services, including transit services, water, sewer, and storm drainage systems, police and fire protection, libraries, and parks and recreation facilities.
PFS-39	Minimize risks to single-access residential neighborhoods by providing alternative access for fire and other emergency personnel.

City of San Bruno Municipal Code

Per Section 12.260 of the City's Municipal Code, San Bruno assesses a development impact fee on all new development within the City in order to offset the costs of public facilities servicing the additional demand created. Effective May 1, 2019, the rate for a new hotel development is \$4,410 per room.

4.15.1.2 Existing Conditions

Fire Protection Services

Fire protection services are provided by the San Bruno Fire Department, which employs 35 full-time firefighters and 10 trained “Paid Call Reserves” operating out of two fire stations. Station 51 is located on the south side of the City Hall complex at 555 El Camino Real approximately 0.9 miles from the project site, and covers the area east of Interstate 280. Station 52 is located near the intersection of Sneath Lane and Earl Avenue at 1999 Earl Avenue, approximately 2.9 miles from the project site, and responds to emergency calls west of I-280.

Response times average two to three minutes measured against a countywide average of nearly seven minutes. Overall, on a scale from one (best) to ten (worst), based on the Public Protection Classifications (PPC) of the Insurance Services Office, Inc. (ISO), the San Bruno Fire Department has an overall rating of three, considered a top rating.⁷¹

Police Protection Services

Police protection services are provided by the San Bruno Police Department (SBPD). Police headquarters are located at 1177 Huntington Avenue, approximately 1.9 miles from the project site, and share the facilities with Bay Area Rapid Transit (BART) police.

SBPD employs 45 full-time sworn officers, 19 civilian employees, 7 reserve police officers, and two police canines who provide police services and public safety dispatching to approximately 45,000 residents of the City of San Bruno. The Department deploys officers in a beat management system, which divides the City into three beats. Beat One covers an irregular area roughly bordered by San Bruno’s northern, eastern, and southern city limits, and a western perimeter that follows Huntington Avenue to San Bruno Avenue East, then follows San Bruno Avenue further west to I-280. Beat Two, which includes the project site, covers the area bounded by San Bruno Avenue East to the north, Huntington Avenue to the east, and I-280 to the west, and extends to the southern city limits. Beat Three covers the area west of I-280.⁷²

Schools

Four different school districts serve San Bruno residents from kindergarten through the community college level: San Bruno Park Elementary School District, South San Francisco Unified School District, San Mateo Union High School District, and the San Mateo Community College District. The project area is serviced by John Muir Elementary School (approximately 1.5 miles west of the project site), Parkside Middle School (approximately 0.5 miles west of the project site), and Capuchino High School (approximately 0.5 miles south of the project site). School enrollment in San Bruno has been consistently decreasing since 2000, with a nine percent decrease from 4,515 students in 2005 to 4,103 students in 2009. Buildout of the San Bruno General Plan is projected to raise student enrollment to 5,100 students by 2025.

⁷¹ City of San Bruno. *San Bruno General Plan Draft EIR*. December 2008.

⁷² City of San Bruno. *San Bruno General Plan Draft EIR*. December 2008.

Parks

San Bruno currently provides its residents with a total of 72 acres of city parkland. There are five small pocket parks, 12 neighborhood parks, and one large community park. The Parks and Recreation Services Department maintains all developed municipal park sites, four school sites, street medians, and landscaping along San Mateo Avenue and at other City facilities. In addition to city parks, local recreation centers, school facilities, and a 108-acre regional park—San Mateo County’s Junipero Serra Park—provide recreational opportunities for San Bruno residents. Hiking and cycling trails are located west of the city boundary within the Golden Gate National Recreation Area and the San Francisco Peninsula Watershed, accessible from Sneath Lane and San Bruno Avenue.

The project site itself is approximately 0.3 miles northeast of San Bruno City Park, 0.4 miles southwest of Lions Park, 0.6 miles northwest of Grundy Park, 0.7 miles east of Junipero Serra Park, and 1.15 miles northwest of Manor Park. City Park, Grundy Park, and Lion’s Field are the City’s most utilized parks.

Other Public Facilities

The San Bruno Public Library is located off El Camino Real adjacent to City Hall at 701 Angus Avenue W, approximately 0.6 mile southeast of the project site. A member library of the Peninsula Library System, the San Bruno Public Library provides children and adult programming as well as Spanish and Japanese language materials, and has over 120,000 circulating items including books, magazines, videos, DVDs, CDs, and books on tape and CD. A shortage of materials and resources (book collection, public computers, parking, etc.) was identified in the City of San Bruno’s Facility Master Plan prepared in August 2000.

There are four different recreation centers in San Bruno: the Belle Air Community Center (approximately 0.5 miles northeast of the site), the Portola Performing Arts Center (approximately 2.5 miles northwest), the Veterans Memorial Recreation Center (approximately 0.45 miles west) , and the San Bruno Senior Center (approximately 0.7 miles west).⁷³

⁷³ Demolition and reconstruction of the Veterans Memorial Recreation Center is currently being considered by the City of San Bruno.

4.15.2 Impact Discussion

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

Impact PS-1: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services. **(Less than Significant Impact)**

The proposed project would construct a three-story, 28-room hotel and an attached below-grade garage, which would employ approximately 17 employees and primarily serve short-term occupants on business and leisure travel. As a result, there would be an incremental increase in demand on the San Bruno Fire Department. This increase in demand would not prevent the San Bruno Fire Department from maintaining acceptable response times nor would it require the construction of new facilities to ensure adequate service to the surrounding areas.

The proposed buildings would be constructed in compliance with the 2019 California Building Code and the 2019 California Fire code to ensure the building is fire safe. As part of the permitting process, the San Bruno Fire Department would review project plans before permits are issued to ensure compliance with all applicable fire and building code standards and to ensure that adequate fire and life safety measures are incorporated into the project in compliance with all applicable state and city fire safety regulations. Additionally, the project site is not located in an area designated as a wildland fire hazard. The minimal number of employees and short-term occupants is not anticipated to generate significant demand for fire protection services; therefore, the project would not result in the need for new or expanded facilities, and accordingly would not result in substantial adverse physical impacts. **(Less Than Significant Impact)**

Impact PS-2:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. (Less than Significant Impact)
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As discussed under Impact PS-1, the project would employ approximately 17 employees and primarily serve short-term occupants on business and leisure travel. As a result, there would be an incremental increase in demand on the San Bruno Police Department.

The incremental increase in demand is not expected to be substantial, as existing police protection services were able to meet demand for past uses at the site, and the project would have a minimal number of employees and occupants. Furthermore, the proposed use of the site as a hotel is consistent with the site's San Bruno General Plan *Multi-Use Residential Focus* land use designation. Therefore, development of the site is consistent with what was evaluated in the San Bruno General Plan Final Environmental Impact Report (FEIR), which found that full build-out would not result in unacceptable response times, service ratios, or any other performance standards. Therefore, the project would not necessitate the construction or expansion of police protection facilities, and accordingly would not result in substantial adverse physical impacts associated with the construction of new or expanded police protection facilities. **(Less Than Significant Impact)**

Impact PS-3:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools. (No Impact)
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The proposed hotel would primarily serve short-term occupants on business and leisure travel and does not include any permanent residences. Therefore, the project would not result in new students within the school district that could necessitate the construction or expansion of school facilities. **(No Impact)**

Impact PS-4: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks. **(Less than Significant Impact)**

The proposed project does not include any permanent residences. It is reasonable to anticipate the future employees and occupants may use nearby parks. However, given the minimal number of employees and occupants, the increase in use at San Bruno facilities would be marginal. Furthermore, future occupants visiting for business and leisure purposes are likely to distribute their recreational activities regionally throughout the San Francisco Bay Area, further reducing the intensity of use at local parks. Accordingly, as the project would not substantially increase demand at any one particular park, no construction or expansion of park facilities would be required that could result in adverse physical impacts. **(Less than Significant Impact)**

Impact PS-5: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities. **(Less than Significant Impact)**

While employees and patrons of the site may utilize nearby public facilities, such as libraries and community centers, they would not place a physical burden or a substantial increase in demand on these facilities such that it would result in the need for new facilities. the proposed project would not substantially increase the demand for other public facilities. **(Less than Significant Impact)**

4.16 RECREATION

4.16.1 Environmental Setting

4.16.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Regional and Local

County of San Mateo Trails Master Plan

Adopted in 2001, the County of San Mateo Trails Master Plan is intended to, among other objectives, provide policies and guidelines for trails planning and to define environmental issues and mitigation measures for trail management.

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating recreational impacts resulting from planned development within the City including the following:

Policies	Description
LUD-76	Assure that new development mitigates impacts on existing public services, including transit services, water, sewer, and storm drainage systems, police and fire protection, libraries, and parks and recreation facilities.
T-32	Encourage design of public and private development to frame vistas of the Downtown, public buildings, parks, and natural features.
OSR-1	Maintain a parkland dedication/in lieu fee standard of 4.5 acres/1,000 residents.

City of San Bruno Municipal Code

Per Section 12.260 of the City's Municipal Code, San Bruno assesses a development impact fee on all new development within the City in order to offset the costs of public facilities servicing the additional demand created. Effective May 1, 2019, the rate for a new hotel development is \$4,410 per room.

4.16.1.2 *Existing Conditions*

Parks

San Bruno currently provides its residents with a total of 72 acres of city parkland. There are five small pocket parks, 12 neighborhood parks, and one large community park. The Parks and Recreation Services Department maintains all developed municipal park sites, four school sites, street medians, and landscaping along San Mateo Avenue and at other City facilities. The project site itself is approximately 0.3 mile northeast of San Bruno City Park, 0.4 mile southwest of Lions Park, 0.6 mile northwest of Grundy Park, 0.7 mile east of Junipero Serra Park, and 1.15 miles northwest of Manor Park. City Park, Grundy Park, and Lion's Field are the City's most utilized parks. Based on the projected increase in San Bruno's population from buildout of the General Plan, an additional 20 acres of new parkland will be needed within the City.

Recreation

In addition to city parks, local recreation centers, school facilities, and a 108-acre regional park—San Mateo County's Junipero Serra Park—provide recreational opportunities for San Bruno residents. Hiking and cycling trails are located west of the city boundary within the Golden Gate National Recreation Area and the San Francisco Peninsula Watershed, accessible from Sneath Lane and San Bruno Avenue. There are four different recreation centers in San Bruno: the Belle Air Community Center (approximately 0.5 mile northeast of the site), the Portola Performing Arts Center (approximately 2.5 miles northwest), the Veterans Memorial Recreation Center (approximately 0.5 mile west), and the San Bruno Senior Center (approximately 0.7 mile west).

4.16.2 **Impact Discussion**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact REC-1: The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. **(Less than Significant Impact)**

The proposed project would construct a three-story, 28-room hotel and an attached below-grade garage, which would employ approximately 17 employees and primarily serve short-term occupants on business and leisure travel. The project does not include residential development and would not increase the local population. It is reasonable to anticipate the future employees and short-term occupants may use nearby recreational facilities, such as parks and community centers; however, the increase in use at these facilities would be negligible. Furthermore, future occupants visiting for business and leisure purposes are likely to distribute their recreational activities regionally throughout the San Francisco Bay Area, further reducing the intensity of use of local recreational facilities. For these reasons, the proposed project would not increase the use of parks or other recreational facilities to the extent that physical deterioration of the facilities would occur or be accelerated. **(Less than Significant Impact)**

Impact REC-2: The project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. **(No Impact)**

As discussed under Impact REC-1, while employees and occupants might use nearby parks and recreational facilities, this increase in use would be negligible and would not require the construction or expansion of recreational facilities. The project, which would construct a hotel and below-grade garage, does not include recreational facilities. Therefore, no recreational facilities would be constructed that might have an adverse physical effect on the environment. **(No Impact)**

4.17 TRANSPORTATION

The following discussion is based in part on a Parking Study (dated May 2020) and a Transportation Impact Analysis (dated March 2021) prepared by Hexagon Transportation Consultants, Inc. Copies of these reports are included in this Initial Study as Appendix G and H, respectively.

4.17.1 Environmental Setting

4.17.1.1 *Regulatory Framework*

State

Senate Bill 743

SB 743 establishes criteria for determining the significance of transportation impacts using a vehicle miles traveled (VMT) metric intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. Specifically, SB 743 requires the analysis of VMT in determining the significance of transportation impacts. Local jurisdictions are required by Governor's Office of Planning and Research (OPR) to implement a VMT policy by July 1, 2020.

SB 743 did not authorize OPR to set specific VMT impact thresholds, but it did direct OPR to develop guidelines for jurisdictions to utilize. CEQA Guidelines Section 15064.3(b)(1) describes factors that might indicate whether a development project's VMT may be significant, and indicates projects located within 0.5 mile of transit should be considered to have a less than significant transportation impact.

Regional and Local

Regional Transportation Plan

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including San Mateo County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2040 in July 2017, which includes a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2040.

San Mateo County Comprehensive Bicycle Route Plan

The San Mateo County Comprehensive Bicycle Route Plan was written by the C/CAG, the Bicycle and Pedestrian Advisory Committee, and individual cities and agencies. The intent of the plan is to provide a comprehensive bicycle network for San Mateo County and adjacent communities, to improve inter-city and regional travel for bicycles. The plan includes existing roadways within San Mateo County, including roadways in the project area.

County of San Mateo Trails Master Plan

Adopted in 2001, the County of San Mateo Trails Master Plan is intended to, among other objectives, provide policies and guidelines for trails planning and to define environmental issues and mitigation measures for trail management.

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating transportation impacts resulting from planned development within the City including the following:

Policies	Description
LUD-9	Provide safe and comfortable pedestrian routes through residential areas by requiring sidewalks on both sides of streets, planting street trees adjacent to the curb, allowing on-street parking, and minimizing curb cuts.
LUD-76	Assure that new development mitigates impacts on existing public services, including transit services, water, sewer, and storm drainage systems, police and fire protection, libraries, and parks and recreation facilities.
T-A	Provide for efficient, safe, and pleasant movement for all transportation modes—vehicles, bicycles, transit, and pedestrians.
T-B	Maintain acceptable levels of service for vehicular movement along the city's street network. Acceptable level of service could vary based on characteristics of the area under consideration.
T-F	Provide efficient local transit—such as a shuttle system—to the BART and Caltrain stations to avoid dependence on individual motor vehicles.
T-G	Protect residential areas from congestion and associated noise resulting from BART and Caltrain spillover traffic.
T-2	Ensure that all transportation improvements—roadway, transit, bicycle, and pedestrian—are designed and constructed according to Americans with Disabilities Act standards. Improve existing facilities so they are compliant with American Disability Act standards.
T-3	Encourage provision of bicycle facilities such as weather protected bicycle parking, direct and safe access for pedestrians and bicyclists to adjacent bicycle routes and transit stations, showers and lockers for employees at the worksite, secure short-term parking for bicycles, etc.
T-6	Maintain LOS standards for intersections for AM and PM peak periods as shown in Figure 4-2.
T-7	Undertake improvements to intersections shown T-7 in Table 4-8 and in Figure 4-7 to ensure their operation at the LOS shown in Figure 4-2. Determine costs for these improvements and establish an impact fee program to assess improvement costs to new development, proportionate to the impacts created by such development.
T-22	Apply turning restrictions to major arterials during peak hours to improve general traffic flow.
T-37	Require provisions and marking of handicapped parking spaces in conformance with California Vehicle Code to allow enforcement by public agencies or private interests.
T-42	Do not allow parking lots to dominate the frontage of mixed-use streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods.
T-71	Provide bicycle parking facilities in Downtown, Bayhill Office Park, BART and Caltrain Stations, The Shops at Tanforan and Towne Center, parks, schools, and other key destinations. Review bicycle standards as part of the Zoning Ordinance Update.
T-74	Ensure maintenance of vegetation along bicycle routes within the city. Ensure that overgrown vegetation does not push bicyclists into vehicular travel lanes and cause potential accidents.

Policies	Description
T-81	Provide for public safety and efficient operation in the planning, construction, and maintenance of transportation facilities.
HS-18	Require right-of-way landscaping to be maintained at an appropriate scale, so as to not reduce visibility at intersections.

City of San Bruno Transportation Element

The transportation element of the San Bruno General Plan describes San Bruno’s existing transportation network, including roadway and highway system, scenic corridors, transit systems, and pedestrian and bicycle facilities, and provides policies that address all modes of transportation, as well as the interrelationship between the modes. Circulation and traffic within the City specifically are analyzed by examining roadway and intersection operations in terms of “level of service” (LOS), which is a measure of driving conditions and vehicle delay. Levels of service range from A (best) to F (poorest). LOS A, B and C indicate conditions where traffic can move relatively freely. LOS D describes conditions where delay is more noticeable. LOS E indicates conditions where traffic volumes are at or close to capacity, resulting in significant delays and average travel speeds that are one-third the uncongested speeds or lower. LOS F characterizes conditions where traffic demand exceeds available capacity, with very slow speeds (stop-and-go), long delays (over a minute) and queuing at signalized intersections.

4.17.1.2 *Existing Conditions*

The 0.22-acre site, which was formerly occupied by an auto repair shop, gas station, ceramics store, and carpet store, is presently vacant. As shown in Figure 2.5-3, there is a wide variety of surrounding land uses, ranging from single- and multi-family residential in all directions, and hotels, motels, and various commercial businesses along El Camino Real.

Regional Access

Regional access to the project site is provided by I-280 and Highway 101.

I-280 is an eight-lane north-south freeway that extends from San Francisco to downtown San Jose. I-280 provides access to the project site via an exit at Crystal Springs Road.

Highway 101 is an eight-lane north-south freeway that extends from north of San Francisco to south of San Jose. Highway 101 provides access to the project site via the San Bruno Avenue – Millbrae Avenue interchange.

Local Access

Local access to the site is provided via El Camino Real, Crystal Springs Avenue, San Felipe Avenue, and San Luis Avenue. These roadways are described below.

El Camino Real (SR 82) is a six-lane north-south arterial with a raised center median within the project area. El Camino Real extends northward to San Francisco (where it changes designation to Mission Street and San Jose Avenue) and southward through San Jose. The posted speed limit on El Camino Real is 35 miles per hour (mph). On-street parking is provided on both sides of the street in

most locations within the project area. There are sidewalks on both sides of the street in the project vicinity. El Camino Real provides direct access to the project site.

Crystal Springs Avenue is a two-lane east-west arterial street that extends east from El Camino Real to Oak Avenue. The posted speed limit on Crystal Springs Road is 25 mph. There are sidewalks on both sides of the street in the project vicinity. Access to the project site is provided via El Camino Real.

San Felipe Avenue is a two-lane east-west street that extends east from San Antonio Avenue to Cypress Avenue. The posted speed limit on San Felipe Avenue is 25 mph. There are sidewalks on both sides of the street in the project vicinity. Access to the project site is provided via El Camino Real.

San Luis Avenue is a two-lane east-west local street that extends for two blocks from El Camino Real to San Antonio Avenue and borders the north side of the project site. The speed limit on San Luis Avenue is 25 mph. There are sidewalks on both sides of the street in the project vicinity. Vehicular access to the project site is provided via El Camino Real.

Existing Transit Facilities

Existing transit service to the project area is provided by the San Mateo County Transit District (SamTrans), Caltrain, and Bay Area Rapid Transit (BART). These are described below and depicted in Figure 4.17-1.

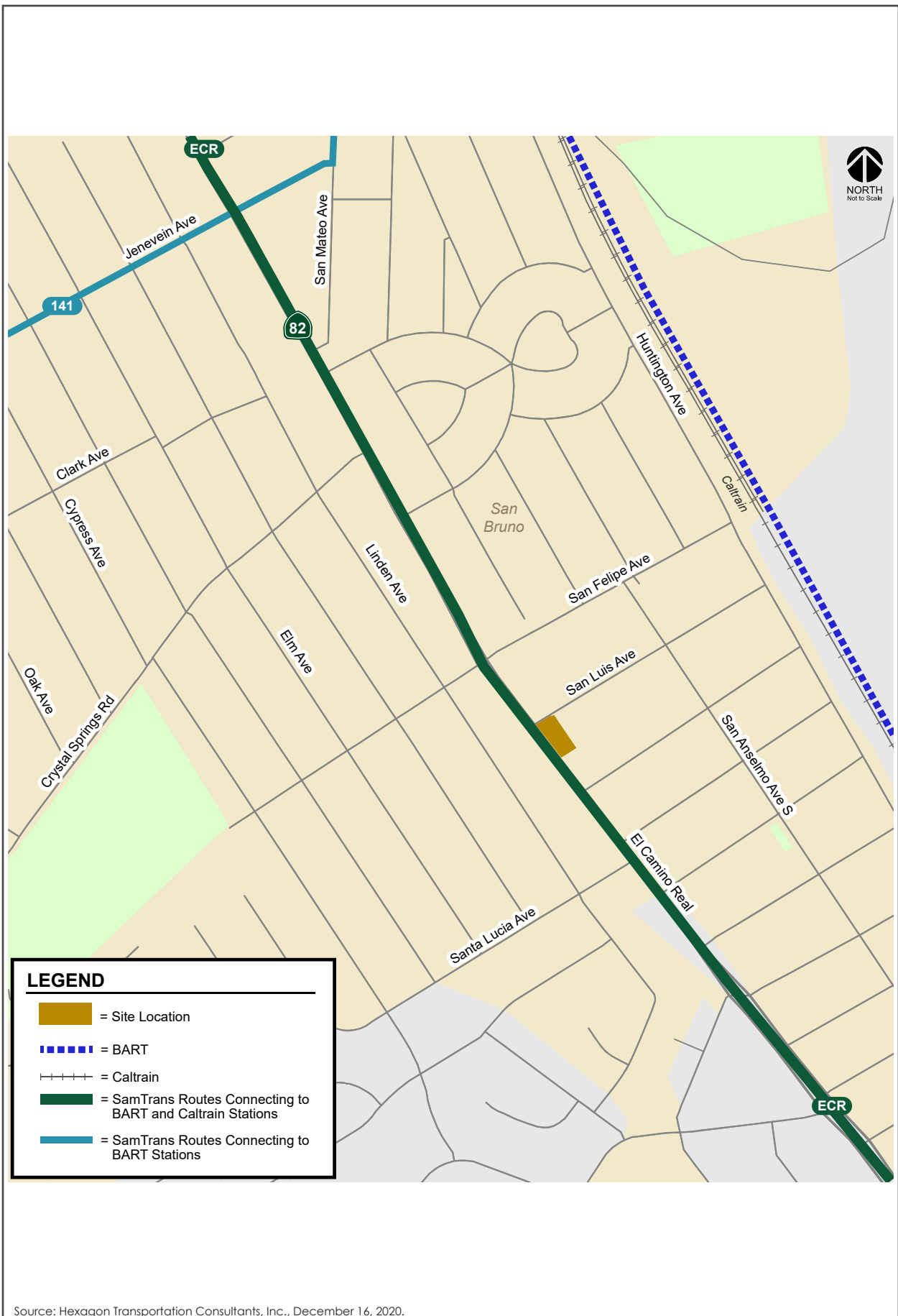
SamTrans

SamTrans is the primary regional and local transit provider within San Mateo County, serving all rail stations within the County and major transit transfer points for Santa Clara and San Francisco counties. The study area is served directly by one express route. The nearest bus stop is located on El Camino Real at Santa Dominga Avenue for northbound service and at Santa Lucia Avenue for southbound service. The bus stops are roughly 400 feet from the project site.

SamTrans' Route ECR operates on El Camino Real in the project vicinity, providing service between the Daly City BART Station to the Palo Alto Transit Center between 4:00 AM and 2:00 AM, with 15- minute headways during commute hours. This also provides limited late-night service to San Francisco Airport.

Caltrain

The San Bruno Caltrain Station is located approximately 1.1 miles northeast of the project site. The station can be accessed by SamTrans Route ECR. Caltrain provides frequent passenger train service between San Jose and San Francisco seven days a week. During commute hours, Caltrain provides extended service to Morgan Hill and Gilroy. Trains that stop at the San Bruno Station operate at approximately 30-to-40-minute headways in both directions during the commute hours, with somewhat less frequent service midday. Service operates between about 5:40 AM and 11:45 PM in the northbound direction and between 5:15 AM and 12:30 AM in the southbound direction. Bicycles are permitted on Caltrain. There are bicycle racks and bicycle lockers available at the San Bruno Station.



EXISTING TRANSIT SERVICES

FIGURE 4.17-1

Bay Area Rapid Transit

Bay Area Rapid Transit (BART) operates regional rail service in the Bay Area, connecting between San Francisco International Airport and the Millbrae Intermodal Station to the south, San Francisco to the north, and cities in the East Bay. The nearest BART station is the San Bruno Station, located approximately 1.9 miles northeast of the project site on Huntington Avenue. The BART station can be accessed by SamTrans Route ECR. BART trains operate with 30-minute headways during peak hours.

Existing Pedestrian and Bicycle Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. Near the project site, sidewalks exist along both sides of El Camino Real, which provide access to nearby retail shops and restaurants. Marked crosswalks with pedestrian signal heads and push buttons are provided on three approaches at the signalized intersection of El Camino Real and San Felipe Avenue intersection. The south approach does not have a crosswalk. A marked crosswalk with pedestrian signal heads, push buttons, and a stop signal for El Camino Real through traffic is installed at Santa Lucia Avenue, just south of the project site. Overall, the network of sidewalks and crosswalks in the project area has adequate connectivity and provides pedestrians with safe routes to the surrounding neighborhoods.

Near the project, there are no bike lanes provided on any of the streets. The nearest bike lanes are provided along Sneath Lane, which runs east-west along the Golden Gate National Cemetery (refer to Figure 4.17-2). Although the Class II bike lanes along Sneath Lane are the only bicycle lanes that currently exist in San Bruno, the City plans to improve the on-street bicycle network. In July of 2016, the City Council adopted the Walk 'n Bike Plan. This Plan outlines specific improvements to ensure that walking and biking are safe, comfortable, and convenient. The Plan calls for many support programs and initiatives to encourage more walking and cycling throughout the city.

Existing Trip Generation

The project site is a vacant lot. Therefore, existing trips were not factored into this analysis.



FIGURE 4.17-2

4.17.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<hr/>				
Impact TRN-1:	The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities. (Less than Significant Impact)			

Pedestrian Facilities

A significant impact to pedestrian facilities would occur if the project would not provide or eliminate access, conflict with existing or planned pedestrian facilities, or would create hazardous conditions for pedestrians. Pedestrian conditions on surrounding streets are not expected to change substantially with the project. The project would widen the existing sidewalks on El Camino Real and San Luis Avenue and add street trees. Accordingly, the project would enhance the existing pedestrian environment. The proposed project would not exceed the capacity of the existing pedestrian facilities or preclude the construction of planned improvements. **(Less than Significant Impact)**

Bicycle Facilities

A significant impact on bicycle facilities would occur if the project would not provide or eliminate bicycle access, conflict with existing or planned facilities, or created hazardous conditions for bicyclists. As previously discussed above, there are no existing bicycle facilities in the immediate vicinity of the project site. The Walk n' Bike Plan identifies several potential bicycle improvements within the project vicinity, however none are planned or funded at this time. The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities. **(Less than Significant Impact)**

Transit Operations

The project area is well-served by SamTrans, Caltrain and BART. The nearest bus stop is located on El Camino Real at Santa Dominga Avenue for northbound service and at Santa Lucia Avenue for southbound service. The bus stops are roughly 400 feet from the project site. Given the proximity to

transit services, it is expected that a portion (approximately 10 percent) of employees and visitor trip would be made using transit. Assuming up to 10 percent of the project trips are transit trips, the project would generate one transit trip during the AM peak hour and two transit trips during the PM peak hour. There are between 16 and 17 scheduled buses that serve the bus stop near the site during peak hours. It is assumed that the buses would have sufficient capacity to accommodate this relatively minor increase in ridership.

Given that the project would not remove any transit facilities, nor would it conflict with any adopted plans or policies for new transit facilities or services, the proposed project is not expected to have an adverse impact on transit services in the immediate vicinity of the project site. **(Less than Significant Impact)**

Impact TRN-2: The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). **(Less than Significant Impact)**

CEQA Guidelines Section 15064.3(b)(1) describes factors that might indicate whether a development project's VMT may be significant. The *Technical Advisory on Evaluating Transportation Impacts in CEQA* published by the Governor's OPR in December 2018 provides recommendations regarding VMT evaluation methodology, significance thresholds and screening thresholds for land use projects. CEQA Guidelines Section 15064.3(b)(1) identifies that projects (including office, residential, retail and mixed-use developments) proposed within ½ mile of an existing major transit stop may be presumed to have a less-than-significant impact on VMT. A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Route ECR provides service between the Daly City BART Station to Palo Alto Transit Center between 4:00 AM and 2:00 AM, with 15-minute headways during commute hours. The proposed project is located within 400 feet of the Route ECR bus stop with service intervals of 15 minutes during peak commute hours, which qualifies as a high-quality transit corridor. Additionally, based on the percentage of hotel workers and occupants expected to use transit and Hexagon's study of parking demand at similar hotels in the Bay Area region, the project would include fewer parking spaces than hotel rooms, below the City's previous parking requirement of 1:1 for hotels, further promoting the use of transit by hotel workers and guests. Thus, the project would be presumed to have a less-than-significant impact on VMT per OPR guidelines. **(Less than Significant Impact)**

Impact TRN-3: The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). **(Less than Significant Impact)**

Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, delays, geometric design, and sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Vehicle access to the project site would be provided via a right-in and right-out driveway on El Camino Real. The driveway would provide access to 22 parking spaces in the underground parking garage (valet only), and two motorcycle spaces and two parking spaces at ground level (one ADA

space and one passenger loading zone). One of the at-grade spaces would be used as a passenger drop off zone for the valet parking. The site plan (refer to Figure 3.2-1) indicates that the proposed width of the two-way driveway is approximately 24 feet, which will provide adequate room for vehicles to enter and exit the project site.

Based on the project trip generation and trip assignment, it is estimated that the project driveway would serve 8 inbound trips and 5 outbound trips during the AM peak hour and 9 inbound trips and 8 outbound trips during the PM peak hour. Adequate vehicle queueing space is provided for all inbound and outbound movements at the signalized project driveway. This equates to one vehicle every four minutes. As previously discussed, the project proposes to valet vehicles in a garage equipped with car lifts. The average retrieval time for two- to five- level parking lift is 30 to 90 seconds, the project proposes to utilize a three-level lift. In addition, the project includes one drop-off space for the valet. Therefore, vehicle queueing issues are not expected to occur at the project driveway given the limited number of peak hour trips and the frequency with which the car lift can retrieve vehicles.

The minimum safe sight distance is considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. The speed limit on El Camino Real is 35 mph. The Caltrans recommended stopping sight distance is 300 feet for El Camino Real. However, it would be difficult for drivers exiting the project driveway to see pedestrians coming from the south on the sidewalk. Their view would be obstructed by the wall on the south side of the driveway. To ensure adequate sight distance, the following recommended changes to the proposed development shall be incorporated into the final plan designs.

Conditions of Approval:

- The last section of the wall located on the south side of the driveway should be removed such that vehicles exiting onto El Camino Real have a clear view of the sidewalk and roadway.
- The curb between the proposed project driveway and the existing driveway at the adjacent property to the south should be painted red to prevent street parking in order to provide adequate sight distance.
- In order to provide better visibility for pedestrian and vehicles entering and exiting the project site, the proposed street trees species should have high canopies so that low foliage does not block views of vehicular traffic.

With incorporation of the above Conditions of Approval, adequate sight distance would be provided at the project driveway. Based on the above discussion regarding the geometric dimensions of the proposed development and the compatibility of its proposed use, the project would not substantially increase hazards. **(Less than Significant Impact)**

Impact TRN-4: The project would not result in inadequate emergency access. **(No Impact)**

As discussed under Impact HAZ-6, the project would not impair or interfere with an adopted emergency response or evacuation plan. During construction and operation of the proposed project, streets, roadways, and trails would not be permanently blocked such that emergency vehicles would

be unable to access the site or surrounding sites. In accordance with San Bruno Fire Department requirements, the project is within 150 feet of a fire apparatus access road. Emergency vehicles would be able to access the project site via the surrounding roadways. Driveways and drive aisles are at least 20 feet wide with a vertical clearance greater than 13.6 feet, allow 150-degree radii coverage, are fully paved, and capable of supporting 34 tons in weight as required by the San Bruno Fire Department. Emergency access would not be inhibited by the proposed project. **(No Impact)**

4.17.3 Non-CEQA Effects

As noted above, with the passage of SB 743 amending CEQA's evaluation of transportation impacts and the effective date of the Guidelines implementing SB 743, a project's effects on Level of Service shall no longer be considered an impact on the environment. The following discussion is included because the City of San Bruno has policies that address Level of Service as a planning or growth management matter, outside the CEQA process. In the event a deficient LOS condition is identified, the City has discretion whether to require a project to address the deficiency by implementing roadway or other transportation improvements to restore or improve the level of service, and the relevant question under CEQA is whether those improvements would result in adverse physical changes to the environment, and not whether Level of Service has degraded below the condition considered acceptable.

Consistent with City requirements, a local transportation analysis was prepared to identify potential adverse operational effects that may arise due to a new development. The Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition (2017) was utilized to calculate the vehicle trips generated by the proposed project.

Trip Generation

Based on the project description and ITE trip generation rates, the proposed new hotel would generate a total of 234 daily vehicle trips, with 13 trips (8 inbound and 5 outbound) occurring during the AM peak hour and 17 trips (9 inbound and 8 outbound) occurring during the PM peak hour (see Table 4). This trip generation reflects an assumption that at least ten percent of project trips would utilize transit.

Table 4.17-1: Project Trip Generation Estimate									
Land Use	Size	Rate	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Land Uses									
Hotel ²	28 rooms	8.36 ¹	234	8	5	13	9	8	17
Notes:									
¹ Rates expressed in trips per room.									
² Hotel (Land Use 310) daily and peak-hour average rates published in ITE's Trip Generation Manual, 10th Edition, 2017.									

Intersection Operations Analysis

The results of the intersection LOS analysis under existing plus project and background plus project conditions show that both study intersections would operate at an acceptable level during both the AM and PM peak hours of traffic when measured against the applicable municipal and CMP level of service standards.⁷⁴ Accordingly, the project would not have an adverse effect on intersection operations according to the City's operational thresholds.

Table 4.17-2: Project Levels of Services (Existing) ¹							
Intersection	Peak Hour	Traffic Control	No Project		With Project		
			Average Delay (sec.)	LOS	Average Delay (sec.)	LOS	Incr. in Crit. Delay
El Camino Real & Crystal Springs Road	AM PM	Signal	20.3 20.2	C C	20.5 20.4	C C	0.1 0.1
El Camino Real & San Felipe Avenue	AM PM	Signal	17.1 12.0	B B	17.2 12.1	B B	0.0 0.0
Notes: ¹ Existing traffic conditions for El Camino Real and Crystal Springs Road are based on counts taken in 2019. Existing traffic conditions for El Camino Real and San Felipe Avenue are based on counts taken in 2020 and adjusted based on the 2019 counts taken at El Camino Real and Crystal Springs Road to account for the effect of COVID stay-in-place orders on traffic volumes.							

Table 4.17-3: Project Levels of Services (Background Plus Project)							
Intersection	Peak Hour	Traffic Control	No Project		With Project		
			Average Delay (sec.)	LOS	Average Delay (sec.)	LOS	Incr. in Crit. Delay
El Camino Real & Crystal Springs Road	AM PM	Signal	20.5 20.4	C C	20.7 20.6	C C	0.1 0.1
El Camino Real & San	AM PM	Signal	17.2 12.1	B B	17.2 12.1	B B	0.0 0.0

⁷⁴ Background conditions include existing developments and approved developments that have not yet been constructed or occupied.

Felipe Avenue							
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The site plan shows a trash room located near the northeast corner of the first floor, adjacent to San Luis Avenue. Garbage collection activities for the project are not expected to occur on-site because vehicle access would not be provided to the trash room. Therefore, the trash bins would be moved to the curb along San Luis Avenue on designated garbage collection days. Given that on-street parking is permitted along San Luis Avenue, signs prohibiting parking during garbage pickup hours should be placed adjacent to the northeast corner of the project site. The trash bins also should be removed from the public right-of-way immediately after garbage pickup so as to not impact AM or PM peak hour traffic conditions. The following Condition of Approval will be required.

Condition of Approval:

- Signs prohibiting parking during garbage pickup hours should be placed adjacent to the project site. The trash bins also should be removed from the public right-of-way immediately after garbage pickup so as to not impact AM or PM peak hour traffic conditions.

4.18 TRIBAL CULTURAL RESOURCES

4.18.1 Environmental Setting

4.18.1.1 *Regulatory Framework*

State

Assembly Bill 52

AB 52, effective July 2015, established a new category of resources for consideration by public agencies called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or until it is concluded that mutual agreement cannot be reached.

Under AB 52, TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
 - Included or determined to be eligible for inclusion in the California Register of Historic Resources, or
 - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
- A resource determined by the lead agency to be a TCR.

Regional and Local

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating impacts on tribal cultural resources resulting from planned development within the City including the following:

Policies	Description
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.

4.18.1.2 *Existing Conditions*

The project site has been previously developed and is surrounded by existing developments. Since Native Americans at the time of Euro-American contact tended to live along the alluvial terraces and along historic Bay margins, potential exists for the discovery of Native American cultural resources within the city as the project is located in the San Francisco Bay Area, and is in the vicinity of the Crystal Springs Creek and San Andreas Reservoir. The City of San Bruno has not received any requests for notification and consultation from Native American tribes pursuant to AB 52.

4.18.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impact TCR-1:	The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). (Less than Significant Impact with Mitigation Incorporated)			
Impact TCR-2:	The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. (Less than Significant Impact with Mitigation Incorporated)			

No Native American tribes have formally requested to be put on the City's notification list for projects undergoing review pursuant to AB 52, and no known tribal cultural resources are associated with the project site at this time. However, since the time of Euro-American contact, Native Americans in the Bay Area have typically lived along the alluvial terraces and along historic bay margins. Because of San Bruno's location along the San Francisco Bay, potential exists for identifying Native American cultural resources within the city. Since the project site has been previously disturbed and extensively developed with a wide variety of uses, including a gas station with multiple underground storage tanks that were removed and the underlying soil was remediated, there is a low possibility for uncovering buried objects with tribal cultural value. Project-related

grading and excavation during construction could however result in significant impacts, if any unknown buried resources were discovered. In the event that an inadvertent discovery of a tribal cultural resource is made, mitigation measures MM CUL-2.1 and MM CUL-2.2 will be implemented, as stated in Section 4.5 Cultural Resources of this Initial Study. **(Less than Significant Impact with Mitigation Incorporated)**

4.19 UTILITIES AND SERVICE SYSTEMS

4.19.1 Environmental Setting

4.19.1.1 *Regulatory Framework*

State

Assembly Bill 939

The California Integrated Waste Management Act of 1989, or AB 939, established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures.

Assembly Bill 341

AB 341 sets forth the requirements of the statewide mandatory commercial recycling program. Businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle. AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

Senate Bill 1383

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food is recovered for human consumption by 2025.

California Green Building Standards Code

In January 2010, the State of California adopted the California Green Building Standards Code, establishing mandatory green building standards for all buildings in California. A recent update of these standards was published in July 2019 and went into effect on January 1, 2020. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality. These standards include the following mandatory set of measures, as well as more rigorous voluntary guidelines, for new construction projects to achieve specific green building performance levels:

- Reducing indoor water use by 20 percent;
- Reducing wastewater by 20 percent;
- Recycling and/or salvaging 50 percent of nonhazardous construction and demolition debris; and
- Providing readily accessible areas for recycling by occupants.

Regional and Local

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating impacts on utilities and service systems resulting from planned development within the City including the following:

Policies	Description
PFS-C	Ensure that the City's water supply systems are adequate to serve the city's present and anticipated needs, and that water conservation is implemented in all residences and businesses.
PFS-D	Ensure that the City's wastewater collection and treatment systems are adequate to serve the city's present and anticipated needs, are safe, and are environmentally sound.
PFS-E	Ensure that the City's solid waste collection agency provides clean and convenient garbage and recycling service.
PFS-8	Require expansion of the City's water distribution system proportionate with new development's fair share of demand.
PFS-9	Upgrade the water distribution system as necessary to provide adequate water pressure to meet fire safety standards and to respond to emergency peak water supply needs.
PFS-17	Ensure that new or expanded water supply and transmission facilities are constructed in a manner in which construction and operation impacts are minimized or avoided.
PFS-20	Require expansion of the City's sewer collection system proportionate with new development's fair share of demand.
PFS-21	Upgrade or replace sewer lines to accommodate anticipated flows and to prevent overflows. Upgrade sewer lift stations as needed.
PFS-31	Ensure adequate fire water pressure as a condition of approval for all new development projects.
PFS-72	Work with utility providers to ensure that adequate electrical and natural gas facilities and services are available to meet the demands of existing and future development.
PFS-73	Provide for utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of utility facilities.

City of San Bruno Water Master Plan / Urban Water Management Plan

To meet existing and future water demands, the City of San Bruno has developed a *Water System Master Plan* which provides strategies for maintaining and improving water system performance and guiding capital expenditures for the City's water system. As San Bruno supplies approximately 3.14 mgd (equivalent to 3,512 AFA of potable water to 11,425 water customers located within its service area, it is also required by the Urban Water Management Planning Act to submit an Urban Water Management Plan. San Bruno's 2015 Urban Water Management Plan describes the City's water system, historical and projected water use, water supply sources, and a comparison of projected water supply to water demands during normal, single-dry, and multiple-dry years in five-year increments from 2020 to 2040. The City's 2015 and 2020 water use targets, compliance with the interim 2015 per capita water use target, and implementation plan for meeting the City's final 2020 per capita water use target are outlined as well.

City of San Bruno Sanitary Sewer Management Plan / Sewer Master Plan

Two documents govern San Bruno's sewer systems, the 1), *City of San Bruno Sewer Master Plan*, dated February 2014, and; 2) *City of San Bruno Sewer System Management Plan*, dated October 2019. The February 2014 Sewer Master Plan was a legally mandated update to the 2000 Master Plan, and provides a sewer system condition assessment, a Capacity Assurance Plan, and a long-range Capital Improvement Program for the City's sewer system. The Sewer System Management Plan complements the Sewer Master Plan by providing policies, procedures, and activities related to the planning, management, operation, and maintenance of the City's sanitary sewer system.

City of San Bruno Storm Drain Master Plan

To identify and address potential flood risks in the City of San Bruno, a Storm Drain Master Plan was adopted by the City in June 2014. In addition to updating the City's flood control guiding document, the Master Plan defines a new Capital Improvement Program to address the storm drain system's capacity deficiencies.

4.19.1.2 *Existing Conditions*

Water Service

Water service to the project site comes from four local wells that draw water from a deep aquifer—Westside Groundwater Basin—located between 250 feet and 500 feet below ground surface, and from water purchased by San Bruno from the San Francisco Public Utilities Commission (SFPUC) originating from the Hetch Hetchy system in the Sierra Nevada Mountains. The City's service area, which is approximately 5.5 square miles, includes 11 pressure zones and is served by approximately 120 miles of distribution pipelines, five surface water supply turnouts, four active groundwater wells, eight storage tanks, eight booster pump station, and 26 pressure regulating stations.⁷⁵

The City of San Bruno uses approximately 4.2 mgd. Per capita consumption averages approximately 75 gallons per day (gpd) in the wet season and 125 gpd in dry weather. According to the Public Work's Department, San Bruno has adequate water storage capacity to meet current demands. Based on potential buildout of the General Plan Land Use Diagram, San Bruno could add approximately 647 new housing units and 1.7 million square feet worth of non-residential building area by 2025. Assuming 75 gpd per capita during the wet season and 125 gpd per capita during the dry season, water demand in San Bruno could increase by between 141,276 and 235,459 gpd by year 2025. This would bring the city's total 2025 demand to between 4.5 to 4.7 mgd of domestic water supply, an increase of seven to twelve percent over existing levels. Two projects in the Department's 10-Year Plan will increase storage capacity 25 to 30 percent, which will be adequate to accommodate future population growth.⁷⁶

Existing six-inch water lines are located on San Luis Avenue.

⁷⁵ City of San Bruno. *Water System Master Plan*. November 2012.

⁷⁶ City of San Bruno. *San Bruno General Plan*. March 2009

Sanitary Sewer/Wastewater Treatment

The Public Works Department's Wastewater Division is responsible for the wastewater collection system in San Bruno, which consists of approximately 90 miles of pipeline and six lift stations. Currently, 2.8 mgd of effluent goes to the South San Francisco-San Bruno Water Quality Control Plant (SSF/SB WQCP) treatment plant that the City of San Bruno owns jointly with the City of South San Francisco. Buildout of the General Plan would result in an increase of approximately 105,400 gpd of wastewater created. Together with existing and pending flows, the city's 2025 flows are projected at 3.1 mgd of wastewater, which is still only a third of plant dry season capacity.

The City is subject to infiltration and inflow of extraneous groundwater and stormwater into the sanitary sewer system, resulting in high wet weather flows during storm events. As a result, sanitary sewer overflows (SSOs) have occurred at several locations in the system during large storms. SSOs in dry weather also occur due to pipe blockages from debris, roots, and grease. Furthermore, the average age of the sewer system is more than 60 years, with a substantial portion over 80 years. In some areas of the system, conditions such as flat pipe slopes and difficult access present difficult challenges for the City's operation and maintenance crews. In 2014, the capacity of the sewer system was assessed using a hydraulic model, which identified gravity pipeline capacity deficiencies in a number of areas of the sewer system, including the Crystal Springs Road system.⁷⁷

Existing four-inch sewer mains are located on El Camino Real and San Luis Avenue.

Storm Drainage

San Bruno's Public Works Department Streets and Stormwater Division operates and maintains the storm drainage system in the City. The City of San Bruno contains six watersheds that drain the city. The city's primary drainage basins – San Bruno Creek (Watershed A), Crystal Springs Creek (Watershed B), and Huntington Creek (Watershed C) encompass 80 percent of San Bruno's land area. The subject site is within Watershed D, which drains approximately 151.5 acres via culvert pipes and overland flow that discharges into the Cupid Row Canal, a four-mile long earthen channel that connects to the headwater of the San Bruno Channel.

Currently, the project site is 100 percent pervious surface. Existing storm drains on-site connect to a larger system of storm drains that collects and channels surface water (mostly from rainfall) into a series of pipes, trenches, culverts, detention basins, and open channels, managed by the San Mateo County Flood Control District, which transport and empty it into San Francisco Bay. The system is based upon the natural drainage pattern determined by topography. Because of the high relief (steep slopes) in the western third of San Bruno and the more gradual eastward slope east of I-280, a gravity-flow system is used. The Flood Control District operates two pump stations; one at Angus Avenue and one at Walnut Street. The discharge point for these watersheds is the San Bruno Channel, maintained by the Flood Control District, located next to the South San Francisco-San Bruno Water Quality Control Plant just north of SFO.

⁷⁷ City of San Bruno. *City of San Bruno Sewer Master Plan*. February 2014.

Solid Waste

San Bruno Garbage Company (SBGC), provides solid waste disposal services to the City. Garbage is taken to SBGC's transfer station, where recyclable materials and refuse are processed, sorted, and loaded into long-haul trucks for transfer to recycling facilities or the Ox Mountain Landfill. The Ox Mountain landfill is permitted by the California Integrated Waste Management Board to receive 3,598 tons per day or 1.3 million tons per year. The landfill's maximum capacity is 60.5 million cubic yards, with an estimated closure year of 2034.⁷⁸ The remaining capacity at this facility is 22,180,000 cubic yards.⁷⁹ Since 1995, San Bruno has deposited between 42,000 and 49,000 tons of waste at the Ox Mountain Landfill each year. Buildout of land uses according to the General Plan would result in an additional 23,901 pounds per day, or 4,362 tons per year, of solid waste. The city's total 2025 waste stream is projected at 44,654 tons per year. These solid waste projections are within the City's historical disposal tonnage to Ox Mountain Landfill.⁸⁰

4.19.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

⁷⁸ CalRecycle. Solid Waste Facility Permit – Corinda Los Trancos Landfill (Ox Mountain). April 12, 2017. <https://www2.calrecycle.ca.gov/PublicNotices/Details/2078>

⁷⁹ California's Department of Resources Recycling and Recovery (CalRecycle). SWIS Facility Detail: Corinda Los Trancos Landfill (Ox Mtn) (41-AA-0002). Accessed November 12, 2020. <https://www2.calrecycle.ca.gov/SWFacilities/Directory/41-AA-0002/Detail/>

⁸⁰ City of San Bruno. *San Bruno General Plan Draft Environmental Impact Report*. December 2008.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
5) Be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact UTL-1: The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. **(Less than Significant Impact)**

Water Facilities

The project would connect to existing water mains and lateral connections running from San Luis Avenue. As discussed in Impact UTL-2, adequate water supplies exist to meet the project's water demand, which is accounted for in the San Bruno General Plan. As such, no new or expanded water facilities would be required. **(Less than Significant Impact)**

Wastewater Treatment Facilities

Wastewater generated by the project would be handled by South San Francisco-San Bruno Water Quality Control Plant (SSF/SB WQCP) treatment plant. As discussed under Impact UTL-3, the SSF/SB WQCP treatment plant has adequate disposal capacity. No expansion or construction of wastewater treatment facilities would be required to accommodate the project. On-site sanitary sewer would consist of laterals and cleanouts that would connect to existing four-inch sewer mains in El Camino Real and San Luis Avenue. Construction of lateral connections would occur during grading in accordance with City regulations and would not cause significant environmental effects. **(Less than Significant Impact)**

Stormwater Drainage Facilities

Implementation of the project would result in 8,564 square feet of impervious surfaces and 1,247 of pervious surfaces, with surface runoff directed towards landscaped areas or subdrains connecting to an undercurb drain on San Luis Avenue. As discussed in Section 4.10, Hydrology and Water Quality, compliance with the City's Municipal Code and Urban Runoff Management Policies would reduce the rate and volume of post-construction stormwater runoff discharged to the public storm drain system. Construction of new storm drainage infrastructure would occur during grading and would not cause significant environmental effects. **(Less than Significant Impact)**

Electric Power, Natural Gas, & Telecommunication Facilities

The project would connect to existing electric utility, natural gas, and telecommunication facilities within the project area. The project would not result in the relocation or construction of new electrical, natural gas, or telecommunication facilities. Construction of lateral connections between

building additions and existing utility lines would occur during grading and would not result in significant environmental effects. **(Less than Significant Impact)**

Impact UTL-2: The project would not have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. **(Less than Significant Impact)**

San Bruno's yearly water supply is approximately 4,075 acre-feet⁸¹, or 1,327,850,750 gallons.⁸² The San Bruno General Plan estimated that the City's water supplies could support additional development of approximately 647 new housing units and 1.7 million square feet worth of non-residential building area by 2025.

The water demand for the proposed development was estimated using water demand rates for a "Hotel" land use.⁸³ The proposed 19,107 square foot hotel would have a water demand of 2,471 gpd. Based on San Bruno General Plan projections above, there are sufficient water supplies available to support the increased water demand generated by the proposed development. In addition, the proposed project would be required to comply with the City's Water Conservation Plan outlined in the City's Municipal Code (SBMC §10.16), Demand Management Measures prescribed in the City's Urban Water Management Plan, and CalGreen's building standards. Adherence to these ordinances and measures would prevent excessive use of water and ensure the proposed project incorporates water saving measures into its building design. Therefore, the proposed project would not significantly impact water supplies. **(Less than Significant Impact)**

Impact UTL-3: The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. **(Less than Significant Impact)**

Using water demand rates for a "Hotel" land use, the proposed 19,107 square foot hotel would produce approximately 1,890 gallons of wastewater per day.⁸⁴ San Bruno is currently producing 2.8 mgd of wastewater. Comparatively, the incremental increase in effluent production generated by the proposed development would not exceed the capacity of the SSF/SB WQCP treatment plant, which is capable of treating 13 mgd during dry weather and 62 mgd during wet weather.⁸⁵ **(Less than Significant Impact)**

⁸¹ City of San Bruno. *Water System Master Plan*. November 2012.

⁸² One acre-foot is equivalent to 325,850 gallons. 4,075 multiplied by 325,850 equals 1,327,838,750.

⁸³ California Emissions Estimator Model. Appendix D – Default Data Tables – Table 9.1 Water Use Rates. September 2016.

⁸⁴ Based upon the CalEEMod standard estimate of wastewater comprising 85 percent of indoor water use.

⁸⁵ City of San Bruno. *San Bruno General Plan*. March 2009.

Impact UTL-4: The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. **(Less than Significant Impact)**

Buildout under the General Plan would result in an additional 23,901 pounds per day, or 4,362 tons per year, of solid waste. The City's total 2025 waste stream is projected at 44,654 tons per year. These solid waste projections are within the City's historical disposal tonnage to Ox Mountain Landfill. Additionally, San Bruno's waste diversion program, which includes composting, facility recovery, household hazardous waste, recycling, source reduction, special waste materials, and transformation, has met the State's 50 percent requirement for waste diversion. The City expects to continue high levels of waste diversion through the year 2025.

Using solid waste disposal rates for a "Hotel" land use, the proposed 19,107 square foot hotel would generate 17.6 tons of solid waste per year.⁸⁶ Comparatively, the incremental increase in solid waste produced by the proposed development would not generate solid waste in excess of the Ox Mountain Landfill's remaining capacity (22,180,000 cubic yards) or impair San Bruno's solid waste reduction goals. **(Less than Significant Impact)**

Impact UTL-5: The project would not be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste. **(Less than Significant Impact)**

In addition to the solid waste generated by operation of the proposed building, large amounts of construction waste would be generated during construction activities. At least 50 percent of this construction waste will be recycled, in compliance with the City's Recycling and Diversion of Debris from Construction and Demolition Ordinance (Section 10.23 of the San Bruno Municipal Code). Implementation of recycling measures during the construction and post-construction phases of the project would contribute to the City's compliance with the waste diversion requirements under state law. **(Less than Significant Impact)**

⁸⁶ California Emissions Estimator Model. Appendix D – Default Data Tables – Table 10.1 Solid Waste Disposal Rates. September 2016.

4.20 WILDFIRE

4.20.1 Environmental Setting

4.20.1.1 *Regulatory Framework*

Fire Hazard Severity Zones

CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. Referred to as Fire Hazard Severity Zones (FHSZs), these maps influence how people construct buildings and protect property to reduce risk associated with wildland fires. FHSZs are divided into areas where the state has financial responsibility for wildland fire protection, known as state responsibility areas (SRAs), and areas where local governments have financial responsibility for wildland fire protection, known as LRAs. Homeowners living in an SRA are responsible for ensuring that their property is in compliance with California's building and fire codes. Only lands zoned for very high fire hazard are identified within LRAs.

California Fire Code Chapter 47

Chapter 47 of the California Fire Code sets requirements for wildland-urban interface fire areas that increase the ability of buildings to resist the intrusion of flame or burning embers being projected by a vegetation fire, in addition to systematically reducing conflagration losses through the use of performance and prescriptive requirements.

California Public Resources Code Section 4442 through 4431

The California Public Resources Code includes fire safety regulations that restrict the use of equipment that may produce a spark, flame, or fire; require the use of spark arrestors on construction equipment that uses an internal combustion engine; specify requirements for the safe use of gasoline-powered tools on forest-covered land, brush-covered land, or grass-covered land; and specify fire suppression equipment that must be provided onsite for various types of work in fire-prone areas. These regulations include the following:

- Earthmoving and portable equipment with internal combustion engines would be equipped with a spark arrestor to reduce the potential for igniting a wildland fire (Public Resources Code Section 4442);
- Appropriate fire suppression equipment would be maintained during the highest fire danger period, from April 1 to December 1 (Public Resources Code Section 4428);
- On days when a burning permit is required, flammable materials would be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame, and the construction contractor would maintain appropriate fire suppression equipment (Public Resources Code Section 4427); and
- On days when a burning permit is required, portable tools powered by gasoline-fueled internal combustion engines would not be used within 25 feet of any flammable materials (Public Resources Code Section 4431).

California Code of Regulations Title 14

The California Board of Forestry and Fire Protection has adopted regulations, known as SRA Fire Safe Regulations, which apply basic wildland fire protection standards for building, construction, and development occurring in a SRA. The future design and construction of structures, subdivisions and developments in SRAs are required to provide for the basic emergency access and perimeter wildfire protection measures discussed in Title 14.

Fire Management Plans

CAL FIRE has developed an individual Unit Fire Management Plan for each of its 21 units and six contract counties. CAL FIRE has developed a strategic fire management plan for the San Mateo-Santa Cruz Unit, which covers the project area and addresses citizen and firefighter safety, watersheds and water, timber, wildlife and habitat (including rare and endangered species), unique areas (scenic, cultural, and historic), recreation, range, structures, and air quality. The plan includes stakeholder contributions and priorities and identifies strategic areas for pre-fire planning and fuel treatment as defined by the people who live and work with the local fire issues.

Regional and Local

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating wildfire impacts resulting from planned development within the City including the following:

Policies	Description
OSR-B	Recognize the balance between maintenance and preservation of open space uses and the potential for wildland fires and flooding.
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.
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.
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.
PFS-9	Upgrade the water distribution system as necessary to provide adequate water pressure to meet fire safety standards and to respond to emergency peak water supply needs.
PFS-30	Require installation and maintenance of fire protection measures in high-risk and urban-interface areas, including but not limited to: <ul style="list-style-type: none">• Proper siting, road and building clearances, and access;• Brush clearance (non-fire resistant landscaping 50 feet from structures);

Policies	Description
	<ul style="list-style-type: none"> • 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-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-39	Minimize risks to single-access residential neighborhoods by providing alternative access for fire and other emergency personnel.

4.20.1.2 *Existing Conditions*

San Bruno is located in a LRA in the CAL FIRE *San Mateo – Santa Cruz* Administrative Unit and contains no very high fire hazard severity zones (VHFHSZs).⁸⁷

The greatest potential for fire hazards in the City of San Bruno occurs in designated Wildland Fire Hazard Areas near extensive natural vegetation, specifically Crestmoor Canyon, Junipero Serra County Park, and San Francisco Water Department's Peninsula Watershed. Dense stands of eucalyptus trees within the Rollingwood and Crestmoor neighborhoods also pose fire hazard potential. Urban-interface hazard areas are developed areas near Wildland Fire Hazard Areas potentially at risk of damage should a wildland fire occur. In these areas, highly flammable vegetation mixed with steep topography and long, dry summers create potential for wildland fires. The subject site is in an urbanized area of the City, far from these hazard areas most at risk of wildfire.

4.20.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
1) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁸⁷ California Department of Forestry and Fire Protection. *Fire Hazard Severity Zone Viewer*. Date accessed January 10, 2020. <https://egis.fire.ca.gov/FHSZ/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
3) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones, and is not mapped within the City's Wildland Fire Hazard or Wildland/Urban Interface Hazard areas. Therefore, the project would not result in wildfire impacts. **(No Impact)**

4.21

MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact MFS-1: The project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. **(Less than Significant Impact with Mitigation Incorporated)**

As discussed in prior sections of this Initial Study, the proposed project would not degrade the quality of the environment, substantially affect biological resources, or eliminate important examples of California history or prehistory with implementation of the identified conditions of approval, best management practices, and mitigation measures. As discussed in Section 4.3, Air Quality, implementation of BAAQMD Best Management Practices and Mitigation Measure AIR-3.1, would reduce potentially significant impacts from fugitive dust and toxic air contaminants to a less than significant level. As discussed in Section 4.5, Cultural Resources, with implementation of the mitigation measures (CUL-2.1, CUL-2.2, and CUL-3.1), the project would result in a less than significant impact on cultural and tribal cultural resources or human remains, if encountered during construction. As described in Section 4.9, Hazards and Hazardous Materials, impacts associated with exposure of construction workers and sensitive receptors to contaminated soil would be less than

significant with implementation of MM HAZ-2.1 through MM HAZ-2.5. Noise and vibration generated by construction equipment would be reduced to a less than significant level with implementation of mitigation measures MM NOI-1.1 and MM NOI-2.1. All significant project-level impacts can be mitigated to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

Impact MFS-2: The project does not have impacts that are individually limited, but cumulatively considerable. **(Less than Significant Impact with Mitigation Incorporated)**

Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects “that are individually limited, but cumulatively considerable.” As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means “that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.”

Because criteria air pollutant and GHG emissions would contribute to regional and global emissions of such pollutants, the identified thresholds developed by BAAQMD and used by the City of San Bruno were developed such that a project-level impact would also be a cumulatively considerable impact. The project would not result in a significant emissions of criteria air pollutants or GHG emissions and, therefore, would not make a substantial contribution to cumulative air quality or GHG emissions impacts. The discussion of project criteria pollutant impacts presented in Section 4.3 also reflects cumulative conditions, and the project would not contribute to significant cumulative impacts. The project’s contribution to cumulative climate change impacts was presented in Section 4.7 as less than cumulatively considerable. Therefore, the proposed project would not make a substantial contribution to cumulative air quality or GHG emissions impacts.

The project would result in less than significant impacts to aesthetics, biological resources, energy use, geology and soils, hydrology and water quality, land use, population and housing, public services, and recreation without the imposition of conditions of approval, best management practices, or mitigation measures. Furthermore, potential impacts associated with these resource areas are accounted for in the San Bruno General Plan and the San Bruno General Plan EIR. Under Section 15152(f) of the CEQA Guidelines, where a lead agency has determined that a cumulative effect has been adequately addressed in a prior EIR, the effect is not treated as significant for purposes of later environmental review and need not be discussed in detail. Additionally, the project would not impact agricultural or forestry resources or mineral resources, therefore there is no potential for cumulative impacts to these resources. Nor are there any cumulative impacts associated with wildfire risk, as the project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. As noted in Section 4.17 Transportation, the project’s VMT impacts are presumed to be less than significant as an infill development on a site located within a high quality transit corridor (SR 82/El Camino Real), and therefore the project would not contribute to cumulative VMT impacts.

The proposed project would result in highly localized, temporary cultural, hazardous materials, and noise impacts during construction. The timing of construction of the hotel project relative to other pending or approved development projects in the vicinity is unknown. With implementation of the mitigation measures identified in this Initial Study, construction-level impacts would be mitigated to a less than significant level and would not be considered cumulatively considerable.

Given the above considerations, impacts associated with the proposed development would not result in a significant cumulative impact. **(Less than Significant Impact with Mitigation Incorporated)**

Impact MFS-3: The project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. **(Less than Significant Impact with Mitigation Incorporated)**

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include construction air quality, hazardous materials, and noise. Implementation of conditions of approval and mitigation measures, and adherence to General Plan, City Code, and state and federal regulations described in this document, would avoid significant impacts. No other direct or indirect adverse effects on human beings have been identified. **(Less than Significant Impact with Mitigation Incorporated)**

SECTION 5.0 REFERENCES

The analysis in this Initial Study is based on the professional judgement and expertise of the environmental specialists preparing this document, based upon review of the site, surrounding conditions, site plans, and the following references:

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SECTION 6.0 LEAD AGENCY AND CONSULTANTS

6.1 LEAD AGENCY

City of San Bruno

Pamela Wu, Acting Community and Economic Development Director
Michael Smith, Senior Planner

6.2 CONSULTANTS

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Oakland, CA

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Natalie Noyes, Senior Project Manager
Matthew Moore, Assistant Project Manager
Ryan Osako, Graphic Artist

Cornerstone Earth Group, Inc.

Hazards and Hazardous Materials Consultant

Hexagon Transportation Consultants, Inc.

Transportation Consultants

Illingworth & Rodkin, Inc.

Acoustical & Air Quality Consultants

SECTION 7.0 ACRONYMS AND ABBREVIATIONS

2017 CAP	Bay Area 2017 Clean Air Plan
AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACM	Asbestos Containing Materials
ADA	Americans with Disabilities Act
AFA	Acre-Feet Annually
AICP	American Institute of Certified Planners
ALUCP	Airport Land Use Compatibility Plan
APN	Assessor Parcel Number
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
Basin Plan	Water Quality Control Plan for the San Francisco Bay Basin
Bgs	Below the ground surface
BIA	California Building Industry Association
BMPs	Best Management Practices
Btu	British thermal units
CA	California
CalARP	California Accidental Release Prevention
Cal Fire	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
Cal/OSHA	California Occupational Safety and Health Administration
CARB	California Air Resources Board
CBC	California Building Standards Code
C/CAG	San Mateo City and County Association of Governments
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act

CFCs	Chlorofluorocarbons
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH ₄	Methane
CHPS	Collaborative for High-Performance Schools
CLUP	San Mateo Comprehensive Land Use Plan
CNEL	Community Noise Equivalent Level
CO	Carbon monoxide
CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalent
CRECs	Controlled Recognized Environmental Conditions
CRHR	California Register of Historical Resources
dBA	A-weighted decibel
DNL	Day-Night Level
DPM	Diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
EZRI	Earthquake Zones of Required Investigation
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FEMA	Federal Emergency Management Agency
FHSZs	Fire Hazard Severity Zones
FIRM	Flood Insurance Rate Maps
FMMP	Farmland Mapping and Monitoring Program
FTA	United States Department of Transportation's Federal Transit Administration
General Plan	San Bruno General Plan
GHGs	Greenhouse gases
GPD	Gallons per day
GWh	Gigawatt hours
HCP	Habitat Conservation Plan
HFCs	Hydrofluorocarbons

HRECs	Historically Recognized Environmental Conditions
IS	Initial Study
ISO	Insurance Services Office, Inc.
LBP	Lead-Based Paints
LED	Light-Emitting Diode
LEED	Leadership in Energy and Environmental Design
L_{eq}	Equivalent noise level
LID	Low-Impact Development
L_{max}	Maximum A-weighted
LOS	Level of Service
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
Mgd	Million gallons per day
MM	Mitigation Measure
MND	Mitigated Negative Declaration
Mpg	Miles per gallon
Mph	Miles per hour
MRP	NPDES Permit
MRZs	Mineral Resource Zones
MTC	Metropolitan Transportation Commission
MT CO ₂ e	Metric tons of carbon dioxide equivalent
NAHC	Native American Heritage Commission
NESHAP	National Emission Standards for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NOD	Notice of Determination
NOI	Notice of Intent
NO _x	Nitrogen oxides
NO ₂	Nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
O ₃	Ground-level ozone

OITC	Outdoor/Indoor Transmission Class
OPR	Office of Planning and Research
PCB	Polychlorinated biphenyls
PCE	Peninsula Clean Energy
PG&E	Pacific Gas & Electricity
PM	Particulate matter
PM _{2.5}	Fine particulate matter
PM ₁₀	Coarse particulate matter
PPC	Public Protection Classification
PPV	Peak Particle Velocity
REC	Recognized environmental condition
RHNA	Regional Housing Need Allocation
ROG	Reactive organic gases
RPS	Renewable Portfolio Standards
RWQCB	Regional Water Quality Control Board
SamTrans	San Mateo County Transit District
SSOs	Sanitary Sewer Overflows
SB	Senate Bill
SBGC	San Bruno Garbage Company
SBFD	San Bruno Fire Department
SBPD	San Bruno Police Department
SFHA	Special Flood Hazard Areas
SFO	San Francisco International Airport
SFPUC	San Francisco Public Utilities Commission
SHMA	Seismic Hazards Mapping Act
SMARA	Surface Mining and Reclamation Act
SMCWPPP	San Mateo Countywide Water Pollution Prevention Program
SMBG	State Mining and Geology Board
SO _x	Sulfur oxides
SR	State Route
SRA	State Responsibility Area
SSF/SB WQCP	South San Francisco-San Bruno Water Quality Control Plant
STC	Sound Transmission Class

SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	Toxic air contaminants
TCR	Tribal Cultural Resources
TDM	Transportation Demand Management
TIA	Transportation Impact Analysis
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UST	Underground storage tank
VHFHSZs	Very High Fire Hazard Severity Zones
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds