

City of San Bruno  
Community Development Department



**Glenview Terrace Project**  
**Initial Study/Mitigated Negative Declaration**

**April 2021**

**Prepared by**



1501 SPORTS DRIVE, SUITE A, • SACRAMENTO • CA • 95834  
OFFICE 916.372.6100 • FAX 916.419.6108

## **TABLE OF CONTENTS**

<b>A.</b>	<b>BACKGROUND .....</b>	<b>1</b>
<b>B.</b>	<b>SOURCES .....</b>	<b>2</b>
<b>C.</b>	<b>ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED .....</b>	<b>4</b>
<b>D.</b>	<b>DETERMINATION .....</b>	<b>5</b>
<b>E.</b>	<b>BACKGROUND AND INTRODUCTION.....</b>	<b>6</b>
<b>F.</b>	<b>PROJECT DESCRIPTION .....</b>	<b>6</b>
<b>G.</b>	<b>ENVIRONMENTAL CHECKLIST .....</b>	<b>20</b>
<b>I.</b>	<b>AESTHETICS. ....</b>	<b>21</b>
<b>II.</b>	<b>AGRICULTURE AND FOREST RESOURCES. ....</b>	<b>31</b>
<b>III.</b>	<b>AIR QUALITY. ....</b>	<b>33</b>
<b>IV.</b>	<b>BIOLOGICAL RESOURCES. ....</b>	<b>42</b>
<b>V.</b>	<b>CULTURAL RESOURCES. ....</b>	<b>58</b>
<b>VI.</b>	<b>ENERGY.....</b>	<b>62</b>
<b>VII.</b>	<b>GEOLOGY AND SOILS.....</b>	<b>65</b>
<b>VIII.</b>	<b>GREENHOUSE GAS EMISSIONS.....</b>	<b>75</b>
<b>IX.</b>	<b>HAZARDS AND HAZARDOUS MATERIALS. ....</b>	<b>84</b>
<b>X.</b>	<b>HYDROLOGY AND WATER QUALITY. ....</b>	<b>95</b>
<b>XI.</b>	<b>LAND USE AND PLANNING. ....</b>	<b>99</b>
<b>XII.</b>	<b>MINERAL RESOURCES. ....</b>	<b>100</b>
<b>XIII.</b>	<b>NOISE.....</b>	<b>101</b>
<b>XIV.</b>	<b>POPULATION AND HOUSING. ....</b>	<b>114</b>
<b>XV.</b>	<b>PUBLIC SERVICES.....</b>	<b>115</b>
<b>XVI.</b>	<b>RECREATION. ....</b>	<b>118</b>
<b>XVII.</b>	<b>TRANSPORTATION.....</b>	<b>119</b>
<b>XVIII.</b>	<b>TRIBAL CULTURAL RESOURCES.....</b>	<b>134</b>
<b>XIX.</b>	<b>UTILITIES AND SERVICE SYSTEMS.....</b>	<b>135</b>
<b>XX.</b>	<b>WILDFIRE.....</b>	<b>138</b>
<b>XXI.</b>	<b>MANDATORY FINDINGS OF SIGNIFICANCE. ....</b>	<b>140</b>

### **Appendices**

**Appendix A: Air Quality and Greenhouse Modeling Results**

**Appendix B: Technical Biological Report and Tree Report**

**Appendix C: Cultural Resources Study**

**Appendix D: Geotechnical Reply to Peer Review, Preliminary Storm Drain Outfall Slope  
Retreat Assessment, and Geotechnical Report Update Study**

**Appendix E: Phase I Site Assessment and Soil Vapor Study**

**Appendix F: Storm Drainage Report**

**Appendix G: Environmental Noise Assessment**

**Appendix H: Traffic Impact Analysis and VMT Analysis**

## **INITIAL STUDY**

***April 2021***

### **A. BACKGROUND**

- |     |  |   |
|-----|--|---|
| 1.  | Project Title:                                 | Glenview Terrace Project  |
| 2.  | Lead Agency Name and Address:                  | City of San Bruno<br>Community and Economic Development Department<br>567 El Camino Real<br>San Bruno, CA 94066     |
| 3.  | Contact Person and Phone Number:               | Michael Smith<br>Senior Planner<br>(650) 616-7062   |
| 4.  | Project Location:                              | Northeast corner of San Bruno Avenue West and Glenview Drive<br>San Bruno, CA 94550<br>APNs 019-042-150, -160, -170 |
| 5.  | Project Sponsor's Name and Address:            | New Shidai Development, LLC<br>475 El Camino Real, Suite 218<br>Millbrae, CA 94030                                  |
| 6.  | Existing General Plan Designation:             | High Density Residential<br>Low Density Residential   |
| 7.  | Proposed General Plan Designation              | Medium Density Residential  |
| 8.  | Existing Zoning Designation:                   | Planned Development (P-D)<br>Single-Family Residential (R-1)  |
| 9.  | Proposed Zoning Designation:                   | P-D   |
| 10. | Required Approvals from Other Public Agencies: | None  |
| 11. | Surrounding Land Uses and Setting:             |   |

The project site consists of three parcels totaling 3.28 acres located at the northeast corner of the intersection of San Bruno Avenue West and Glenview Drive in the City of San Bruno, California. The project site is identified by San Mateo County Assessor's Parcel Numbers (APNs) 019-042-150, -160, and 170. The northern parcel is currently developed with a parking lot, a vacant church, and a vacant single-family home. The two southern parcels are currently vacant and regularly disked. The site is bordered by the Crestmoor Neighborhood single family residences to the north, vacant property owned by Caltrans to the west, San Bruno Avenue West to the south, and Crestmoor Canyon to the east. Commercial land uses and a gas station are located south of the site across San Bruno Avenue West.

12. Project Description Summary:

The proposed project would include demolition of the existing on-site structures and redevelopment of the project site with 29 two-story, single-family homes and associated improvements, including new streets for internal circulation and new sidewalks constructed at the project frontages along Glenview Drive and San Bruno Avenue West. The project would require approval of a General Plan Amendment (GPA), Rezone, Planned Development Permit, Vesting Tentative Map (VTM), and an Architectural Review Permit.

13. Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1:

As of the publication date of this IS/MND, no California Native American tribe has formally requested to be placed on the City's notification list for development projects undergoing review pursuant to Assembly Bill (52). Therefore, project notification letters were not distributed to a California Native American tribe by the City.

## **B. SOURCES**

The following documents are referenced information sources used for the purposes of this Initial Study:

1. Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. May 2017.
2. Bay Area Air Quality Management District. *California Environmental Quality Act Guidelines Update: Proposed Thresholds of Significance*. May 2017.
3. BKF Engineers. *Glenview Terrace Project – Preliminary Water Demand and Sanitary Sewer Generation Calculations*. February 16, 2016.
4. BKF Engineers. *Glenview Terrace – Storm Drainage Report*. August 5, 2016.
5. California Building Standards Commission. *California Green Building Standards Code*. 2019.
6. California Air Resources Board. *AB 32 Scoping Plan [Appendix B]*. Accessible at: <https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>. Accessed March 2021.
7. California Air Resources Board. *The 2017 Climate Change Scoping Plan Update*. January 20, 2017.
8. California Department of Conservation. *California Important Farmland Finder*. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed February 2021.
9. California Department of Conservation. *Earthquake Hazards Application*. Available at: <https://maps.conservation.ca.gov/cgs/>. Accessed February 2021.
10. California Department of Forestry and Fire Protection. *San Mateo County, Fire Hazard Severity Zones in LRA*. November 24, 2008.
11. California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: San Bruno Transfer Station (41-AA-0014)*. Available at: <https://www2.calrecycle.ca.gov/swfacilities/Directory/41-AA-0014/>. Accessed March 2021.
12. California Department of Transportation. *California Scenic Highway Mapping System*. Available at: [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm). Accessed May 2019.
13. Caltrans. *Transportation Related Earthborne Vibrations*. TAV-02-01-R9601. February 20, 2002.

14. City of San Bruno. *Crestmoor Canyon, Wildfire Mitigation StoryMap*. Available at: <https://storymaps.arcgis.com/stories/d81ca3cc3ca04f198fb3e468e6d5a15e>. Accessed March 2021.
15. City of San Bruno. *Residential Design Guidelines*. Adopted April 22, 2010.
16. City of San Bruno. *San Bruno 2025: General Plan Draft EIR*. December 2008.
17. City of San Bruno. *San Bruno General Plan*. Adopted March 24, 2009.
18. DKS Associates. *Glenview Terrace VMT Assessment*. February 25, 2021.
19. DKS Associates. *San Bruno Glenview Terrace, Traffic Impact Analysis Report*. April 7, 2021.
20. Earth Investigation Consultants. *Engineering Geologic Investigation, Earthquake Fault Rupture Potential, 850 Glenview Drive, San Bruno California*. October 17, 2008.
21. Earth Investigations Consultants, Inc. *Geotechnical Investigation, Proposed Glenview Terrace, Phase 2. 850 Glenview Drive, San Bruno, California*. August 4, 2013.
22. Earth Investigations Consultants, Inc. *Supplemental Geotechnical Investigation and Update. Proposed Glenview Terrace (Phase II), 850 Glenview Drive & 2880-2890 San Bruno Avenue, San Bruno, California*. February 15, 2016.
23. Federal Transit Administration. *Transit Noise and Vibration Impact Assessment Guidelines*. May 2006.
24. Flores, Areana, Bay Area Air Quality Management District. Personal communication [phone], Jacob Byrne, Senior Associate/Air Quality Technician, Raney Planning & Management. September 17, 2019.
25. Geocon Consultants, Inc. *Proposed Glenview Terrace Residential Subdivision, 2880 San Bruno Avenue, San Bruno California, Geotechnical and Geologic Peer Review*. August 27, 2019.
26. Geocon Consultants. *Glenview Terrace, Soil Vapor Survey, 2880 and 2890 San Bruno Avenue West and 850 Glenview Drive, San Bruno, California*. October 29, 2019.
27. Geosphere Consultants, Inc. *Geotechnical Reply to Peer Review, Preliminary City Storm Drain Outfall Slope Retreat Assessment, & Geotechnical Report Update Study. Proposed Glenview Terrace Residential Subdivision. 2880 San Bruno Avenue, San Bruno CA GEO #91-04747-A (2172)*. February 7, 2020.
28. HortScience | Bartlett Consulting. *Tree Report, Glenview Terrace, San Bruno, CA*. July 10, 2019.
29. j.c. brennan & associates, Inc. *Glenview Terrace Environmental Noise Analysis, City of San Bruno, California*. March 17, 2021.
30. Lagan Treadwell Rollo. *Phase I Environmental Site Assessment, 2880 and 2890 San Bruno Avenue West and 850 Glenview Drive, San Bruno California*. January 14, 2016.
31. Live Oak Associates, Inc. *Glenview Terrace, Technical Biological Report, San Bruno, San Mateo County, California*. November 11, 2019.
32. National Resources Conservation Service. *Dwellings Without Basements – San Mateo County, Eastern Part, and San Francisco County, California (Glenview Terrace Project)*. Available at: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed February 2021.
33. Panko Architects. *WUI Requirements, Glenview Terrace, San Bruno, CA*. May 7, 2019.
34. Recology San Bruno. *Revised Transfer/Processing Report*. Amended June 2019.
35. Romig Engineers. *Engineering Geologic Hazard Investigation, 12-Unit Subdivision, 850 Glenview Drive, San Bruno California*. September 2, 2008.
36. San Mateo County. *Energy Efficiency Climate Action Plan*. June 2013.
37. San Mateo Countywide Water Pollution Prevention Program. *C.3 Stormwater Technical Guidance*. June, 2017.
38. San Mateo County Department of Environmental Health. *Case Closure of Site #880027, One (1) 10,000-Gallon Gasoline UST, Two (2) 5,000-Gallon Gasoline USTs, One (1)*

- 3,000-Gallon Diesel Fuel UST, and One (1) 500-Gallon Waste Oil UST at D&J Union 76, 2880 San Bruno Avenue, San Bruno California. May 23, 2002.
39. San Mateo County Environmental Health Services Agency. *Former Skyline Mobil Station, 2890 West San Bruno Avenue, San Bruno, California.* July 14, 2008.
40. South Coast Air Quality Management District. *2008. Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold.* Available at: [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/ghgattachmente.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf). Accessed October 2020.
41. Tom Origer & Associates. *Cultural Resources Study for Glenview Terrace, 2880-2890 San Bruno Avenue W. and 850 Glenview Drive, San Bruno, San Mateo County, California.* September 12, 2019.
42. West Yost Associates. *City of San Bruno, 2015 Urban Water Management Plan.* June 2016.

### **C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Less Than Significant with Mitigation Incorporated” or as indicated by the checklist on the following pages.

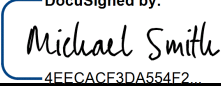
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forest Resources	<input checked="" type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Energy
<input checked=""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

## **D. DETERMINATION**

---

On the basis of this initial study:

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

DocuSigned by:  
  
4EECACE3DA554F2...

---

Signature

Michael Smith, Senior Planner  
Printed Name

4/30/2021

---

Date

City of San Bruno  
For



## **E. BACKGROUND AND INTRODUCTION**

This Initial Study/Mitigated Negative Declaration (IS/MND) identifies and analyzes the potential environmental impacts of the Glenview Terrace Project (proposed project). The information and analysis presented in this document is organized in accordance with the order of the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines. Where the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures are prescribed. The mitigation measures prescribed for environmental effects described in this IS/MND will be implemented in conjunction with the project, as required by CEQA. The mitigation measures will be incorporated into the project through project conditions of approval. The City will adopt findings and a Mitigation Monitoring and Reporting Program for the project in conjunction with approval of the project.

The City of San Bruno completed their General Plan and associated Environmental Impact Report (EIR) in December 2008, and adopted the same documents on March 24, 2009. The General Plan EIR is a program EIR, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 et seq.), and includes an examination of the potential wide-ranging effects resulting from implementation of the General Plan land use diagram. Measures to mitigate the significant adverse project and cumulative impacts associated with the General Plan were identified in the General Plan EIR.

The environmental setting and impact discussion for each section of this IS/MND have been largely based on information in the City's General Plan and associated EIR. In addition, project-specific technical reports have been prepared for the proposed project and form the basis of several technical sections of this IS/MND. All technical reports used in the preparation of this IS/MND are available at the City of San Bruno upon request.

## **F. PROJECT DESCRIPTION**

The following section provides a comprehensive description of the proposed project in accordance with CEQA Guidelines.

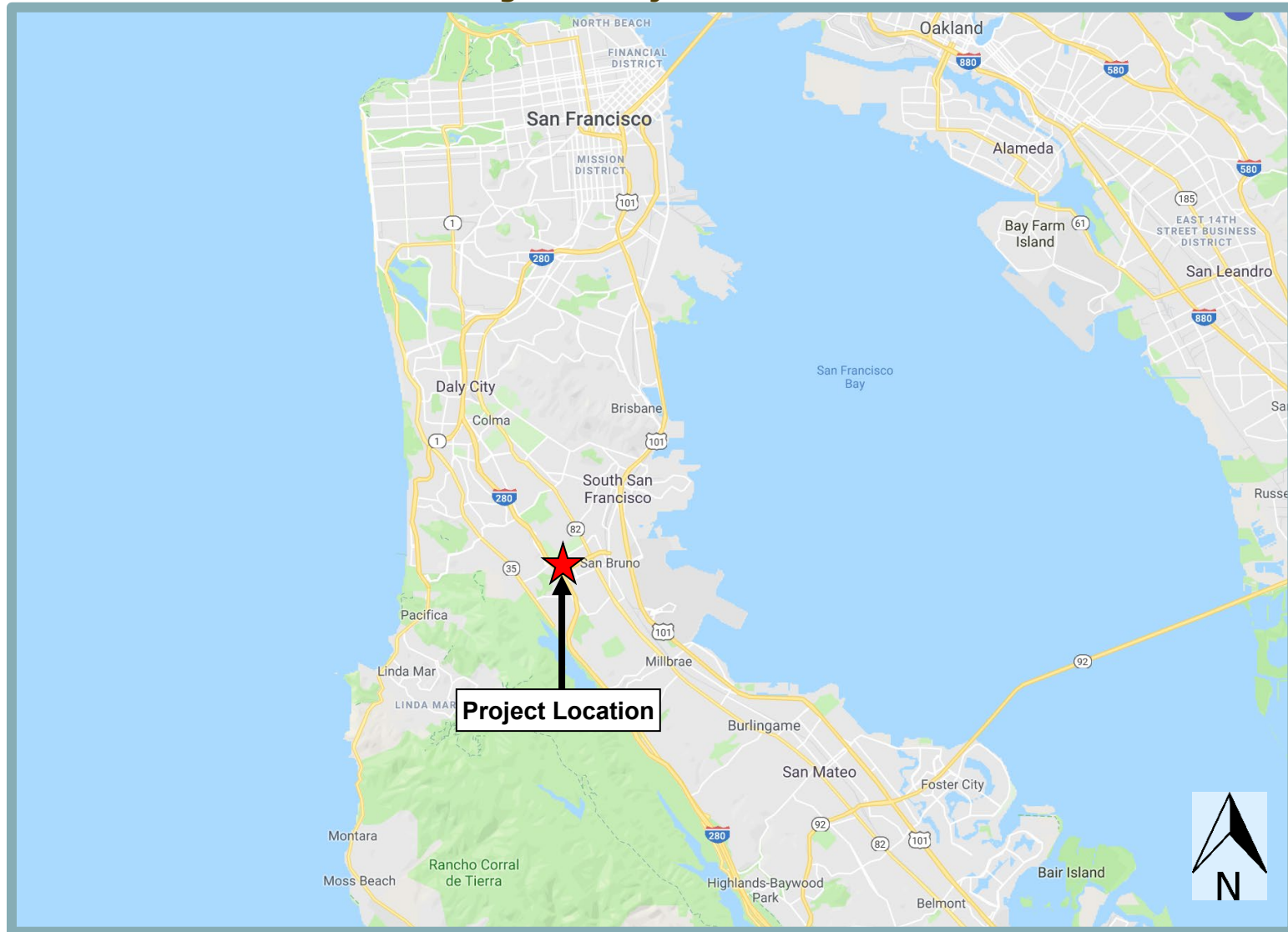
### **Project Location and Setting**

The project site consists of three parcels totaling 3.28 acres located at the northeast corner of the intersection of San Bruno Avenue West and Glenview Drive in the City of San Bruno, California (see Figure 1 and Figure 2). The project site is identified by APNs 019-042-150, -160, and 170. The northern parcel is currently developed with a parking lot, vacant church building, and vacant single-family home. The northern parcel has a General Plan land use designation of Low Density Residential and is zoned R-1. The two southern parcels are currently vacant, regularly disked, and are designated High Density Residential by the General Plan and zoned P-D.

The site is bordered by single family residences associated with the Crestmoor Neighborhood to the north, Glenview Drive to the west, San Bruno Avenue West to the south, and Crestmoor Canyon to the east. Commercial land uses and a gas station are located south of the site across San Bruno Avenue West.



**Figure 1  
Regional Project Location**





**Figure 2  
Project Site Boundaries**



## **Project Components**

The proposed project would include demolition of the existing on-site structures and redevelopment of the project site with 29 single-family homes and various associated improvements, as well as new internal streets connecting to Glenview Drive (see Figure 3 and Figure 4). Primary access to the project site would be from Glenview Drive. The proposed project would require City approval of the following:

- General Plan Amendment
- Rezone
- Planned Development Permit;
- Vesting Tentative Map; and
- Architectural Review Permit.

The project components, including the requested approvals, are discussed in detail below.

### **General Plan Amendment**

The northerly parcel has a General Plan land use designation of Low-Density Residential, while the southerly parcels are designated for High-Density Residential development. The proposed project includes a GPA request to reclassify the entire site as Medium Density Residential. Medium Density Residential permits a density of 8.1 to 24 dwelling units per acre (du/ac) and product types are typically characterized by single-family detached and attached housing, including small-lot and zero-lot line housing. The proposed project would result in a density of 8.84 du/ac.

### **Rezone**

As discussed previously, the northerly parcel is zoned R-1 and the two southerly parcels are zoned P-D. The P-D zoning of the southerly two parcels would be amended in recognition of a lower density development, and, the northerly parcel would require a Rezone in order to zone the entire project site P-D. Per Section 12.96.190 of the San Bruno Municipal Code (SBMC), the purpose of the P-D district is to allow for a mixture of uses, or unusual density, building intensity, or design relationships which will produce an environment and use of land in each case superior to that which would result from the regulations of the standard districts. Applying the P-D zone district to the entire project site will allow greater flexibility with respect to development standards and allow for small lot development.

### **Planned Development Permit**

Per SBMC Section 12.96.190, prior to the issuance of a building permit, the owner or applicant would be required to procure a planned development permit from the Planning Commission. The Planned Development Permit would specify the uses and structures that would be developed on the site and would ensure that the proposed single-family homes would conform to the basic design principles of the residential design guidelines as approved by the City Council. The purpose of the San Bruno residential design guidelines is to assure a reasonable level of compatibility in scale of structures within residential neighborhoods, establish and preserve spatial relationships between structures, adjacent streets, and within neighborhoods, and to streamline the development review process by more clearly communicating community expectations to property owners and builders. Further discussion of the proposed residential design for the project is provided within the Architectural Review Permit discussion.



## **Vesting Tentative Subdivision Map**

The proposed VTM would subdivide the project site into 29 single-family residential lots located along the proposed internal roadways. The lots would range in size from 2,339 square feet (sf) to 4,133 sf. Development of the 29 single-family lots would result in a density of 8.84 du/ac across the entire development site (see Figure 3 and Figure 4). The VTM also provides for 22- to 23-foot-wide internal roadways and pedestrian sidewalks along the project frontages with San Bruno Avenue West and Glenview Drive.

In addition, several non-residential lots would be allocated for storm drainage improvements and defensible space. Two five-foot access and utility easements for storm drains would be included within the northern and southern portions of the site and would connect to two bioretention areas for stormwater treatment. The northern bioretention area (Lot C) would be approximately 3,180 sf, while the southern bioretention area (Lot A) would be approximately 3,046 sf. Preservation of Lot D as open space would create a 70-foot defensible area at the rear of the lots closest to Crestmoor Canyon to provide a buffer between the Wildland-Urban Interface (WUI) area and the proposed residences.

## **Access and Circulation**

As noted above, the proposed project would include the construction of internal roadways which would traverse the project site and connect to Glenview Drive at three entry points. All entry points would provide two-way circulation for site ingress and egress, and 25- to 32-foot turning radii would be integrated into the roadways for emergency vehicle access. The proposed internal rights-of-way would range in width from 22 to 24 feet. Two-car garages and associated driveways would be included within each residence, thus providing a total of 58 private parking spaces. Sixteen public parking spaces would also be provided around the residences at the center of the project site, thus resulting in 74 total parking spaces within the project site. One of the public parking spaces would be Americans with Disabilities Act (ADA) compliant. On-site parking would be restricted to the private driveways and 20 guest parking spaces.

The proposed project would also provide three- to four-foot sidewalks along one side of the proposed internal roadways. The internal sidewalks would connect to the project frontage at Glenview Drive to connect with existing sidewalks in the surrounding neighborhood.

## **Landscaping and Recreational Features**

Recreational areas at the project site would include an open space area with picnic tables and benches adjacent to Lot 14 in the northern parcel. As part of project development, 58 on-site trees would be removed, 44 of which are considered heritage trees that would require replacement per SBMC Section 8.25.050. The proposed project would plant replacement trees along the proposed internal roadways and along the project frontages at Glenview Drive and San Bruno Avenue West (see Figure 5 and Figure 6). In addition, various shrubs and grasses would be planted throughout the site, including within the front yard of each proposed residence.

Lots six through eight and Lots 18 to 23, which back up to Crestmoor Canyon, would include a 30-foot defensible space area in which highly combustible plant species would not be included. Adjacent to Lots six through eight and Lots 18 to 23, Lot D would also include a 70-foot defensible space area in which existing vegetation would be cut back to a maximum height of one-foot six-inches, and dead vegetation and diseased trees would be removed as directed by the City. Lot D would be owned and maintained by the proposed project's homeowner's association.

**Figure 3**  
**Vesting Tentative Tract Map – Northern Site Plan**

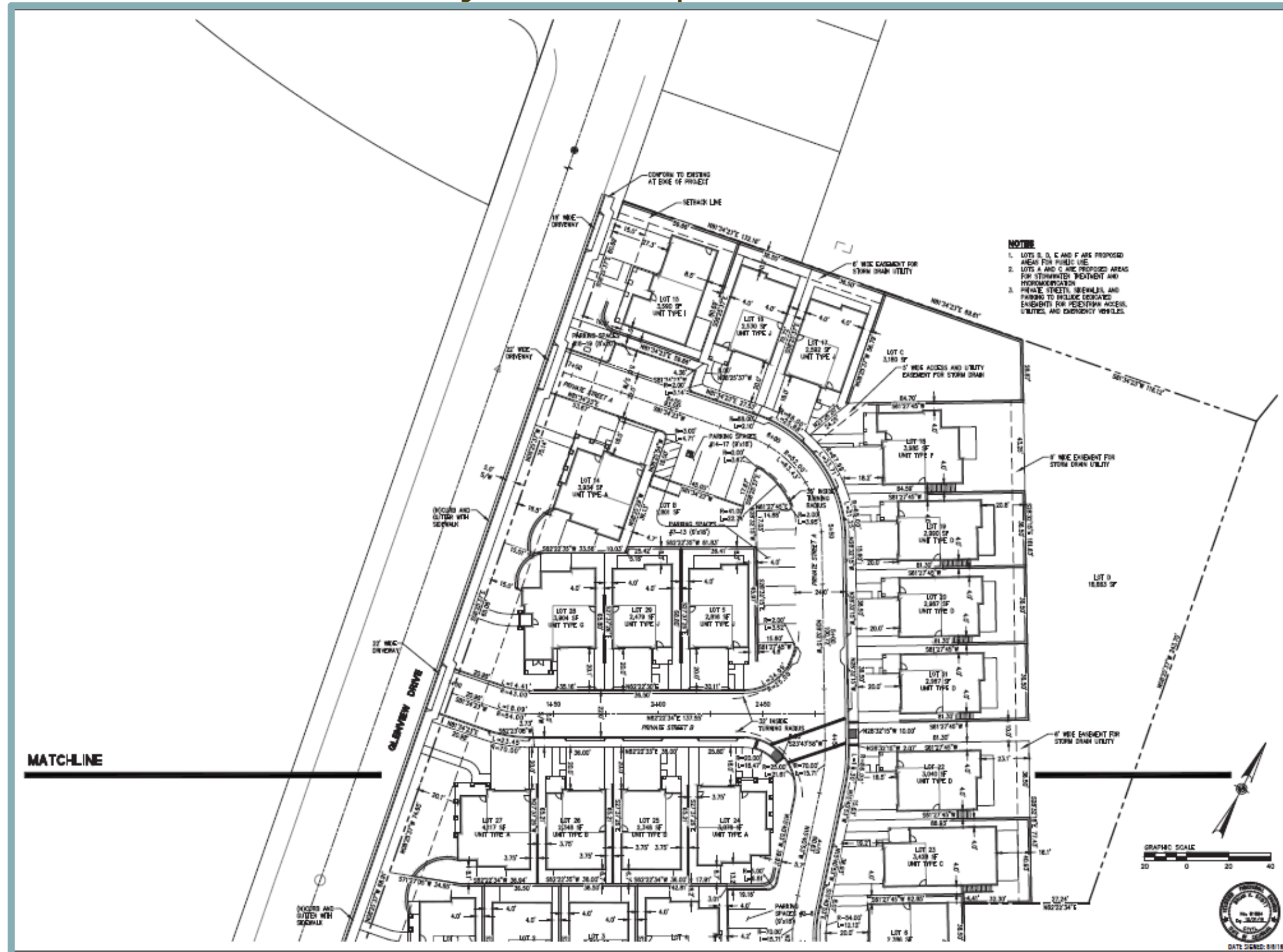
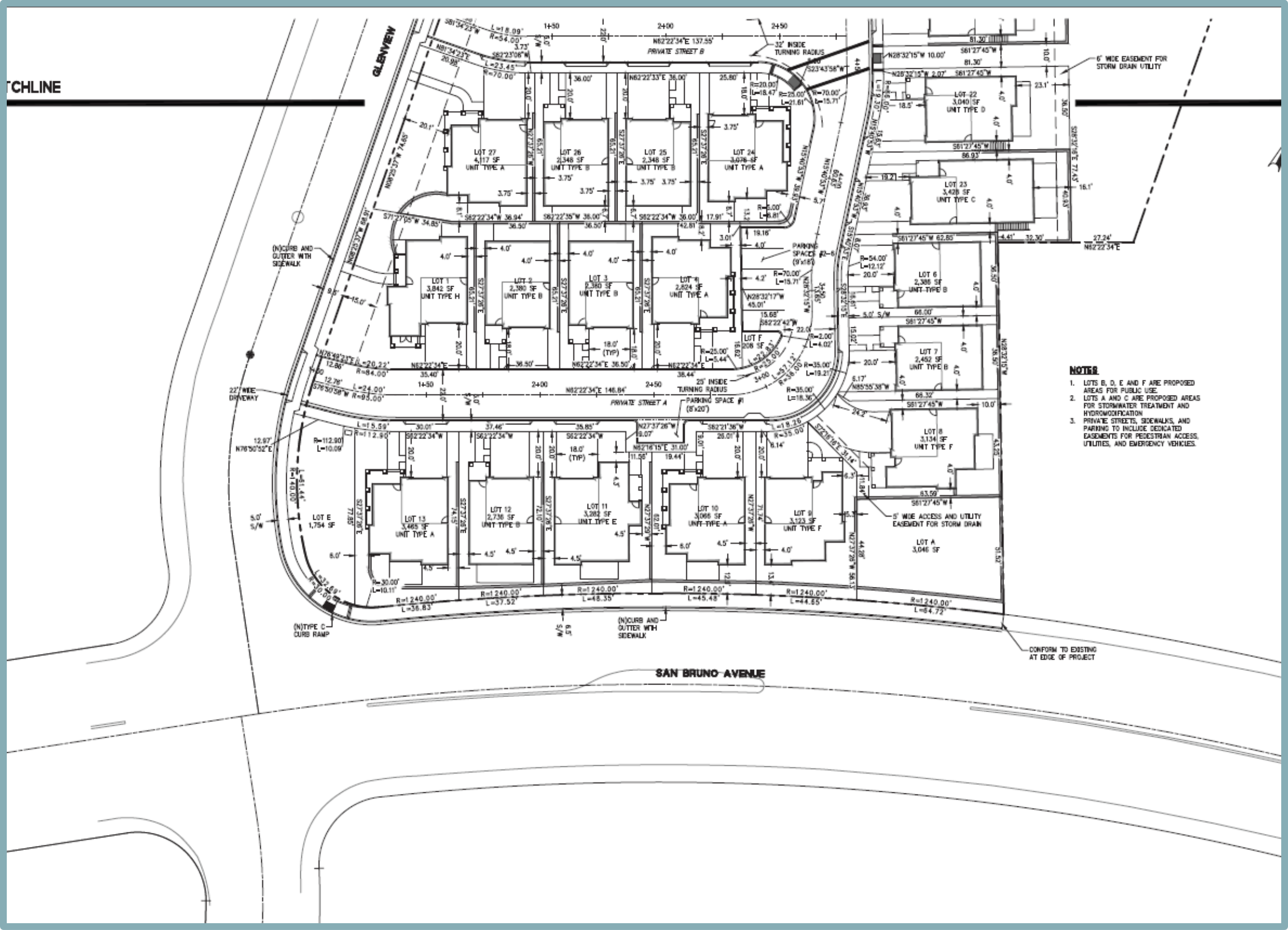
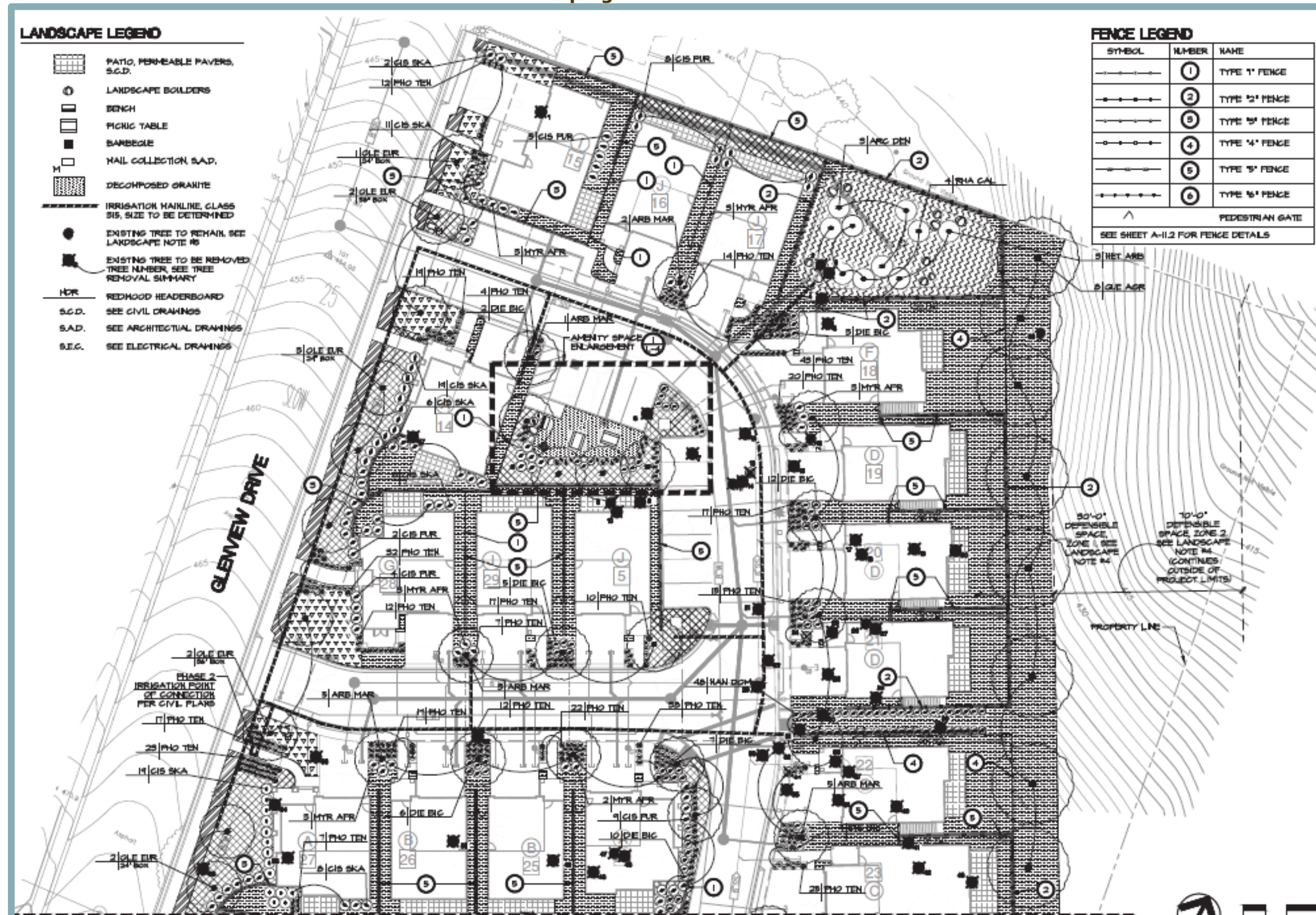


Figure 4  
Vesting Tentative Tract Map - Southern Site Plan





**Figure 5**  
**Landscaping Plan – Northern Parcel**





**Figure 6**  
**Landscaping Plan – Southern Parcels**



Based on the above, the total amount of defensible space between the project site and Crestmoor Canyon would be approximately 100 feet. In addition to the defensible space, homes in lots six through eight and lots 18 to 23 would be constructed according to the California Building Standards Commission (CBSC) Code Chapter 7A, which establishes minimum fire protection standards for buildings located in a WUI area.

### Utilities

The project site is located within a developed area of the City of San Bruno and is situated within close proximity to existing electrical power, natural gas, and telecommunications facilities. Thus, the construction or expansion of dry utility facilities would not be necessary. Gas and electricity would be provided to the project site by Pacific Gas & Electric (PG&E). Water, sewer, and drainage services would be provided to the project site by the City of San Bruno.

As part of the proposed project, the existing eight-inch water line in Glenview Drive would be capped and abandoned. New eight-inch water lines throughout the project site would instead connect to the existing 12-inch water line in Glenview Drive, which would be extended to an existing 10-inch water line in San Bruno Avenue West. Sewer collection for the proposed residences would be provided by a new six-inch sanitary sewer line connecting to the City's existing eight-inch sanitary sewer line within Glenview Drive (see Figure 7 and Figure 8).

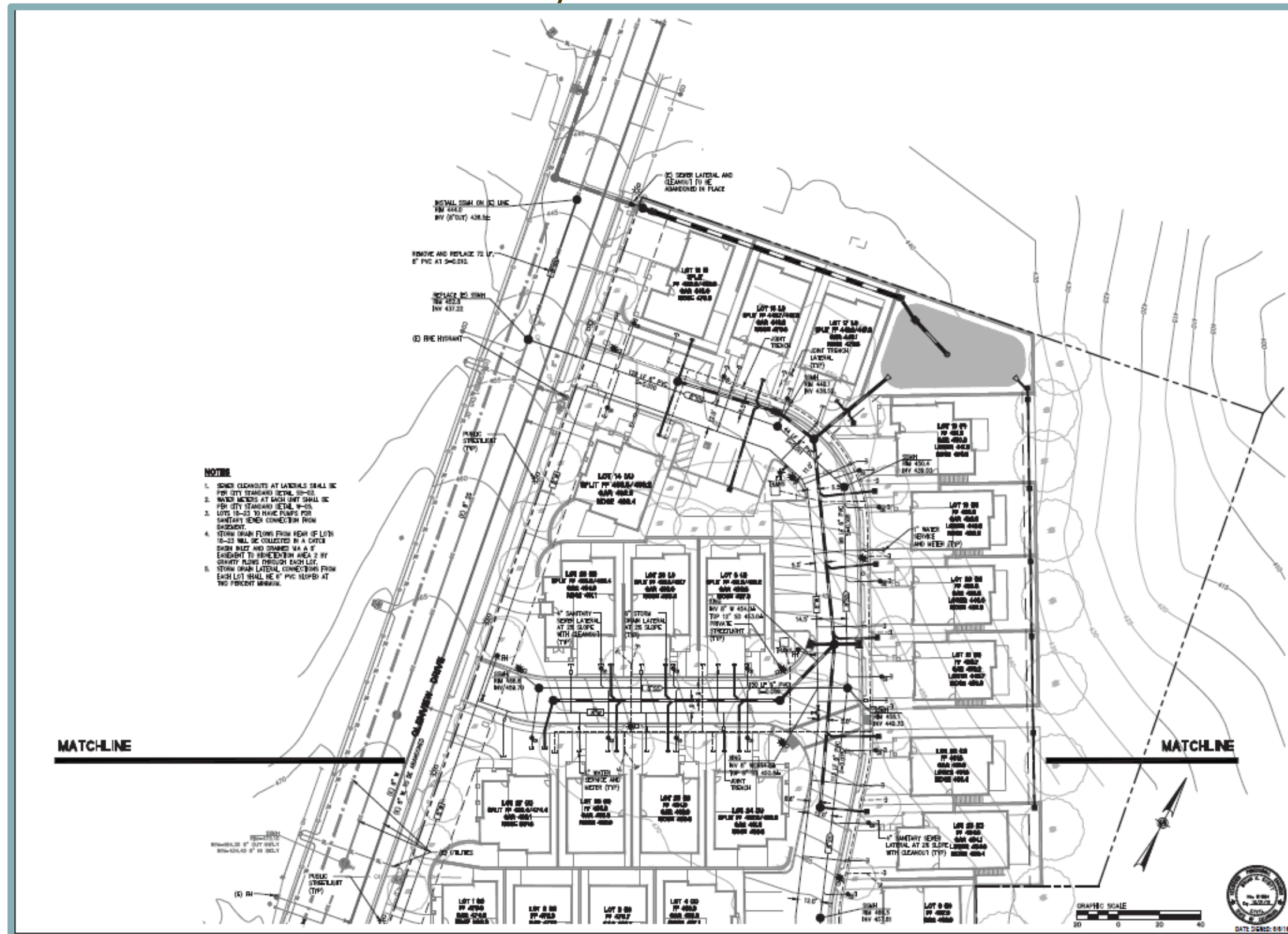
Stormwater generated by the impervious surfaces within the project site would be captured by a series of curb inlets and conveyed, by way of a system of new underground storm drains, to two proposed bio-retention areas (see Figure 9 and Figure 10). The proposed bio-retention areas would be designed according to specifications of the San Mateo County C.3 Stormwater Technical Guidance and would provide for detention and treatment of stormwater. Bio-retention Area One (BA-1) would be 1,393 sf and located within the southeast portion of the site, south of Lot 8 and east of Lot 9. Treated stormwater from BA-1 would be routed through a new stormwater drain pipe to connect with a new 15-inch storm drain located in San Bruno Avenue West. Bio-retention Area Two (BA-2) would be 2,132 sf and located in the northeast portion of the site, north of Lot 18 and east of Lot 17. Treated stormwater from BA-2 would be routed through a new stormwater drain pipe to connect with an existing 15-inch storm drain located in Glenview Drive. Storm drain flows from the rear of Lots 18-23 would be routed to a new pump box at the rear of Lot C and then pumped to BA-2 for treatment. As shown in Figure 9, the open space area behind Lots 18-23 would be self-treating and would not drain to the on-site storm drain system.

### **Architectural Review Permit**

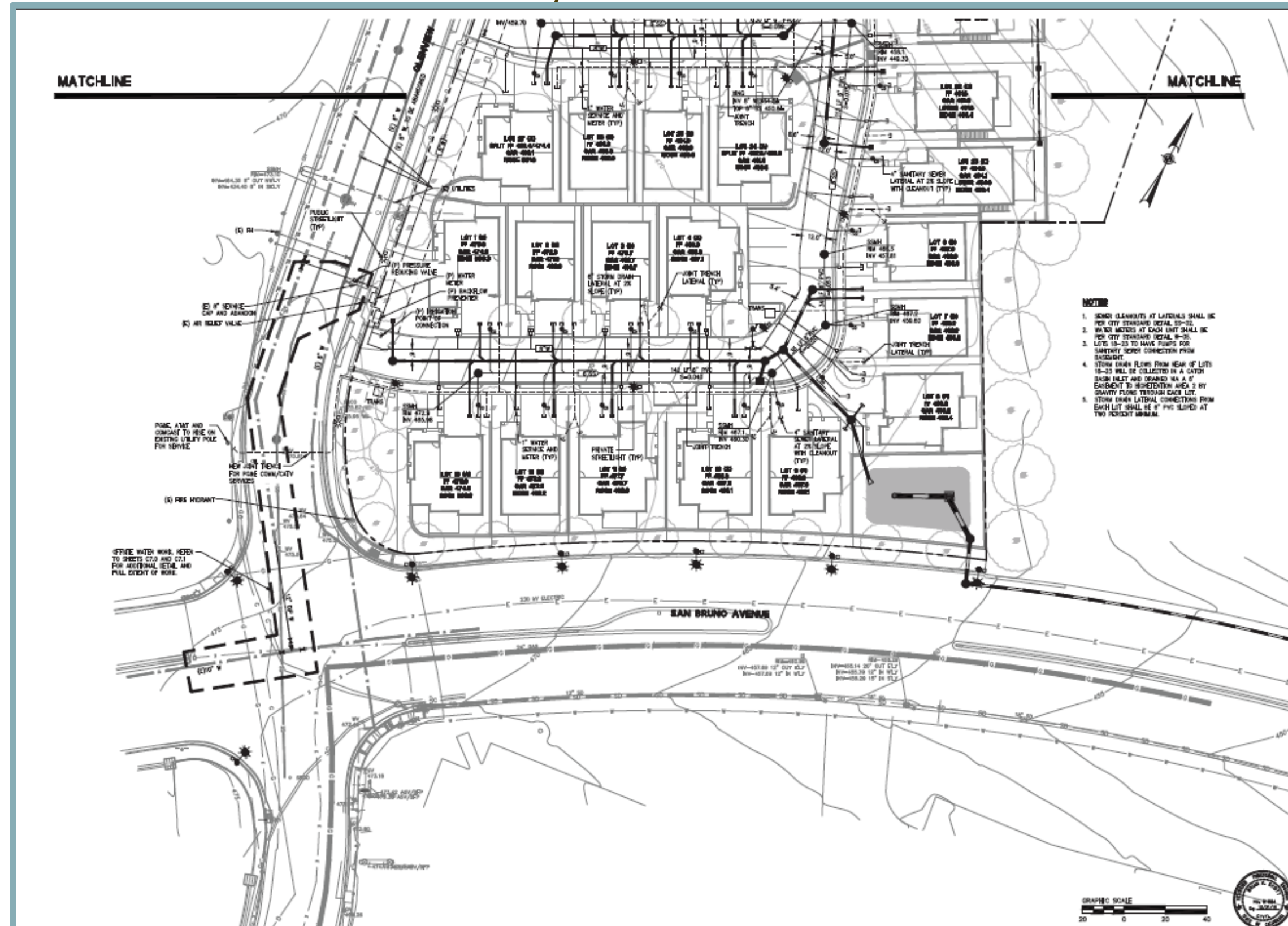
Because the proposed project would develop new residential structures visible from a public right-of-way, an Architectural Review Permit would be required pursuant to Chapter 12.108 of the Code. The architectural review committee would review the design of the 29 two-story dwelling units, which would range in size between 1,727 sf and 2,613 sf. Architectural Review of the proposed project would ensure that the proposed exterior materials used for the residences, which include various forms of hardboard siding, stucco with stone accents, and shingle rooves, would keep with the character of the surrounding neighborhood and would conform to the basic design principles of the residential design guidelines.



**Figure 7**  
**Utility Plan – Northern Parcel**



**Figure 8**  
**Utility Plan – Southern Parcels**





**Figure 9**  
**Stormwater Treatment Plan – Northern Parcel**

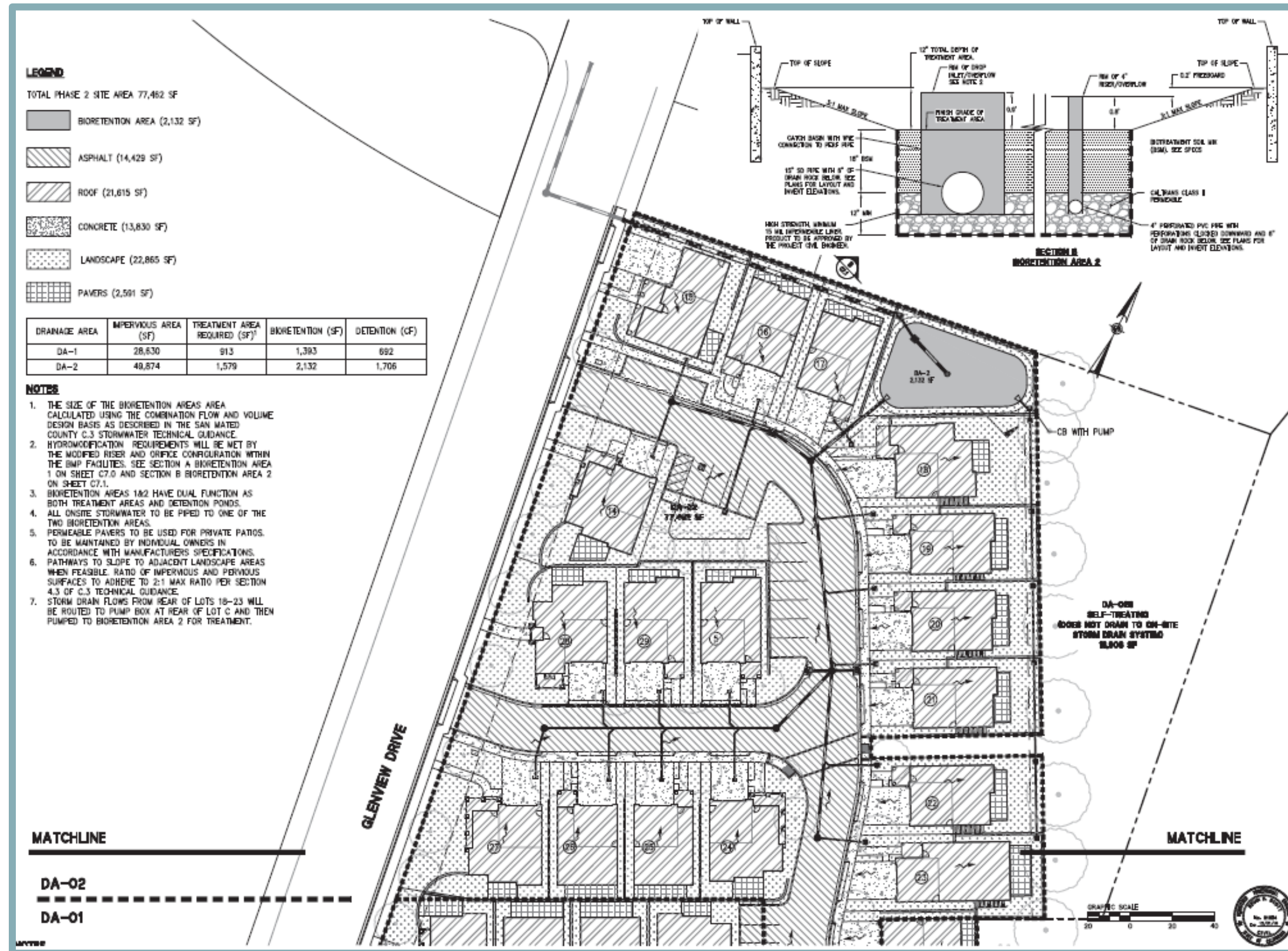
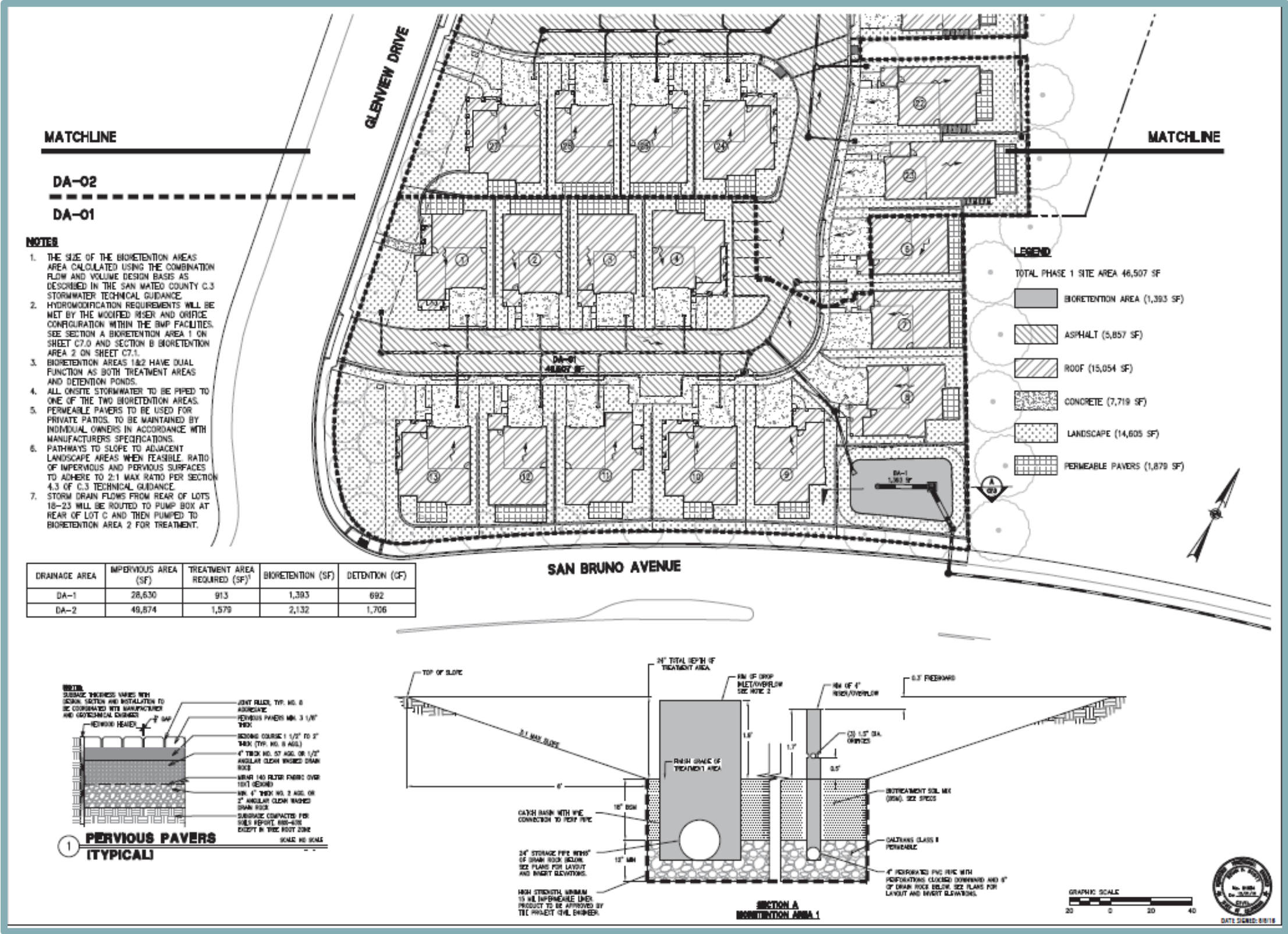




Figure 10  
Stormwater Treatment Plan – Southern Parcels



## **G. ENVIRONMENTAL CHECKLIST**

---

The following checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. For this checklist, the following designations are used:

**Potentially Significant Impact:** An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

**Less Than Significant with Mitigation Incorporated:** An impact that requires mitigation to reduce the impact to a less-than-significant level.

**Less-Than-Significant Impact:** Any impact that would not be considered significant under CEQA relative to existing standards.

**No Impact:** The project would not have any impact.



## **I. AESTHETICS.**

*Would the project:*

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). 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 type="checkbox"/>
d. 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 type="checkbox"/>

## **Discussion**

- a. According to the City's General Plan EIR, the hills located to the north and west of the City provide a visual backdrop for the City. Partial views of the San Francisco Bay, Oakland hills, and Mount Diablo can be seen from points along the western hills. Views of the San Francisco Bay, the Oakland Hills, and Mount Diablo are not available from public rights-of-way in the project vicinity. While views of San Bruno Mountain are available from Skyline Boulevard and San Bruno Avenue West, existing vegetation and development in the project vicinity, including tall trees, electrical pole lines, and one- and two-story developments similar to the proposed uses, obstruct significant views of the hillsides from surrounding roadways. Therefore, while the proposed project would partially obstruct views of San Bruno Mountain from certain points along Skyline Boulevard and San Bruno Avenue West, the effects would not be considered substantial. Based on the above, development of the proposed residences would not have a substantial adverse effect on a scenic vista, and a **less-than-significant** impact would occur.
- b. The City's General Plan identifies Scenic Corridors as roadways or highways with unique or distinctive physical or cultural features. Scenic Corridors are designated as such because they go through an area of outstanding scenic quality and contain striking views, flora, geology, and other unique natural attributes.<sup>1</sup> According to the California Scenic Highway Mapping System, Skyline Boulevard, located approximately 375 feet southwest of the project site, is eligible to be designated as a State Scenic Highway.<sup>2</sup> In addition, the San Bruno General Plan (pg. 4-10) considers Skyline Boulevard to be a scenic corridor, noting in particular, views of mature Eucalyptus trees and the San Francisco Bay. However, as can be seen from Figure 11, views of Eucalyptus trees or San Francisco Bay

<sup>1</sup> City of San Bruno. *San Bruno 2025: General Plan Draft EIR*. [pg. 3-20] December 2008.

<sup>2</sup> California Department of Transportation. *California Scenic Highway Mapping System*. Available at: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed May 2019.

**Figure 11  
View of Project Site Looking East from Skyline Boulevard**



are not available in the foreground, middleground, or background of the project site and its immediate surroundings from Skyline Boulevard, with the exception of one Eucalyptus. While views of distant hills are available beyond the project site, these natural features are already heavily obstructed by existing humanmade features such as power lines, median landscaping (i.e., San Bruno Avenue West), and a parking lot with parked vehicles. Although the project site is within close proximity to a scenic corridor, development of the project site with 29 proposed single-family residences would be consistent with the existing development pattern of the area, which includes a mix of one- and two-story residential and commercial structures to the north, south, and east of the project site. The project site is highly disturbed by regular disking and the presence of the existing church building, parking lot, and single-family home, which are not considered to be historical resources. Rock outcroppings do not exist on-site, and the removal of on-site trees would be mitigated by the planting of replacement trees throughout the project site.

Based on the above, the proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. Therefore, a ***less-than-significant*** impact would occur.

- c. The project site is located within an urbanized area of the City and is located adjacent to existing single-family residential development to the north, as well as commercial development to the south, across San Bruno Avenue West. The northern project parcel is currently developed with a parking lot, vacant church building, and vacant single-family home. The southern project parcels are currently vacant and undeveloped.

The proposed project would include demolition of the existing on-site structures and subdivision of the site to develop 29 single-family residences and associated improvements (see Figure 12). The project includes a request to rezone the northerly parcel to P-D, and a GPA to reclassify the entire site as Medium Density Residential. The reclassification would allow flexibility in development standards given the constraints of the site, and allow a slightly higher density with small lot development.

Photo simulations were prepared for the proposed project to aid in evaluating the potential visual impacts of the proposed project to the surrounding areas (see Figure 13 through Figure 16). The visual simulations include views of the project site upon development of the proposed project. Details regarding the visual simulation are provided below.

### **Proposed Project Looking South from Glenview Drive**

Figure 13 presents the existing view of the project site and surroundings looking south from Glenview Drive. The existing view of the project area is characterized by two-story single-family development and mature trees and other vegetation associated with Crestmoor Canyon. Existing views also include wooden fencing, electrical poles, a recently constructed tot lot park, and on-street parked vehicles. As shown in Figure 14, the post-project view would alter the character of the site from a largely undeveloped property with mature vegetation to a new residential development.<sup>3</sup> However, the post-project view from Glenview Drive, north of the project site, still contains a substantial amount of natural vegetation, and the new homes would appear as an extension of the existing residential neighborhood.

---

<sup>3</sup> Note: the tot lot park was constructed after the project simulation was prepared, as shown in Figure 14.



**Figure 12**  
**Aerial Photo Simulation of the Proposed Project**



**Figure 13**  
**Project Site Existing Conditions Looking South from Glenview Drive**





**Figure 14**  
**Photo-Simulation – Proposed Project Looking South from Glenview Drive**



**Figure 15**  
**Project Site Existing Conditions Looking Southwest from Claremont Drive**





**Figure 16**  
**Photo-Simulation: Proposed Project Looking Southwest from Claremont Drive**



As part of project approval, the proposed project would undergo Architectural Design Review, which would ensure that the proposed project conforms with adopted architectural and/or design standards by the City, and whether the proposed project would complement the existing adjacent structures in terms of materials, colors, size, and bulk. Therefore, although the visual character of the project site would be noticeably altered, the visual character of the area as seen looking south from Glenview Drive would not be substantially degraded with implementation of the proposed project.

### **Proposed Project Looking Southwest from Claremont Drive**

Figure 15 presents the existing view of the project site looking southwest from Claremont Drive. The existing view of the project site is characterized by trees and other vegetation associated with Crestmoor Canyon. As shown in Figure 16, the post-project view would include views of new landscaping trees and the proposed two-story single-family residences within Lots six through eight and Lots 18 to 23, which are closest to Crestmoor Canyon.

As shown in the figure, existing views of the vegetation associated with Crestmoor Canyon would not be altered by development of the proposed project. Although the development of new two-story structures would noticeably alter this viewpoint, the densely planted landscaping trees within the backyards of Lots six through eight and Lots 18 to 23 would provide screening to block a significant amount of the proposed structures from this view, when the landscaping reaches maturity. Even though the proposed project would increase the amount of built development on the project site, the increase would not be considered a substantial degradation of the existing character or quality of the view, given that views of Crestmoor Canyon would still be available upon project development and new landscaping features would continue to provide natural features in harmony with the existing environment. Therefore, the visual character of the area as seen looking south from Claremont Drive would not be substantially degraded with implementation of the proposed project.

Based on the above, project consistency with the surrounding neighborhood, the proposed landscaping features, and compliance with local regulations concerning project design would ensure that the proposed project would be compatible with the residential character of the surrounding neighborhood and that the existing visual character of the project site and its surroundings would not be substantially degraded. Given that the project site is located in an urbanized area and, with approval of a Rezone to P-D and an Architectural Review Permit, the proposed residential development would not conflict with applicable zoning or other regulations governing scenic quality, a **less-than-significant** impact would occur in regard to substantially degrading the existing visual character or quality of public views of the site and its surroundings.

- d. As noted previously, the project site is currently developed with a parking lot, vacant church building, and vacant home and is bordered by existing single-family development to the north. Existing commercial development is located south of the project site, across San Bruno Avenue West. Both Glenview Drive and San Bruno Avenue West currently include street lighting. Thus, sources of light and glare currently exist in the project vicinity. Demolition of the existing on-site structures and redevelopment of the site with 29 single-family homes would involve an increase in sources of light and glare associated with interior light spilling through windows, exterior lighting on homes, street lighting on the internal roadway, and light reflected off windows. However, such sources of light and glare would not be substantially more intensive than what currently occurs in the vicinity of the

project site. The photometric plans prepared for the proposed project indicate that the maximum average foot-candle (or lumens per square foot) would be approximately 2.3 foot-candles (fc), which would primarily affect the main streets within the project site and Glenview Drive. Sensitive receptors (i.e., private residences) do not currently exist across Glenview Drive to the west of the project site; therefore, it is unlikely that project lighting would substantially affect existing sensitive receptors, such as the private residences to the north and northwest of the project site. Furthermore, through the City's Architectural Review process, the proposed project would be reviewed for consistency with the City's Residential Design Guidelines. Section 3.13.4 of the City's Residential Design Guidelines requires that all exterior light fixtures utilize shields to ensure that light is directed to the ground surface and does not spill light into neighboring parcels or produce glare when seen from nearby homes.

In addition, the proposed landscaping elements along the portions of the site abutting Glenview Drive and San Bruno Avenue West would help to further screen the proposed exterior light fixtures. Given the consistency of the proposed project with surrounding residential development, and the added assurance of the Architectural Review process, implementation of the project would result in a ***less-than-significant*** impact with respect to creating a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

## II. AGRICULTURE AND FOREST RESOURCES.

*Would the project:*

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

### Discussion

- a,e. Currently, the northern portion of the project site is developed with a vacant church building, a vacant single-family home, and a parking lot. The southern portion of the site is currently vacant and undeveloped. The entirety of the project site is designated as "Urban and Built-Up Land" according to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP).<sup>4</sup> In addition, the site is not zoned or designated in the General Plan for agricultural uses. Given the Urban and Built-Up Land FMMP designation of the site, development of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, or otherwise result in the loss of Farmland to non-agricultural use. Therefore, **no impact** would occur.
- b. Currently, the northern project parcel is designated as Low Density Residential by the General Plan and is zoned R-1. The two southern project parcels are designated High-Density Residential and are zoned P-D. Thus, the site has no agricultural zoning. In addition, the site is not under a Williamson Act contract. Therefore, buildout of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and **no impact** would occur.
- c,d. The project area is not considered forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), and is not zoned Timberland Production (as defined by Government Code Section 51104[g]).

<sup>4</sup> California Department of Conservation. *California Important Farmland Finder*. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed February 2021.

Therefore, the proposed project would have ***no impact*** with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.



### **III. AIR QUALITY.**

*Would the project:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>	<input type="checkbox"/>
b. 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"/>	<b>✗</b>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>

### **Discussion**

- a,b. The City of San Bruno is located in the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The SFBAAB area is currently designated as a nonattainment area for State and federal ozone, State and federal fine particulate matter 2.5 microns in diameter (PM<sub>2.5</sub>), and State respirable particulate matter 10 microns in diameter (PM<sub>10</sub>) ambient air quality standards (AAQS). The SFBAAB is designated attainment or unclassified for all other AAQS. It should be noted that on January 9, 2013, the U.S. Environmental Protection Agency (USEPA) issued a final rule to determine that the Bay Area has attained the 24-hour PM<sub>2.5</sub> federal AAQS. Nonetheless, the Bay Area must continue to be designated as nonattainment for the federal PM<sub>2.5</sub> AAQS until such time as the BAAQMD submits a redesignation request and a maintenance plan to the USEPA, and the USEPA approves the proposed redesignation. The USEPA has not yet approved a request for redesignation of the SFBAAB; therefore, the SFBAAB remains in nonattainment for 24-hour PM<sub>2.5</sub>.

In compliance with regulations, due to the nonattainment designations of the area, the BAAQMD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the AAQS, including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies. The current air quality plans are prepared in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG).

The most recent federal ozone plan is the 2001 Ozone Attainment Plan, which was adopted on October 24, 2001 and approved by the California Air Resources Board (CARB) on November 1, 2001. The plan was submitted to the USEPA on November 30, 2001 for review and approval. The most recent State ozone plan is the 2017 Clean Air Plan, adopted on April 19, 2017. The 2017 Clean Air Plan was developed as a multi-pollutant plan that provides an integrated control strategy to reduce ozone, PM, toxic air contaminants (TACs), and greenhouse gases (GHGs). Although a plan for achieving the State PM<sub>10</sub> standard is not required, the BAAQMD has prioritized measures to reduce PM in developing the control strategy for the 2017 Clean Air Plan. The control strategy serves as the backbone of the BAAQMD's current PM control program.

The aforementioned air quality plans contain mobile source controls, stationary source controls, and transportation control measures to be implemented in the region to attain the State and federal AAQS within the SFBAAB. Adopted BAAQMD rules and regulations, as

well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. The BAAQMD's established significance thresholds associated with development projects for emissions of the ozone precursors reactive organic gases (ROG) and oxides of nitrogen (NO<sub>x</sub>), as well as for PM<sub>10</sub> and PM<sub>2.5</sub>, expressed in pounds per day (lbs/day) and tons per year (tons/yr), are listed in Table 1. By exceeding the BAAQMD's mass emission thresholds for ROG, NO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>, a project would be considered to conflict with or obstruct implementation of the BAAQMD's air quality planning efforts.

<b>Table 1 BAAQMD Thresholds of Significance</b>			
<b>Pollutant</b>	<b>Construction</b>	<b>Operational</b>	
	<b>Average Daily Emissions (lbs/day)</b>	<b>Average Daily Emissions (lbs/day)</b>	<b>Maximum Annual Emissions (tons/year)</b>
ROG	54	54	10
NO <sub>x</sub>	54	54	10
PM <sub>10</sub> (exhaust)	82	82	15
PM <sub>2.5</sub> (exhaust)	54	54	10
<i>Source: BAAQMD, CEQA Guidelines, May 2017.</i>			

It should be noted that BAAQMD does not maintain quantitative thresholds for fugitive emissions of PM<sub>10</sub> or PM<sub>2.5</sub>, rather, BAAQMD requires all projects within the district's jurisdiction to implement Basic Construction Mitigation Measures (BCMMS) related to dust suppression.

The proposed project's construction and operational emissions were quantified using the California Emissions Estimator Model (CalEEMod) software version 2016.3.2 – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates, vehicle mix, trip length, average speed, compliance with the CBSC, etc. Where project-specific information is available, such information should be applied in the model. Accordingly, the proposed project's modeling assumes the following project and/or site-specific information:

- Construction would commence in June of 2021 and occur over an approximately 2.5-year period;
- Approximately 8,000 sf of building material would be removed during demolition;
- Approximately 8,200 cubic yards of soils/materials would be exported during site grading;
- The trip generation rates were updated to 9.44 daily trips per dwelling unit, consistent with the project-specific Traffic Impact Analysis;
- Hearths/fireplaces would not be included in the proposed homes;
- The project would comply with the Model Water Efficient Landscape Ordinance (MWELO) and the 2019 CALGreen Code; and
- The project would comply with all applicable provisions of the 2019 CBSC, including meeting 100 percent of electricity demand through on-site renewable energy generation.



The proposed project's estimated emissions associated with construction and operation are provided below. All CalEEMod results are included as Appendix A to this Initial Study.

### **Construction Emissions**

According to the CalEEMod results, the proposed project would result in maximum unmitigated construction criteria air pollutant emissions as shown in Table 2.

<b>Table 2 Maximum Unmitigated Construction Emissions (lbs/day)</b>			
<b>Pollutant</b>	<b>Proposed Project Emissions</b>	<b>Threshold of Significance</b>	<b>Exceeds Threshold?</b>
ROG	11.04	54	<b>NO</b>
NO <sub>x</sub>	95.50	54	<b>YES</b>
PM <sub>10</sub> *	4.84	82	<b>NO</b>
PM <sub>2.5</sub> *	4.48	54	<b>NO</b>
Note: * Denotes emissions from exhaust only. BAAQMD has not yet adopted PM thresholds for fugitive emissions.			
<b>Source: CalEEMod, February 2021 (see Appendix A).</b>			

As shown in the table, the proposed project's construction emissions would be below the applicable thresholds of significance for ROG, PM<sub>10</sub>, and PM<sub>2.5</sub>. However, construction of the proposed project would exceed the applicable threshold for NO<sub>x</sub>.

All projects within the jurisdiction of the BAAQMD are required to implement all of the BAAQMD's Basic Construction Mitigation Measures, which would be required by the City as conditions of approval:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. 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.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. 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.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five 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.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
8. 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 proposed project's required implementation of the BAAQMD's Basic Construction Mitigation Measures listed above for the project's construction activities, would help to minimize construction-related emissions. Nevertheless, because construction of the proposed project would exceed the applicable threshold of significance for NO<sub>x</sub>, project construction could result in a potentially significant impact.

### **Operational Emissions**

According to the CalEEMod results, the proposed project would result in maximum unmitigated operational criteria air pollutant emissions as shown in Table 3.

<b>Table 3 Unmitigated Maximum Operational Emissions</b>					
<b>Pollutant</b>	<b>Proposed Project Emissions</b>		<b>Threshold of Significance</b>		<b>Exceeds Threshold ?</b>
	<b>lbs/day</b>	<b>tons/yr</b>	<b>lbs/day</b>	<b>tons/yr</b>	
ROG	1.79	0.31	54	10	<b>NO</b>
NO <sub>x</sub>	1.75	0.31	54	10	<b>NO</b>
PM <sub>10</sub> *	0.05	0.01	82	15	<b>NO</b>
PM <sub>2.5</sub> *	0.05	0.01	54	10	<b>NO</b>
Note: * Denotes emissions from exhaust only. BAAQMD has not yet adopted PM thresholds for fugitive emissions.					
<b>Source: CalEEMod, February 2021 (see Appendix A).</b>					

As shown in the table, the proposed project's operational emissions would be below the applicable thresholds of significance. Because the proposed project's operational emissions would be below the applicable thresholds of significance, the proposed project would not be considered to conflict with air quality plans during project operation.

### **Cumulative Emissions**

Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By nature, air pollution is largely a cumulative impact. A single project is not sufficient in size to, by itself, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. The thresholds of significance presented in Table 1 represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the SFBAAB's existing air quality conditions. If a project exceeds the significance thresholds presented in Table 1, the proposed project's emissions would be cumulatively considerable, resulting in a significant adverse cumulative air quality impact to the region's existing air quality conditions. Because the proposed project would result in construction-related emissions above the applicable thresholds of significance for NO<sub>x</sub>, the project could result in a cumulatively considerable

net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State AAQS.

## **Conclusion**

As stated previously, the applicable regional air quality plans include the 2001 Ozone Attainment Plan and the 2017 Clean Air Plan. Because operation of the proposed project would not result in emissions of criteria air pollutants in excess of BAAQMD's thresholds of significance, conflicts with or obstruction of the implementation of the applicable regional air quality plans would not occur during operation. However, construction of the proposed project would generate emissions of NO<sub>x</sub> which exceed the applicable threshold of significance. As a result, the project could result in a cumulatively considerable net increase of a criteria pollutant for which the project region is nonattainment under an applicable federal or State AAQS. Thus, a **potentially significant** impact could occur.

## **Mitigation Measure(s)**

The most effective way to reduce construction-related NO<sub>x</sub> emissions is by improving the engine tier/engine efficiency of construction equipment. Off-road diesel engines that are used in construction equipment fall into efficiency tiers, with the most efficient being the Tier 4 emission standards. Engine Tiers 3 through 1 are regressively less efficient. Based on modeling conducted, as shown in Table 4, the use of all Tier 4 Interim construction equipment would be sufficient to reduce the project's overall construction-related emissions of NO<sub>x</sub> to below the applicable threshold of significance. Therefore, implementation of the following mitigation measure would reduce the construction-related emissions of NO<sub>x</sub> to below the applicable threshold of significance, and would reduce the above potential impact to a *less-than-significant* level.

<b>Table 4 Maximum Mitigated Construction Emissions (lbs/day)</b>			
<b>Pollutant</b>	<b>Proposed Project Emissions</b>	<b>Threshold of Significance</b>	<b>Exceeds Threshold?</b>
ROG	3.74	54	<b>NO</b>
NO <sub>x</sub>	42.78	54	<b>NO</b>
PM <sub>10</sub> *	0.23	82	<b>NO</b>
PM <sub>2.5</sub> *	0.23	54	<b>NO</b>
Note: * Denotes emissions from exhaust only. BAAQMD has not yet adopted PM thresholds for fugitive emissions.			
<b>Source: CalEEMod, February 2021 (see Appendix A).</b>			

- III-1. *Prior to approval of any grading plans, the project applicant shall show on the plans via notation that the contractor shall ensure that the heavy-duty off-road vehicles (50 horsepower or more) to be used in the construction project, including owned, leased, and subcontractor vehicles, shall achieve a project wide fleet average 44 percent NO<sub>x</sub> reduction compared to the year 2021 California Air Resources Board (CARB) fleet average. The 44 percent NO<sub>x</sub> reduction may be achieved by requiring a combination of engine Tier 3 or Tier 4 off-road construction equipment or the use of hybrid, electric, or alternatively fueled equipment. For instance, the emissions presented in Table 4 were achieved by requiring all construction equipment to be engine Tier 4 Interim.*



*In addition, all off-road equipment operating at the construction site must be maintained in proper working condition according to manufacturer's specifications. Idling shall be limited to five minutes or less in accordance with the Off-Road Diesel Fueled Fleet Regulation as required by CARB. Clear signage regarding idling restrictions should be placed at the entrances to the construction site.*

*Portable equipment over 50 horsepower must have either a valid District Permit to Operate (PTO) or a valid statewide Portable Equipment Registration Program (PERP) placard and sticker issued by CARB.*

*Conformance with the foregoing requirements shall be included as notes and be confirmed through review and approval of grading plans by the City of San Bruno Community Development Department.*

- c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest existing sensitive receptors would be the single-family residences located immediately north of the project site.

The major pollutant concentrations of concern are localized carbon monoxide (CO) emissions and toxic air contaminant (TAC) emissions, which are addressed in further detail below.

### **Localized CO Emissions**

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high. Emissions of CO are of potential concern, as the pollutant is a toxic gas that results from the incomplete combustion of carbon-containing fuels such as gasoline or wood.

In order to provide a conservative indication of whether a project would result in localized CO emissions that would exceed the applicable threshold of significance, BAAQMD has established screening criteria for localized CO emissions. According to BAAQMD, a proposed project would result in a less-than-significant impact related to localized CO emission concentrations if all of the following conditions are true for the project:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans;
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; and

- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, underpass, etc.).

As discussed in Section XVII, Transportation, of this IS/MND, the addition of project traffic to local roadways would not conflict with any established operational standards for study intersections in the project vicinity. The San Mateo City/County Council of Governments (C/CAG) prepares and adopts a Congestion Management Program on a biennial basis. Jurisdictions are required to notify C/CAG and perform analysis of impacts to the Congestion Management Program network for projects that would generate more than 100 peak hour trips. Because the proposed project would generate fewer than 100 peak hour trips, an additional Congestion Management Program impact analysis is not required. Consequently, the proposed project would be consistent with the applicable Congestion Management Program, regional transportation plan, and local congestion management agency plans. As noted in the Traffic Impact Assessment prepared for the project by DKS, all of the study intersections currently experience volumes well below 44,000 vehicles per hour. Furthermore, intersections where air mixing is inhibited do not exist in proximity to the project site. As such, based on the BAAQMD screening criteria, the proposed project would result in a less-than-significant impact related to localized CO emissions concentrations and would not expose sensitive receptors to substantial concentrations of localized CO.

### **TAC Emissions**

Another category of environmental concern is TACs. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, gas dispensing facilities, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk. As noted above, the nearest sensitive receptors to the project site are the residences to the north of the project site.

The proposed project does not include any operations that would be considered a substantial source of TACs. Accordingly, operations of the proposed project would not expose sensitive receptors to excess concentrations of TACs.

### **Construction TAC Emissions**

Short-term, construction-related activities would result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. Construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Health risks are typically associated with exposure to high concentrations of TACs over extended periods of time (e.g., 30 years or greater), whereas the construction period associated with the proposed project is estimated to be approximately 2.5 years.

All construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM. Project construction would also be required to comply with all applicable BAAQMD rules and regulations, particularly associated with permitting of air pollutant sources. In addition, only portions of the site would be disturbed at a time throughout the construction period, with operation of construction equipment occurring intermittently throughout the course of a day rather than continuously at any one location on the project site. Operation of construction equipment within portions of the development area would allow for the dispersal of emissions, and would ensure that construction-activity is not continuously occurring in the portions of the project site closest to existing receptors. Because construction equipment on-site would not operate for long periods of time and would be used at varying locations within the site, associated emissions of DPM would not occur at the same location (or be evenly spread throughout the entire project site) for long periods of time. Due to the temporary nature of construction and the relatively short duration of potential exposure to associated emissions, the potential for any one sensitive receptor in the area to be exposed to concentrations of pollutants for a substantially extended period of time would be low.

### **Criteria Pollutants**

The BAAQMD thresholds of significance were established with consideration given to the health-based air quality standards established by the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), and are designed to aid the district in achieving attainment of the NAAQS and CAAQS.<sup>5</sup> Although the BAAQMD's thresholds of significance are intended to aid achievement of the NAAQS and CAAQS for which the SFBAAB is in nonattainment, the thresholds of significance do not represent a level above which individual project-level emissions would directly result in public health impacts. Nevertheless, a project's compliance with BAAQMD's thresholds of significance provides an indication that criteria pollutants released as a result of project implementation would not inhibit attainment of the health-based regional NAAQS and CAAQS. Because project-related emissions would not exceed the BAAQMD's thresholds, and, thus, would not inhibit attainment of regional NAAQS and CAAQS, the criteria pollutants emitted during project implementation would not be anticipated to result in measurable health impacts to sensitive receptors. Accordingly, the proposed project would not expose sensitive receptors to excess concentrations of criteria pollutants.

### **Conclusion**

Based on the above discussion, the proposed project would not expose any sensitive receptors to excess concentrations of localized CO, TACs, or criteria pollutants during operations of the project. Consequently, the proposed project would result in a ***less-than-significant*** impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

---

<sup>5</sup> Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. May 2017.



- d. Emissions of concern include those leading to odors, emission of dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed in questions 'a' through 'c' above. Therefore, the following discussion focuses on emissions of odors and dust.

Per the BAAQMD CEQA Guidelines, odors are generally regarded as an annoyance rather than a health hazard.<sup>6</sup> Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The presence of an odor impact is dependent on a number of variables including: the nature of the odor source; the frequency of odor generation; the intensity of odor; the distance of odor source to sensitive receptors; wind direction; and sensitivity of the receptor. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative analysis to determine the presence of a significant odor impact is difficult. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants, landfills, and composting facilities. The proposed project would not introduce any such land uses and is not located in the vicinity of any such existing or planned land uses.

Construction activities often include diesel-fueled equipment and heavy-duty trucks, which could create odors associated with diesel fumes that may be considered objectionable. However, construction activities would be temporary, and hours of operation for construction equipment would be restricted to the hours of 7:00 AM and 10:00 PM per Section 6.16.070 of the SBMC. Project construction would also be required to comply with all applicable BAAQMD rules and regulations, particularly associated with permitting of air pollutant sources, as well as Mitigation Measure III-1 set forth within this IS/MND. The aforementioned regulations and mitigation measure would help to minimize emissions, including emissions leading to odors. Accordingly, substantial objectionable odors would not be expected to occur during construction activities.

With respect to dust, as noted previously, the proposed project would be required to implement BAAQMD's BCMMs during project construction. The BCMMs would act to reduce construction-related dust by requiring that haul trucks with loose material are covered, reducing vehicle dirt track-out, and limiting vehicle speeds within the project site, among other methods, which would ensure that construction of the proposed project does not result in substantial emissions of dust. Following project construction, vehicles operating within the project site would be limited to paved areas of the site, and non-paved areas would be landscaped. Thus, project operations would not include sources of dust that could adversely affect a substantial number of people.

For the aforementioned reasons, construction and operation of the proposed project would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people, and a ***less-than-significant*** impact would result.

---

<sup>6</sup> Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. May 2017.

#### **IV. BIOLOGICAL RESOURCES.**

*Would the project:*

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c. 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"/>
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

#### **Discussion**

The following discussion is based primarily on the Technical Biological Report (BTR) prepared by Live Oak Associates, Inc.<sup>7</sup> as well as a Tree Report prepared by HortScience | Bartlett Consulting<sup>8</sup> for the proposed project. The Technical Biological Report and Tree Report are included within Appendix B to this IS/MND.

- a. The following discussion describes the sensitive biological resources that have the potential to be present within the project site based on the BTR. Sensitive biological resources include habitats and/or individual plant and animal species that have special recognition by federal, State, or local conservation agencies. Special-status species include plant and wildlife species that are listed as endangered or threatened, or are candidates for this listing under the Federal and State Endangered Species Act. Both acts afford protection to listed and proposed species. In addition, California Department of Fish and Wildlife (CDFW) Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue, U.S. Fish and Wildlife Service (USFWS) Birds of Conservation Concern, sensitive species included in USFWS Recovery Plans, and CDFW special-status invertebrates are all considered special-status

<sup>7</sup> Live Oak Associates, Inc. *Glenview Terrace, Technical Biological Report, San Bruno, San Mateo County, California*. November 11, 2019.

<sup>8</sup> HortScience | Bartlett Consulting. *Tree Report, Glenview Terrace, San Bruno, CA*. July 10, 2019.

species. Although CDFW Species of Special Concern generally do not have special legal status, they are given special consideration under CEQA. In addition to regulations for special-status species, most birds in the U.S., including non-status species, are protected by the Migratory Bird Treaty Act (MBTA) of 1918. Under the MBTA, destroying active nests, eggs, and young is illegal. In addition, plant species on California Native Plant Society (CNPS) Lists 1 and 2 are considered special-status plant species and are protected under CEQA.

The BTR included a site assessment and a review of results from the California Natural Diversity Database (CNDDDB) and the California Native Plant Society (CNPS)'s Inventory of Rare and Endangered Plants to determine special-status species potentially occurring within the site. In addition, Live Oak Associates, Inc. conducted a reconnaissance-level survey of the project site on May 31, 2019. According to the BTR, four types of land cover are present within the project site: Developed/Landscaped, Ruderal/California Annual Grassland, Mixed Woodland, and Chaparral. These land cover types are discussed in greater detail below.

### **Developed/Landscaped**

The project site supports two buildings, including a church building, a single-family residence, and associated parking lot and landscaping. Plant species observed in this habitat were limited to common plant species, including but not limited to wild oats (*Avena sp.*), coyote brush (*Baccharis pilularis*), false brome (*Brachypodium distachyon*), ripgut brome (*Bromus diandrus*), soft chess (*Bromus hordeaceus*), bottlebrush (*Callistemon sp.*), Italian thistle (*Carduus pycnocephalus*), iceplant (*Carpobrotus edulis*), scotch broom (*Cytisus scoparius*), eucalyptus (*Eucalyptus sp.*), fennel *Foeniculum vulgare*), juniper bush (*Juniperus sp.*), Monterey pine (*Pinus radiata*), coast live oak (*Quercus agrifolia*), coast redwood (*Sequoia sempervirens*), and poison-oak (*Toxicodendron diversilobum*).

Wildlife observed within or flying over this habitat during the May 2019 survey included the western fence lizard (*Sceloporus occidentalis*), red-shouldered hawk (*Buteo lineatus*), American crow (*Corvus brachyrhynchos*), California scrub jay (*Aphelocoma californica*), Anna's hummingbird (*Calypte anna*), spotted towhee (*Pipilo maculatus*), California towhee (*Melospiza crissalis*), European starling (*Sturnus vulgaris*), Botta's gopher (*Thomomys bottae*) sign, skunk (*Mephitis mephitis*) digging, and bobcat (*Lynx rufus*) scat.

### **Ruderal/California Annual Grassland**

The southern third of the project site has been previously developed. A building was located in the southwest corner of the site, and based on aerial imagery, this structure and associated hardscape was removed circa 2003. The soil consists of urban infill dirt and contains gravel and rocks typical of infill areas. Some asphalt remnants are also present. This area is now dominated by vegetation typical of ruderal areas and California annual grassland habitats. Wildlife observed within this habitat during the May 2019 survey was limited to the western fence lizard and Botta's pocket gopher sign.

### **Mixed Woodland**

The project site supports a mixed woodland habitat on the eastern side of the project site. This habitat is somewhat open within the flatter and gentler-sloped areas; however, it becomes dense and impenetrable in the majority of this habitat where the land becomes steep on the eastern side. Although access to this entire habitat was not available, the remainder of this habitat was surveyed with binoculars. A small fenced area appears to



have held potted plants beneath the canopy at one point, and has now fallen into disrepair. Trees observed in this habitat include coast live oak and California bay tree (*Umbellularia californica*).

Wildlife observed within or flying over this habitat during the May 2019 survey included brush rabbit (*Sylvilagus bachmani*), Steller's jay (*Cyanocitta stelleri*), spotted towhee, and San Francisco dusky footed woodrat (*Neotoma fuscipes annectens*) nests.

### **Chaparral**

The site supports two areas of chaparral, both existing between the California annual grassland and the mixed woodland. This chaparral habitat supports large dense plants that are impenetrable in some areas. Wildlife observed within or flying over this habitat during the May 2019 survey included the California scrub jay, California towhee, and brush rabbit.

### **Special-Status Plants**

Per the BTR, special-status plant species have been identified in the project vicinity. A query of the CNDDDB provided a list of approximately 42 special-status plant species that could occur in the project vicinity; however, most special-status plants occurring, or once known to occur, in the project vicinity are considered either absent from or unlikely to occur on the site because suitable or only marginally suitable habitat is not present within the project site. The only known occurrences of such species are more than five miles from the site; and/or the species have not been observed in the region for at least several decades. Only three of the 42 special-status plant species were listed as having the potential to occur on the project site.

The three special-status plant species that could potentially occur on the project site are robust spineflower (*Chorizanthe robusta* var. *robusta*), Franciscan onion (*Allium peninsulare* var. *franciscanum*), and arcuate bush-mallow (*Malacothamnus arcuatus*). According to the BTR, these species are often found in woodland and chaparral habitats. Live Oak Associates concluded that, because woodland and chaparral habitats occur on the project site, reconnaissance-level surveys alone would not be sufficient to determine if these three species would have the potential to be impacted by the proposed project. Therefore, a potentially significant impact to special-status plants could occur as a result of development of the proposed project.

### **Special-Status Wildlife**

According to the BTR, a total of 19 special-status wildlife species have the potential to occur in the project region. Of these, 13 of the 19 species would be absent or unlikely to occur on the site due to a lack of suitable habitat, including the San Bruno elfin butterfly, Mission blue butterfly, Callippe silverspot butterfly, Myrtle's silverspot butterfly, California tiger salamander, Foothill yellow-legged frog, California red-legged frog, San Francisco garter snake, western pond turtle, bank swallow, Alameda song sparrow, peregrine falcon, and burrowing owl.

The remaining six special-status animal species have the potential to occur more frequently as potential foragers, transients, or they may occur within areas adjacent to the site. These include the American badger (*Taxidea taxus*), San Francisco dusky-footed woodrat (*Neotoma fuscipes annectens*), saltmarsh common yellowthroat (*Geothlypis trichas sinuosa*), Townsend's big-eared bat (*Corynorhinus townsendii*), pallid bat

(*Antrozous pallidus*), and big free-tailed bat (*Nyctinomops macrotis*). Although no evidence of bats was observed for either building onsite, onsite trees may support suitable cavities and tree canopies for these and other bat species. Additionally, these and other common bat species may forage over the site from time to time. A more detailed discussion of the identified special-status animal species is provided below.

### American Badger

American badger can be found in dry open areas of scrub, forest, and grassland environments. The nearest documented observation is more than three miles from the site (CNDDDB 2019). According to the BTR, the reconnaissance-level survey of the project site did not indicate any sign of American badger burrows; however, the project site is located in an area with suitable habitat for American badger. Should site grading occur while a badger is inside a den, the species may be buried in their den. Given that the grasslands on-site and in the surrounding area could be suitable burrowing habitat for the American Badger, the proposed project could result in substantial adverse effects to the species.

### San Francisco Dusky-Footed Woodrats

San Francisco dusky-footed woodrats are often found in hardwood forests, oak riparian vegetation, and shrub habitat. During the site survey by Live Oak Associates, San Francisco dusky-footed woodrat nests were observed within the mixed woodland. The BTR indicates that the species could also nest within the chaparral found on the project site. Consequently, implementation of the proposed project could result in a significant impact to San Francisco dusky-footed woodrats.

### Saltmarsh Common Yellowthroat

The CDFW fully-protected saltmarsh common yellowthroat has the potential to occur within the project site in a nesting capacity. While breeding habitat for the species is absent on the project site, a recorded occurrence of saltmarsh common yellowthroat was listed on the other side of Skyline Boulevard.

### Special-Status Bats

Special-status bats with the potential to occur on-site include Townsend's big-eared bat, pallid bat, and big free-tailed bat. Although the existing church building does not contain suitable roosting habitat for the special-status bats, the existing residence does present characteristics suitable for bat roosting. Furthermore, the trees located on the project site and in the vicinity, such as the mixed woodland areas, may consist of tree cavities or dense foliage that could be suitable roosting habitat for bats. Consequently, the Townsend's big-eared bat, pallid bat, big free-tailed bat have the potential to roost or forage within the project site and the surrounding area. Thus, the proposed project could result in a substantial adverse effect to special-status bats.

### **Nesting and Migratory Birds and Raptors**

State protected raptors were identified as having the potential to occur within the project vicinity in a nesting or foraging capacity. The trees and shrubs located on the project site and in the surrounding area present suitable nesting for other migratory birds and raptors. Construction of the proposed residences could result in the loss of such nesting habitat, and, thus, result in substantial adverse effects to nesting migratory birds and raptors.

Therefore, in the event that MBTA-protected bird species occur on-site during the breeding season, project construction activities could result in an adverse effect to birds protected under the MBTA.

## **Conclusion**

Based on the above, the proposed project could result in impacts to special-status plant species. Furthermore, implementation of the proposed project could potentially result in adverse effects to the American Badger, San Francisco dusky-footed woodrat, saltmarsh common yellowthroat, other raptors and bird species protected by the MBTA, and/or special-status bats. Therefore, a **potentially significant** impact would occur.

## **Mitigation Measure(s)**

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

### Special-Status Plant Species

*IV-1. Prior to grading of the site, three properly-timed, focused surveys shall be conducted on the site in April, June, and September by a qualified botanist or plant ecologist to determine whether the project would significantly impact populations of robust spineflower, Franciscan onion, and arcuate bush-mallow. The surveys shall follow the most recent CNPS and CDFW rare plant survey protocols.*

*Should properly-timed focused surveys determine that special-status plant species are absent from the site, then further mitigation would not be required. If populations of special-status plant species are present on the site and occur within areas of the site that would be impacted by the proposed project, then the qualified botanist or plant ecologist shall determine whether the project shall result in a significant impact to these populations. If a less-than-significant impact is determined, then further mitigation would not be required.*

*If populations of special-status plant species are present, and if a qualified botanist or plant ecologist determines that project impacts to special-status plant species would be significant, then the following mitigations shall be implemented:*

*Avoidance. In consultation with a qualified botanist or plant ecologist, and to the maximum extent feasible, the project shall be designed to avoid significant direct and indirect impacts to special-status plant species by preservation of the populations with an appropriately-sized buffer.*

*Compensation. If the project cannot be designed to avoid significant impacts to special-status plant populations, then the following compensatory measures shall be implemented.*

***Development of an On-site or Off-site Restoration Plan.** If the project cannot be designed to avoid significant impacts to special-status plants (as discussed above), then an onsite or offsite restoration plan shall be developed for the significantly impacted*



*species by a qualified botanist or plant ecologist and approved by the City and the California Department of Fish and Wildlife (CDFW) prior to the start of project development. The objective of this mitigation measure would be to replace the special-status plants and habitat lost during project implementation.*

*A proposed onsite restoration program shall be monitored for a period of five years from the date of site grading. The restoration plan shall contain the following:*

- Identification of appropriate locations either on-site or off-site as determined by the botanist or plant ecologist (i.e., areas with suitable soils, aspect, hydrology, etc.) to restore lost plant populations.*
- A description of the propagation and planting techniques to be employed in the restoration effort. Perennial plants to be impacted by site grading shall be salvaged and raised in a greenhouse for eventual transplanting within the restoration areas. Annual plants can best be established by collecting seeds of on-site plants prior to project implementation and then directly seeding into suitable habitat on the conservation area.*
- A timetable for implementation of the restoration plan.*
- A monitoring plan and performance criteria.*
- A description of remedial measures to be performed in the event that initial restoration measures are unsuccessful in meeting the performance criteria.*
- A description of site maintenance activities to follow restoration activities. Restoration activities may include weed control, irrigation, and control of herbivory by livestock and wildlife.*

***Development of an Off-site Mitigation Plan.*** *If an on-site restoration plan is not feasible, mitigation for impacted special-status plant species shall be accommodated through restoration or preservation at an off-site location. Any off-site restoration plan would be subject to the same minimum requirements as indicated above for an on-site restoration plan and approval by the City and CDFW.*

*If off-site preservation is the mitigation alternative chosen, then the mitigation site shall be confirmed to support populations of the impacted species and shall be preserved in perpetuity via deed restriction, establishment of a conservation easement, or similar preservation mechanism. A qualified botanist or plant ecologist shall prepare a Preservation Plan for the site containing the following elements:*

- A monitoring plan and performance criteria for the preserved plant population.*

- A description of remedial measures to be performed in the event that performance criteria are not met.
- A description of maintenance activities to be conducted on the site including weed control, trash removal, irrigation, and control of herbivory by livestock and wildlife.

The project proponent shall be responsible for funding the development and implementation of any on-site or off-site plan.

**Purchase of Suitable Mitigation Bank Credits.** To the knowledge of Live Oak Associates, mitigation banks do not currently exist that provide mitigation credits for any of the special-status plant species having potential to occur on the site; however, should mitigation bank credits become available, then the purchase of credits shall be considered an acceptable option to mitigate significant impacts. Proof of mitigation bank credits shall be provided to the City prior to issuance of grading permits.

### American Badger

IV-2(a). Within 14 days of commencement of construction activities, a qualified biologist shall conduct a pre-construction survey of the project site to determine the presence or absence of badgers in the development footprint. The results of the survey shall be submitted to the Community Development Department.

IV-2(b). If an active badger den is not identified during pre-construction surveys within or immediately adjacent to the construction envelope, further mitigation shall not be required. If an active badger den is identified during pre-construction surveys within or immediately adjacent to the construction envelope, a construction-free buffer of up to 300 feet (or distance specified by the resource agencies, i.e., CDFW) shall be established around the den. Because badgers are known to use multiple burrows in a breeding burrow complex, a biological monitor shall be present on-site during construction activities to ensure the buffer is adequate to avoid direct impact to individuals or abandonment of young. The monitor would be necessary on-site until it is determined that young are of an independent age and construction activities would not harm individual badgers. Once badgers are known to have vacated the site, the burrows can be collapsed or excavated, and ground disturbance can proceed.

### San Francisco Dusky-Footed Woodrat

IV-3(a). A qualified biologist shall conduct a pre-construction survey for San Francisco dusky-footed woodrat nests no more than 14 days prior to the onset of construction activities within 50 feet of construction zones. The results of the survey shall be submitted to the Community Development Department.

IV-3(b). If an active nest is not identified during pre-construction surveys within 50 feet of construction zones, further mitigation shall not be required. Identified nests shall be avoided, where possible. If avoidance is not possible, the

*nest(s) shall be manually deconstructed by a qualified biologist when helpless young are not present, typically during the non-breeding season (October through January).*

- IV-3(c). If a qualified biologist determines that young may be present during the pre-construction survey, a suitable buffer, depending on the type of proposed impact, nest location, and topography of where the nest is located, shall be established by the qualified biologist (typically ranges between 20-50 feet). The buffer shall be established around the nest until the young are independent enough to successfully move from the nest to be deconstructed.*

#### Special-Status Bats

- IV-4(a). Prior to tree or building removal, a habitat assessment to identify potentially suitable roosting trees and structures on-site shall be conducted by a qualified biologist. During this assessment, the biologist shall examine trees and buildings on the site to determine which trees or buildings have the potential to support roosting bats. Potential roost sites may have bats, urine staining, characteristic smell, or physical characteristics which have the potential to support roosting bats. If no suitable habitat is identified on-site, then no further mitigation is required.*

- IV-4(b). A daytime survey for bats shall be conducted by a qualified biologist to determine if the potentially suitable habitat identified during the habitat assessment is occupied. The survey shall be conducted visually using binoculars in some cases, and depending on potential suitability and quality of the roosting habitat, a boom truck or other man lift may be used to access higher areas such as trees. Although daytime surveys may occur any time of year, for any areas that cannot be surveyed directly (e.g., ceiling panels, tree cavities, etc.), an emergence survey may be required. Given that a false-negative finding can occur if emergence surveys are conducted in overwintering months, emergence surveys shall be conducted during times of the year when bats are volant (March 1 through October 15). Emergence surveys occur when bat species emerge from their roosts for the night; this typically includes some time before dark and up to a few hours after dark, but can vary based on the species expected to occur in areas identified as potential roosting areas. The results of the survey(s) shall be submitted to the Community Development Department.*

- IV-4(c). If a maternity colony is located during the period of April 15 to August 15, the area shall be avoided by construction activities, and a qualified biologist shall establish an appropriately sized construction-free buffer, which would be dependent on the type of proposed impact, maternity colony roost location and topography of where the maternity colony roost is located (buffers typically range between 50-100 feet). The buffer shall remain in place until the end of the maternity season.*

- IV-4(d). Should a colony or roosting bat be identified onsite outside of the maternity and overwintering seasons (i.e., March 1-April 15 and August 15-October 15, respectively), a two-step passive removal may occur under the supervision of and with instruction from a qualified biologist. The two-step*



*removal shall require that a qualified biologist direct specific demolition actions within the vicinity of the roosting bat/colony to safely render the roosting location less-suitable. One day after the partial demolition, the biologist shall return to the site to verify that the bat/colony has self-relocated off-site. Once the verification is made, the construction crew shall be required to complete the demolition effort immediately (within 24 hours) to ensure bats are absent during demolition.*

#### Nesting and Migratory Birds and Raptors

- IV-5(a). Should project construction be scheduled to commence between February 1 and August 31, a pre-construction survey for nesting shall be conducted by a qualified biologist within the on-site trees and shrubs, as well as all trees and shrubs within 250 feet of the site, if accessible. The survey shall occur within 14 days of the on-set of construction and the results of the survey shall be submitted to the Community Development Department.*
- IV-5(b). If active nests are not identified during pre-construction surveys within the on-site trees and shrubs, as well as all trees and shrubs within 250 feet of the site if accessible, further mitigation shall not be required. If active nests are identified during the pre-construction survey, the active nests, and an appropriate construction-free buffer around them (typically 50 feet for passerines and 200 feet for raptors), shall be established, as determined by a qualified biologist. Suitable setbacks from occupied nests shall be maintained until the young have fledged, as determined by a qualified biologist.*
- b,c. As previously discussed, the project site consists of a church building with an associated parking lot, an existing residence, and ruderal vegetation. Although grassland and riparian vegetation are known to occur on the project site, the project site does not contain any wetlands, riparian habitat, or vernal pools. Therefore, the project would not have a substantial adverse effect on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, and regulations or by the CDFW or USFWS, and would not 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. Thus, a **less-than-significant** impact would occur.
- d. Wildlife movement corridors link together areas of suitable wildlife habitat that are otherwise separated by rugged terrain, changes in vegetation, or by areas of human disturbance or urban development. Topography and other natural factors in combination with urbanization can fragment or separate large open-space areas. The fragmentation of natural habitat can create isolated “islands” of vegetation and habitat that may not provide sufficient area to accommodate sustainable populations and can adversely impact genetic and species diversity.

According to the BTR, the project site does not support a major wildlife movement corridor, though local wildlife may make limited movements through the site given the adjacency of Crestmoor Canyon. These movements could continue upon buildout of the project due to the incorporation of the 70-foot defensible space area along the eastern edge of the project site. Consequently, the proposed project would not substantially interfere with the

movement of any resident or migratory wildlife corridors, or impede the use of wildlife nursery sites, and a ***less-than-significant*** impact would occur.

- e. The following discussion is based on a Tree Report, prepared for the proposed project by HortScience | Bartlett Consulting.<sup>9</sup> Currently the project site contains 61 trees, 58 of which would be removed as part of the proposed project (see Figure 17).

Coast live oak was the most frequently occurring species with 22 trees. Based on HortScience | Bartlett Consulting's observations, 47 of the 61 trees assessed are considered Heritage trees. The City of San Bruno has several criteria to determine if a tree has Heritage status:

- 1) Any native bay (*Umbellularia californica*), buckeye (*Aesculus species*), oak (*Quercus species*), redwood (*Sequoia sempervirens*), or pine (*Pinus radiata*) tree that has a diameter of six inches or more measured at 54 inches above natural grade;
- 2) Any tree or stand of trees designated by resolution of the City Council to be of special historical value or of significant community benefit;
- 3) A stand of trees, the nature of which makes each dependent on the others for survival; or
- 4) Any other tree with a trunk diameter of 10 inches or more, measured at 54 inches above natural grade.

The City's Heritage Tree Ordinance declares such trees, whether located on City or private property, to be an asset to the community at large and provides penalties for removing or improperly pruning Heritage trees. Table 5 below provides information for the on-site trees including the species, condition, and action.

Impacts from the proposed project were assessed by the arborist using the project site plan. The site would be redeveloped from property line to property line and impacts to trees would be substantial. Based on HortScience | Bartlett Consulting's assessment of the trees and evaluation of proposed project plans, HortScience recommends preservation of coast live oaks #101 and 131, and toyon #132, all of which are located immediately off-site on adjacent properties. Each of these trees has Heritage status.

HortScience | Bartlett Consulting recommends removal of 58 trees, of which 44 are Heritage. Trees recommended for removal were located within the proposed development area. Because the entire site would be graded, there is little opportunity for preservation of on-site trees. However, it is important to emphasize that, among the 44 Heritage trees proposed for removal, 31 had low suitability for preservation, while 13 had moderate suitability. Considering that many of the trees proposed for removal are Heritage trees, the proposed project would be subject to SBMC Section 8.25.050 requiring tree replacement.

---

<sup>9</sup> HortScience | Bartlett Consulting. *Tree Report, Glenview Terrace, San Bruno, CA*. July 10, 2019.

**Figure 17**  
**Tree Assessment Plan**





<b>Table 5</b> <b>Trees Proposed for Removal</b>					
<b>Species</b>	<b>Trunk Diameter</b>	<b>Condition<sup>1</sup> 1=Poor 5=Excellent</b>	<b>Heritage Tree<sup>2</sup> (Yes/No)</b>	<b>Action</b>	<b>Suitability for Preservation<sup>3</sup></b>
Coast Live Oak	26	3	Yes	Preserve	Moderate
Coast Redwood	17	3	Yes	Remove	Low
Coast Live Oak	16	3	Yes	Remove	Low
Monterey Pine	12	1	Yes	Remove	Low
Coast Live Oak	8	4	Yes	Remove	Moderate
Japanese Maple	6	4	No	Remove	Moderate
Coast Live Oak	5, 4, 3, 3	4	Yes	Remove	Moderate
Monterey Pine	22, 16	3	Yes	Remove	Low
Blue Gum	39, 17	3	Yes	Remove	Low
Monterey Pine	14, 12	3	Yes	Remove	Low
Italian Stone Pine	19, 10	3	Yes	Remove	Low
Italian Stone Pine	13	2	Yes	Remove	Low
Monterey Pine	16, 9	2	Yes	Remove	Low
Monterey Pine	17	2	Yes	Remove	Low
Monterey Cypress	10, 6	2	Yes	Remove	Low
Monterey Cypress	9, 7, 6, 4	3	Yes	Remove	Low
Monterey Cypress	7	4	No	Remove	Moderate
Monterey Cypress	6, 4, 3	3	No	Remove	Low
Monterey Cypress	6	3	No	Remove	Low
Monterey Cypress	6	4	No	Remove	Moderate
Monterey Cypress	25	4	Yes	Remove	Moderate
Monterey Cypress	9	5	No	Remove	High
Monterey Cypress	10, 5	3	Yes	Remove	Low
Italian Stone Pine	11, 10	3	Yes	Remove	Low

(Continued on next page)

<b>Table 5</b> <b>Trees Proposed for Removal</b>					
<b>Species</b>	<b>Trunk Diameter</b>	<b>Condition<sup>1</sup> 1=Poor 5=Excellent</b>	<b>Heritage Tree<sup>2</sup> (Yes/No)</b>	<b>Action</b>	<b>Suitability for Preservation<sup>3</sup></b>
Monterey Pine	14	4	Yes	Remove	Moderate
Monterey Cypress	13	3	Yes	Remove	Low
Monterey Pine	6	2	No	Remove	Low
Italian Stone Pine	14, 12	3	Yes	Remove	Moderate
Monterey Pine	19	2	Yes	Remove	Low
Monterey Pine	6	1	No	Remove	Low
<b>Coast Live Oak</b>	<b>18, 16, 9, 8, 7, 6, 6</b>	<b>3</b>	<b>Yes</b>	<b>Preserve</b>	<b>Moderate</b>
<b>Toyon</b>	<b>9, 4</b>	<b>2</b>	<b>Yes</b>	<b>Preserve</b>	<b>Low</b>
Coast Live Oak	7, 5	2	Yes	Remove	Low
Coast Live Oak	11	3	Yes	Remove	Moderate
Coast Live Oak	10, 5, 3	3	Yes	Remove	Low
Deodar Cedar	8	2	No	Remove	Low
Coast Live Oak	10, 8	3	Yes	Remove	Moderate
Coast Live Oak	11	3	Yes	Remove	Moderate
Toyon	7, 6	3	Yes	Remove	Low
Coast Live Oak	12, 9	4	Yes	Remove	Moderate
Toyon	6	2	No	Remove	Low
Coast Live Oak	9	3	Yes	Remove	Moderate
Toyon	6, 4, 4	3	No	Remove	Low
Coast Live Oak	6	3	Yes	Remove	Moderate
Coast Live Oak	10, 6	2	Yes	Remove	Low
Coast Live Oak	9, 6	3	Yes	Remove	Low
Coast Live Oak	6, 5	3	Yes	Remove	Low
Deodar Cedar	11, 10, 6	3	Yes	Remove	Moderate
Coast Live Oak	8, 7	3	Yes	Remove	Low
Deodar Cedar	10, 8, 6	3	Yes	Remove	Low

(Continued on next page)

**Table 5**  
**Trees Proposed for Removal**

Species	Trunk Diameter	Condition <sup>1</sup> 1=Poor 5=Excellent	Heritage Tree <sup>2</sup> (Yes/No)	Action	Suitability for Preservation <sup>3</sup>
Monterey Pine	7	5	No	Remove	High
Scots Pine	6	1	No	Remove	Low
Coast Live Oak	8	2	Yes	Remove	Low
Coast Live Oak	9	2	Yes	Remove	Low
Coast Live Oak	7	2	Yes	Remove	Low
Monterey Pine	19	0	No	Remove	Dead
Coast Live Oak	27	3	Yes	Remove	Low
Toyon	11, 9, 5, 5	3	Yes	Remove	Low
Toyon	6, 5, 4, 4, 4	3	Yes	Remove	Low
Toyon	9, 8, 8, 6, 6, 5, 5	3	Yes	Remove	Low
Coast Live Oak	24, 17	3	Yes	Remove	Moderate

Notes: <sup>1</sup> Tree ratings are defined as follows:

- 5** A healthy, vigorous tree, reasonably free of signs and symptoms of disease, with good structure and form typical of the species.
- 4** Tree with slight decline in vigor, small amount of twig dieback, or minor structural defects that could be corrected.
- 3** Tree with moderate vigor, moderate twig and small branch dieback, thinning of crown, poor leaf color, moderate structural defects that might be mitigated with regular care.
- 2** Tree in decline, epicormic growth, extensive dieback of medium to large branches, significant structural defects that cannot be abated.
- 1** Tree in severe decline, dieback of scaffold branches and/or trunk; most of foliage from epicormic shoots (secondary shoots that arise along the trunk and branches); extensive structural defects that cannot be abated.

<sup>2</sup> The City of San Bruno has several criteria to determine if a tree has Heritage status: any native bay, buckeye, oak, redwood, or pine tree that has a diameter of six inches or more measured at 54 inches above natural grade; any tree or stand of trees designated by resolution of the City Council to be of special historical value or of significant community benefit; a stand of trees, the nature of which makes each dependent on the others for survival; or any other tree with a trunk diameter of 10 inches or more, measured at 54 inches above natural grade.

<sup>3</sup> Tree "Suitability for Preservation" designations are defined as follows:

**High** – Trees with good health and structural stability that have the potential for longevity at the site.

**Moderate** – Trees in fair health and/or possessing structural defects that may be abated with treatment. Trees in this category require more intense management and monitoring, and may have shorter life-spans than those in the "high" category.

**Low** – Trees in poor health or possessing significant defects in structure that cannot be abated with treatment. These trees can be expected to decline regardless of management. The species or individual tree may possess either characteristics that are undesirable in landscape settings or be unsuited for use areas.

Source: HortScience | Bartlett Consulting, Table 3



Construction activity such as grading, site preparation, or utility trenching in proximity to the three protected trees identified for retention could have the potential to damage the trees designated to be preserved. Furthermore, the proposed project would require removal of a significant amount of Heritage trees which would require replacement to comply with Section 8.25.050 of the SBMC. Damage of protected trees and the removal of Heritage trees could conflict with the City's Tree Preservation Ordinance, which would be considered a **potentially significant** impact.

### **Mitigation Measure(s)**

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

IV-6. *The following measures shall be included on the grading plans and implemented as pre-construction and demolition treatments to help with tree preservation:*

1. *Establish a Tree Protection Zone around each tree to be preserved. Because the three trees recommended for preservation are located on adjacent properties, the Tree Protection Zone shall be the property line. Grading, excavation, construction, or storage of materials shall not occur beyond the property line.*
2. *Install protection around all trees to be preserved. The project's security fence shall serve as tree protection fencing.*
3. *Trees to be retained require pruning to provide clearance and/or correct defects in structure. All pruning is to be performed by an ISA Certified Arborist or Certified Tree Worker and shall adhere to the latest editions of the ANSI Z133 and A300 standards, as well as the ISA Best Management Practices for Tree Pruning. Pruning contractor shall have the C25/D61 license specification.*

*Grading plans shall be submitted to the City of San Bruno Community Development Department for review and approval.*

IV-7. *The following measures shall be included in the grading plans and implemented during construction activities on the project site:*

1. *Any grading, construction, demolition, or other work that is expected to encounter tree roots shall be monitored by the Consulting Arborist.*
2. *If injury should occur to any tree during construction, the tree shall be evaluated as soon as possible by the Consulting Arborist so that appropriate treatments can be applied.*
3. *Any additional tree pruning needed for clearance during construction shall be performed by a qualified arborist and not by construction personnel.*

*Grading plans shall be submitted to the City of San Bruno Community Development Department for review and approval.*

- IV-8. *A tree replacement plan for the removal of the 44 Heritage trees on the project site shall be prepared in accordance with San Bruno Municipal Code Section 8.25.050. Replacement trees shall be a minimum of either two 24-inch box size trees, or one 36-inch box size tree for each heritage tree to be removed. The tree replacement plan shall be submitted to the Community Development Department for review and approval. Where the Community Development Director determines that replanting is not feasible and/or appropriate, the Director may require that a payment of equal value to the cost of the purchase and installation of the replacement tree(s) be made to the City Tree Planting Fund.*
- f. The San Bruno Mountain Habitat Conservation Plan (SBMHCP) was prepared for the County of San Mateo in 1982 and was authorized by USFWS in 1983. The majority of San Bruno Mountain is covered under the SBMHCP. However, the City of San Bruno, including the project site, is not within the planning area of the SBMHCP. As such, the project site itself is not located within an adopted HCP, Natural Conservation Community Plan, or other approved local regional, or State HCP. Thus, a ***less-than-significant*** impact would occur related to such.

## **V. CULTURAL RESOURCES.**

*Would the project:*

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>	<input type="checkbox"/>

### **Discussion**

The following discussions of historical and archaeological resources, including human remains, are based primarily on a Cultural Resources Study prepared for the proposed project by Tom Origer & Associates (see Appendix C).<sup>10</sup> Archival research conducted as part of the Cultural Resources Study included an examination of 19<sup>th</sup> and 20<sup>th</sup>-century maps and aerial photographs to gain insight into the nature and extent of historical development in the general vicinity, and especially within the project site. In addition, as part of the study, a records search of the California Historic Resources Information System (CHRIS) was performed by the Northwest Information Center (NWIC) for cultural resource site records and survey reports within the proposed project area. The CHRIS search included a review of archaeological site base maps and records, survey reports, and other materials on file at the NWIC.

- a. According to 19<sup>th</sup> and 20<sup>th</sup>-century maps, buildings did not exist on the project site until around the 1960s, when two buildings are shown along San Bruno Avenue West. The eastern building was demolished prior to 1993 and the western building was demolished in 2003. The single-family residence within the study area was built in 1990 according to County records. Although not indicated on maps, aerial photos show that the existing church building was constructed within the project site between 1956 and 1965. Review of City directories shows that the church building was constructed prior to 1959. Based on limited archival research, it appears that the church building was often utilized as a Lutheran church. The 1959 City directory for San Bruno shows a listing for Church of the Resurrection. Later, Peace Lutheran Church occupied the building for many years. The last ecclesiastical group to own the church building was Church of the Highland, although it does not appear that Church of the Highland ever had services on-site.

An intensive field survey of the project site was completed on May 27, 2019, which included surface examination of the project site and observations of the on-site structures. The existing single-family residence was noted to be a single-story gabled building with an attached garage. The church building is described as a rectangular building with shallow wings on the north and south sides of the building. The roof is gabled and there is a gabled addition on the rear (east side). The windows on the north and south sides of the building are tall, narrow, and grouped by five. The windows on the addition on the rear of the building consist of two tall, narrow, fixed side-by-side panes. Below the fixed panes are two short rectangular panes that swing outward to allow for ventilation. It appears that there may have been a round, stained-glass window on the front (west of the building),

<sup>10</sup> Tom Origer & Associates. *Cultural Resources Study for Glenview Terrace, 2880-2890 San Bruno Avenue W. and 850 Glenview Drive, San Bruno, San Mateo County, California*. September 12, 2019.



but this opening has been boarded over. The main entrance was through double-doors on the south side of the building.

The Office of Historic Preservation (OHP) has determined that structures in excess of 45 years of age could be important historical resources, and former building and structure locations could be important archaeological sites; however, the house within the study area is too recently constructed to be considered important under CEQA. The existing church building does not appear to be associated with any important events or people who would have contributed to local, California, or United States history. Therefore, the church structure does not appear to be eligible for Criterion 1 or Criterion 2 of the California Register. Based on field observations, the building is of simple design and does not embody distinctive characteristics of a type, period, or method of construction; therefore, it does not appear eligible for Criterion 3 of the California Register. Criterion 4 is typically utilized for determining the importance of archaeological sites; therefore, the church building would be ineligible for such a classification under Criterion 4.

Based on the above, the age and/or architectural design of the existing structures render the structures ineligible to be considered historical resources per California Register criterion. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5, and a ***less-than-significant impact*** would occur.

- b,c. A model for predicting a location's sensitivity for buried archaeological sites was formulated by Byrd *et al.* (2017) based on the age of the landform, slope, and proximity to water.<sup>11</sup> A location is considered to have the highest sensitivity if the landform dates to the Holocene, has a slope of five percent or less, is within 150 meters of fresh water, and 150 meters of a confluence. It should be noted that the Holocene Epoch is the current period of geologic time, which began about 11,700 years ago, and coincides with the emergence of human occupation of the area. A basic premise of the model is that archaeological deposits will not be buried within landforms that predate human colonization of the area. Calculating these factors using the buried site model, a location's sensitivity will be scored on a scale of 1 to 10, and classed as follows: lowest (<1); low (1-3); moderate (5-5.5); high (5.5-7.5); highest (>7.5). Based on landform age, the environmental setting, and incorporating an analysis of sensitivity for buried sites, Tom Origer & Associates determined that there is a very low potential (<1.0) for buried archaeological site indicators within the project site.

As noted above, an intensive field survey of the project site was completed on May 27, 2019. Surface examination consisted of walking in 15-meter transects and a hoe was used, as needed, to expose the ground surface. Ground visibility ranged from excellent to poor, with vegetation, asphalt, buildings, and steep conditions being the primary hindrances. An approximately 10,000-sf area at the very eastern end of the project site was unable to be surveyed due to dense vegetation and steep slopes. According to the findings of the field survey, archaeological site indicators were not observed at the project site. Only a few chunks of concrete, a brick, and some broken glass were noted in the portion of the study area where the two buildings which fronted San Bruno Avenue West previously stood.

---

<sup>11</sup> *Ibid.*

Given the history of site disturbance, the project site is unlikely to contain any archeological resources, and the site is not known to have been used to inter human remains. Nevertheless, the possibility exists that implementation of the proposed project could result in disturbance of previously unknown or unidentified cultural resources, which could be adversely affected by grading, excavation, and construction activity included in the proposed project. Thus, implementation of the proposed project could result in a **potentially significant** impact by causing a substantial adverse change in the significance of an archaeological resource, or disturbance of human remains.

### **Mitigation Measure(s)**

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

- V-1. *If any prehistoric artifacts, or other indications of cultural deposits are found once ground disturbing activities are underway, all work within the place of discovery shall be halted within 100 feet of the find, the Community Development Department shall be notified, and the find(s) shall be immediately evaluated by an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, to evaluate the finds at the expense of the developer. If the resource is determined to be eligible for inclusion in the California Register of Historical Resources and project impacts cannot be avoided (preservation in place is the preferred manner of mitigating impacts to archaeological sites), data recovery shall be undertaken. Data recovery efforts could range from rapid photographic documentation to extensive excavation depending upon the physical nature of the resource. The degree of effort shall be determined at the discretion of a qualified archaeologist and shall be sufficient to recover data considered important to the area's history and/or prehistory. Work may continue on other parts of the project site while historical or unique archaeological resource mitigation takes place (Public Resources Code Sections 21083 and 21087). The language of this mitigation measure shall be included on any future grading plans, utility plans, and improvement drawings approved by the City of San Bruno.*

*Prehistoric archaeological site indicators include: obsidian, chert flakes, and chipped stone tools; grinding and mashing implements (e.g., slabs and handstones, and mortars and pestles); bedrock outcrops and boulders with mortar cups; and locally darkened midden soils. Midden soils may contain a combination of any of the previously listed items with the possible addition of bone and shell remains, and fire-affected stones.*

- V-2. *In the event of the accidental discovery or recognition of any human remains, the City shall be notified and further excavation or disturbance of the find or any nearby area reasonably suspected to overlie adjacent human remains shall not occur until compliance with the provisions of CEQA Guidelines Section 15064.5(e)(1) and (2) has occurred. The Guidelines specify that in the event of the discovery of human remains other than in a dedicated cemetery, no further excavation at the site or any nearby area suspected to contain human remains shall occur until the County Coroner has been notified to determine if an investigation into the*

*cause of death is required. If the Coroner determines that the remains are Native American, then, within 24 hours, the Coroner must notify the Native American Heritage Commission, which in turn will notify the Most Likely Descendants who may recommend treatment of the remains and any grave goods. If the Native American Heritage Commission is unable to identify a Most Likely Descendant or Most Likely Descendant fails to make a recommendation within 48 hours after notification by the Native American Heritage Commission, or the landowner or his authorized agent rejects the recommendation by the Most Likely Descendant and mediation by the Native American Heritage Commission fails to provide a measure acceptable to the landowner, then the landowner or his authorized representative shall rebury the human remains and grave goods with appropriate dignity at a location on the property not subject to further disturbances. Should human remains be encountered, a copy of the resulting County Coroner report noting any written consultation with the Native American Heritage Commission shall be submitted as proof of compliance to the City's Community Development Department.*



## **VI. ENERGY.**

*Would the project:*

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Result in 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"/>	<b>✗</b>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>

## **Discussion**

- a,b. The main forms of available energy supply are electricity, natural gas, and oil. A description of the 2019 California Green Building Standards Code (CAL Green Code) and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the proposed project's potential effects related to energy demand during construction and operations are provided below.

### **California Green Building Standards Code**

The 2019 California Green Building Code is a portion of the CBSC, otherwise known as the CAL Green Code (California Code of Regulations Title 24, Part 11), which became effective on January 1, 2020.<sup>12</sup> The purpose of the CAL Green Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The CAL Green standards regulate the method of use, properties, performance, types of materials used in construction, alteration repair, improvement and rehabilitation of a structure or improvement to property. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CAL Green Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of Electric Vehicle charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' MWELO, or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.
- For some single-family and low-rise residential structures developed after January 1, 2020, mandatory on-site solar energy systems capable of producing 100 percent of the electricity demand created by the residence(s). Certain residential developments, such as developments that are subject to substantial shading, rendering the use of on-site solar photovoltaic systems infeasible, may be exempt from the foregoing requirement on a case-by-case basis.

<sup>12</sup> California Building Standards Commission. *California Green Building Standards Code*. 2019.

## **Building Energy Efficiency Standards**

The 2019 Building Energy Efficiency Standards is a portion of the CBSC which expands upon energy efficiency measures from the 2016 Building Energy Efficiency Standards. The 2019 Building Energy Efficiency Standards are anticipated to result in a seven percent reduction in energy consumption from the 2016 standards for residential structures. Energy reductions relative to previous Building Energy Efficiency Standards would be achieved through various regulations including requirements for the use of high efficacy lighting, improved water heating system efficiency, and high-performance attics and walls.

## **Construction Energy Use**

Construction of the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met via a hookup to the existing electricity grid.

All construction equipment and operation thereof would be regulated per the CARB In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The In-Use Off-Road Diesel Vehicle Regulation would subsequently help to improve fuel efficiency. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to reduce demand on oil and emissions associated with construction.

The CARB has recently prepared the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan),<sup>13</sup> which builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. Appendix B of the 2017 Scoping Plan includes examples of local actions (municipal code changes, zoning changes, policy directions, and mitigation measures) that would support the State's climate goals. The examples provided include, but are not limited to, enforcing idling time restrictions for construction vehicles, utilizing existing grid power for electric energy rather than operating temporary gasoline/diesel-powered generators, and increasing use of electric and renewable fuel-powered construction equipment. The regulation described above, with which the proposed project must comply, would be consistent with the intention of the 2017 Scoping Plan and the recommended actions included in Appendix B of the 2017 Scoping Plan.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

---

<sup>13</sup> California Air Resources Board. *The 2017 Climate Change Scoping Plan Update*. January 20, 2017.

## **Operational Energy Use**

Following implementation of the proposed project, PG&E would provide electricity and natural gas to the project site. Energy use associated with operation of the proposed project would be typical of residential uses, requiring electricity and natural gas for interior and exterior building lighting, heating, ventilation, and air conditioning (HVAC), electronic equipment, machinery, refrigeration, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips generated by the proposed residential development.

The proposed project would be subject to all relevant provisions of the most recent update of the CBSC, including the CAL Green Code Building Energy Efficiency Standards. Adherence to the most recent CAL Green Code and the Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently through the incorporation of such features as efficient water heating systems, high performance attics and walls, high efficacy lighting, and, as noted above, the project would be required to include a solar photovoltaic system capable of meeting 100 percent of the electricity demand created by the residence(s). Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project by PG&E would comply with the State's Renewables Portfolio Standard (RPS), which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030. Thus, a portion of the energy consumed during project operations would originate from renewable sources.

With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. In addition, as discussed in Section XVII, Transportation, of this IS/MND, the project site is located in an urban area with access to several public transit lines. San Mateo Transit line 140, located less than 0.5-mile to the north of the project site, would provide access to several grocery stores, restaurants, banks, and schools within close proximity to the project site. The site's access to public transit and proximity to such uses would reduce vehicle miles travelled (VMT) and, consequently, fuel consumption associated with the proposed housing development, thereby providing for increased pedestrian connectivity with the surrounding area and resulting in reduced vehicle use.

## **Conclusion**

Based on the above, construction and operations of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Thus, a ***less-than-significant*** impact would occur.



## **VII. GEOLOGY AND SOILS.**

*Would the project:*

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>

## **Discussion**

ai-ii. The following discussion is based on a Geotechnical Report Update Study and Geotechnical Reply to Peer Review prepared for the proposed project by Geosphere Consultants, Inc. (see Appendix D)<sup>14</sup> The Geotechnical Reply to Peer Review was prepared in response to Peer Review comments provided by Geocon Consultants in August 2019 regarding previous site geotechnical studies conducted in 2006, 2013, and 2016.<sup>15</sup> Geocon was retained by the City to conduct an independent third-party technical peer review of the geotechnical investigation prepared for the project site on behalf of the applicant.

<sup>14</sup> Geosphere Consultants, Inc. *Geotechnical Reply to Peer Review, Preliminary City Storm Drain Outfall Slope Retreat Assessment, & Geotechnical Report Update Study. Proposed Glenview Terrace Residential Subdivision. 2880 San Bruno Avenue, San Bruno CA GEO #91-04747-A (2172).* February 7, 2020.

<sup>15</sup> Geocon Consultants, Inc. *Proposed Glenview Terrace Residential Subdivision, 2880 San Bruno Avenue, San Bruno California, Geotechnical and Geologic Peer Review.* August 27, 2019.

The project site is located within the boundaries of an Alquist Priolo Earthquake Fault Zone, established by the State Geologist for potential surface fault rupture associated with the nearby San Francisco Peninsula Segment (SFPS) of the San Andreas Fault. The San Andreas is California's most prominent structural feature, trending in a general northwest direction for almost the entire length of the state. The southern segment, situated closest to the site, is approximately 280 miles long, extending from the Mexican border to the Transverse Ranges west of Tejon Pass. Wallace (1968) estimated the recurrence interval for a magnitude 8.0 earthquake along the total length of the fault to be between 50 and 200 years.<sup>16</sup>

The project site has been subject to extensive geotechnical investigation, primarily related to whether fault zones are present on-site, which is underlain by sheared rock of the Franciscan assemblage. Earth Investigations Consultants (EIC), now merged with Geosphere Consultants, the Geotechnical Engineer of Record for the project, has performed multiple investigations for various residential development proposals of the project site (2005, 2008, 2013, 2016). In addition, Romig Engineers prepared an Engineering Geologic Hazard Investigation for a previous residential proposal at the project site in 2008.<sup>17</sup> The Romig investigation included the excavation and logging of a 280-foot long trench (TR-1) located along the southern portion of the church parcel. Romig also excavated two, smaller supplemental trenches north of trench TR-1. Based on said trenching, Romig believed there to be a 12- to 14-foot-wide zone of faulted and sheared rock, roughly parallel to the trend of the main SFPS of the San Andreas Fault. Subsequent to Romig, also in 2008, EIC performed an Earthquake Fault Rupture Potential investigation<sup>18</sup>, to evaluate the southern part of the church property for the presence of a purported (i.e., Romig 2008), potentially active, splay fault. EIC excavated two additional exploratory trenches perpendicular to the purported, approximately 14-foot wide fault trace. Three soil borings were also taken.

EIC trench T-1 was sited approximately 7 feet from Romig's supplemental trench and did not encounter any fault-related features. Colluvial soils were exposed in trench T-1 overlying the bedrock that were determined to have a relative age of 130,000 years that were determined to be unfaulted. EIC trench T-2 was sited approximately 12 feet from the Romig trench. T-2 encountered sheared rock consisting of large blocks of serpentinite and other rock with a fine-grained clayey matrix. EIC observed a six-inch wide clay-filled seam oriented N25°W within the eastern portion of the trench exposure. They also noted a 1-inch clay-filled seam within the central portion of the trench along with a notable variability of clast supported material on either side of this second clay seam.

Geocon, in their technical peer review, recommended additional investigation of the clay-filled seams.<sup>19</sup> In response, Geosphere Consultants prepared a geotechnical reply to Geocon's peer review comments, which is highly technical in nature. In keeping with the directive in CEQA Guidelines Section 15147, Technical Detail, for EIRs, this section of the

---

<sup>16</sup> *Ibid.*

<sup>17</sup> Romig Engineers. *Engineering Geologic Hazard Investigation, 12-Unit Subdivision, 850 Glenview Drive, San Bruno California*. September 2, 2008.

<sup>18</sup> Earth Investigation Consultants. *Engineering Geologic Investigation, Earthquake Fault Rupture Potential, 850 Glenview Drive, San Bruno California*. October 17, 2008.

<sup>19</sup> Geocon Consultants. *Proposed Glenview Terrace Residential Subdivision, 2880 San Bruno Avenue, San Bruno, California, Geotechnical and Geologic Peer Review*. August 27, 2019.

IS/MND will include a summary of the technical information, whereas the reader can refer to Appendix D for the detailed technical information.<sup>20</sup>

Geosphere notes that “Romig’s attempt to establish late Quaternary fault movement of the 14-foot wide shear zone with bounding, high-angle northwest trending clay seams observed in exploratory trench TR1 on the basis of “*relative shearing and weathering of the bedrock (sheared mélangé)*” is misleading and unsupported.”<sup>21</sup> Geosphere continues by noting that there are mélanges<sup>22</sup> within the Franciscan Assemblage that underlines the site and it is well-known among Coast-Range geologists that clay seams are common in mélangé as product of subduction, and are not considered evidence for Holocene surface fault rupture. The presence of similar mélangé clay seams in areas in which formerly natural surface soils have been removed should not be mistaken as evidence for Holocene fault activity.<sup>23</sup>

Overall, Geosphere Consultants concluded that, when taken as a whole, findings from the EIC investigations substantially demonstrate that the proposed project would be exposed to a low risk for future surface fault rupture from major earthquakes. The site is at least 260 feet from the 1906 rupture trace on the SFPS of the San Andreas Fault and approximately 160 feet from the minor, eastern-most branch fault, and therefore satisfies the mandate of California Geological Survey Special Report 42 (SP-42) for a habitable building setback of at least 50 feet. Absence of faulting determined by site-specific fault trenching in more than 140,000,000-year-old mélangé terrane mantled by 130,000-year-old colluvium coupled with fault shadowing from nearby trenching within the past 17 years for now-developed, habitable building area, cover all but an approximately five-foot gap between the eastern Earthquake Fault Zone boundary and site-specific trenching. Thus, supplemental trenching would be unwarranted.

According to a supplemental peer review memo prepared by Geocon Consultants, “In our opinion, Geosphere has adequately demonstrated that the area that they have cleared for proposed development is not underlain by Holocene active strands of the nearby San Andreas Fault and that the potential for surface fault rupture is considered low.”<sup>24</sup>

Proper engineering of the proposed buildings in compliance with the existing standards of the CBSC would ensure that the project would not be subject to substantial risks related to seismic ground shaking. Geosphere Consultants provided supplemental geotechnical recommendations to the 2013 EIC report (Appendix B of Geosphere Consultant’s February 7, 2020 Peer Review Reply). The recommendations include but are not limited to seismic design criteria in accordance with Site Class “C” of the CBSC, remedial grading to remove undocumented fill, and foundation design. Without incorporation of the supplemental geotechnical recommendations, the proposed project could have a **potentially significant** impact related to seismic surface rupture and strong seismic ground shaking.

---

<sup>20</sup> According to CEQA Guidelines Section 15147, “Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR.”

<sup>21</sup> Geosphere Consultants, Inc. *Geotechnical Reply to Peer Review, Preliminary City Storm Drain Outfall Slope Retreat Assessment, & Geotechnical Report Update Study*. [pg. 6]. February 7, 2020.

<sup>22</sup> Mélangé is a mappable unit of rock including blocks of many sizes within a matrix supporting the blocks.

<sup>23</sup> Geosphere Consultants, Inc. *Geotechnical Reply to Peer Review, Preliminary City Storm Drain Outfall Slope Retreat Assessment, & Geotechnical Report Update Study*. [pg. 6]. February 7, 2020.

<sup>24</sup> Geocon Consultants, Inc. *Proposed Glenview Terrace Residential Subdivision. 2880 San Bruno Avenue, San Bruno, California, Supplemental Geotechnical and Geologic Peer Review*. [pg. 2]. February 18, 2021.

### **Mitigation Measure(s)**

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

- VII-1. *All grading and foundation plans for the development shall be designed by a Civil and Structural Engineer and reviewed and approved by the Director of Public Works/City Engineer, Chief Building Official, and a qualified Geotechnical Engineer prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the Geotechnical Reply to Peer Review, Preliminary Storm Drain Outfall Slope Retreat Assessment, & Geotechnical Report Update Study prepared for the proposed project by Geosphere Consultants, Inc. (February 7, 2020) are properly incorporated and utilized in the project design.*

aiii, aiv

- c. The proposed project's potential effects related to liquefaction, landslides, lateral spreading, subsidence/settlement, and slope stability are discussed in detail below.

### **Liquefaction**

Liquefaction is the temporary transformation of loose, saturated granular sediments from a solid state to a liquefied state as a result of seismic ground shaking. In the process, the soil undergoes transient loss of strength, which commonly causes ground displacement or ground failure to occur. Because saturated soils are a necessary condition for liquefaction, soil layers in areas where the groundwater table is near the surface have higher liquefaction potential than those in which the water table is located at greater depths.

A 2013 Geotechnical Investigation Report prepared by EIC determined that liquefaction potential at the portion of the project site with the existing church building and single-family home structure (850 Glenview Drive) is considered nil given that the site is underlain at shallow depths by consolidated bedrock.<sup>25</sup> Soil borings conducted as part of a 2016 Supplemental Geotechnical Investigation and Update for the northern and southern parcels determined that medium dense clayey sand interpreted to be undocumented fill was encountered between 2.5 to eight feet below ground surface (bgs) within all three project parcels.<sup>26</sup> Groundwater was not encountered. In addition, the project site is not mapped within a Liquefaction Zone per the Seismic Hazards Program of the California Department of Conservation.<sup>27</sup> Therefore, the proposed project is not anticipated to expose people or structures to potential risk of loss, injury, or death involving liquefaction.

### **Landslides**

Seismically-induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes and can be exacerbated by surface erosion. According to Geosphere Consultants, the eastern margin of the proposed development area is considered critical for slope instability based on past and

---

<sup>25</sup> Earth Investigations Consultants, Inc. *Geotechnical Investigation, Proposed Glenview Terrace, Phase 2. 850 Glenview Drive, San Bruno, California.* August 4, 2013.

<sup>26</sup> Earth Investigations Consultants, Inc. *Supplemental Geotechnical Investigation and Update. Proposed Glenview Terrace (Phase II), 850 Glenview Drive & 2880-2890 San Bruno Avenue, San Bruno, California.* February 15, 2016.

<sup>27</sup> California Department of Conservation. *Earthquake Hazards Application.* Available at: <https://maps.conservation.ca.gov/cgs/>. Accessed February 2021.



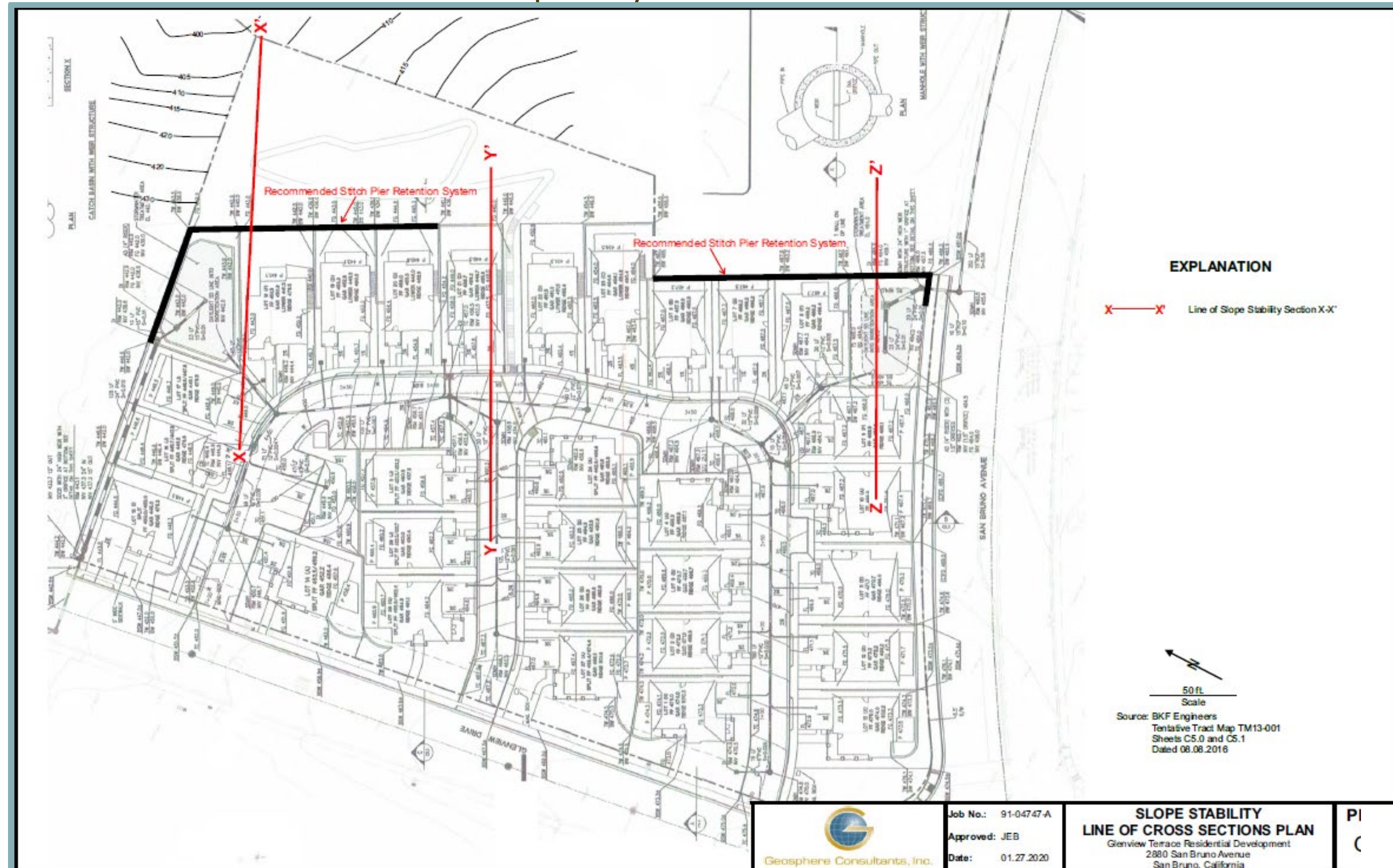
existing performance of the steep eastern slope that descends approximately 100 feet to the entrenched upper reach of San Bruno Creek.

As part of the initial Geotechnical Peer Review prepared in August 2019, Geocon Consultants noted that previous geological technical reports did not include a quantitative analysis of slope stability. In order to address Geocon Consultants' comments concerning the lack of previous slope stability analyses performed on the eastern margin of the site, Geosphere Consultants performed three slope stability analyses at locations on the eastern margin of the proposed development area deemed critical based on past and existing performance of the steep eastern slope that descends approximately 100 feet to the entrenched upper reach of San Bruno Creek.

According to Geosphere Consultants, for the stability analyses under seismic conditions, a minimum factor-of-safety (FoS) for 1.1 is commonly required. A FoS value of >1.0 generally indicates stability under the conditions used in the analysis. A value of 1.0 or less indicates that a slope is in a state of equilibrium or may fail. The results of the stability analyses show that, under existing site conditions under static loading, the eastern slope had computed FoS ranging from 1.4 to 3.9 between the northern and southern ends of the property, respectively. The lower (1.4) value was obtained at the location of Cross Section X-X' (see Figure 18); however, this value represented the area downslope of the existing residence, outside of the limits of the proposed development property. Theoretical failure surfaces intersecting within the limits of the property all had FoS exceeding 1.5. Under design event seismic loading, FoS ranged between 0.7 and 1.3, suggesting that the current stability of the northern half of the eastern slope may be marginal under seismic loading conditions, with seismic FoS values under 1.1 calculated at both Sections X-X' and Y-Y'.

When analyzed for the proposed new grading configuration, similar FoS values were obtained at each analyzed cross section, and with marginal slope stability calculated only at X-X,' where potential seismic failure surfaces were calculated downslope of, but reaching near the property boundary. In addition, Geosphere Consultants determined that there would be a high potential for deep instability from percolation of stormwater on steep slopes on the northeast and southeast corners of the project site currently experiencing local slope instability; therefore, in order to mitigate potential retrogression of seismically-induced slope failures into the limits of the property at the northeastern end of development, Geosphere Consultants recommends adding a stitch pier system along the property line downslope of the new residential structures at this location (see Figure 18). Assuming this stitch pier system is added to the property boundary at this location, and storm drainage disposal and grading below the new residences along the top of the eastern boundary slope is accomplished in accordance with the geotechnical recommendations included in the geotechnical report (i.e., Appendix B of Geosphere's February 7, 2020 Geotechnical Peer Review Reply), Geosphere Consultants concluded that the proposed project would be feasible from a perimeter slope stability standpoint. According to Geocon's supplemental technical peer review memo, *"The slope stability analysis [performed by Geosphere Consultants] identifies failure surfaces with factors of safety less than typical required minimums. The consultant recommends stitch piers along much of the eastern project boundary and a mitigation measure. In our opinion, our original review comment has been adequately addressed."*

**Figure 18**  
**Slope Stability Line of Cross Sections Plan**





### Effect on Project from Slope Erosion and Failure (December 2019) of City Storm Drain Outfall

On December 3, 2019, a City storm drain failed along San Bruno Avenue West, approximately 300 feet south of the project site, resulting in slope failure. This storm drain outfall has discharged storm water onto early 1950s undocumented reclamation fill placed in a broad seasonal drainage swale tributary to San Bruno Creek to accommodate construction of San Bruno Avenue. According to geologic mapping by Cotton, Shires, and Associates (2018), the swale roughly coincides with the western flank of the erosional gully and inferred depositional contact between Juro-Cretaceous Franciscan mélange and weak, highly erodible Pliocene marine Merced Formation. It is noteworthy, relative to slope stability of the southwestern bank of San Bruno Creek, that the eastern abutment of the 19<sup>th</sup> Century Crystal Springs Dam was found to have been unscathed by severe 1906 Earthquake ground shaking, indicating the chaotic nature of the mélange and supporting mélange's resistance to earthquake-induced slope failure. Geosphere Consultants found that this conclusion is supported by the general absence of reported and/or photo-geologic evidence of global bedrock instability affecting the site development area.

According to geologic mapping by Cotton, Shires, and Associates (2018), it appears the recent catastrophic southward retreat of the gully toward San Bruno Avenue, located approximately 300 feet from the project site, occurred during rainfall, but apparently after episodic retreat from decades of uncontrolled, concentrated stormwater discharge, as is evidenced from reported gully formation and after observed undermining exposed a 24-inch diameter corrugated metal pipe (CMP) culvert protruding at least eight feet deep from the steep headwall in 2008. Historic maps and aerial photographs indicate the gullied outfall location, with an approximately 50-foot high, vertical headwall exposing native earth material to the confluence with San Bruno Creek, evolved from probably continuous storm water discharge onto the uniform fill slope. From experience with other similar and contemporary culvert systems constructed on the northern San Francisco Peninsula, Geosphere Consultants suspects appreciable subsurface seepage is, and continues to be, conveyed to the affected slope in the trench backfill containing the CMP draining a large area of the Crestmoor residential development area.

The presence of an earthen berm at the top of the slope of the eastern side of the proposed development area, and geomorphic expression of surface erosion on the slope below suggest adverse concentrated runoff was directed to that area during mass grading of the ridge prior to development of drainage infrastructure for the adjoining commercial and residential developments nearly 70 years ago.

The City has implemented the following measures since the slope failure:

- Installation of approximately 20 feet of approximately 24-inch diameter HDPE pipe connected to the pre-existing CMP, and placed against the steep gully headwall escarpment to discharge onto the lower section of the headwall. Considerable erosion has occurred since installation of the new outfall pipe with a point of discharge approximately 20 feet below the new headwall. The position and orientation of the pipe outfall forces concentrated discharge against the curved transition from gully escarpment to west flank. In Geosphere Consultants' opinion, the as-built condition of the stormwater discharge facility presents a low potential for adverse impact to site slope stability, but it is likely

to induce rapid westerly undercutting of the west flank of the gully and consequent upslope and westerly headwall recession.

- Installation of a row of approximately three-foot diameter concrete pier-reinforced double I-beam shear pins (e.g., stitch piers) spaced approximately five feet apart and extending at least 50 feet bgs and spanning the existing gullying headway several feet as a measure to mitigate future headwall recession. Tiebacks were prescribed in the geotechnical report but evidence of their presence was not observed.

Geosphere Consultants did not observe evidence of significant gully erosion or known landslide activity that would exceed the scope of recommended geotechnical mitigations to assure satisfactory performance over the projected design-life of the proposed project. Therefore, compliance with the geotechnical recommendations provided by Geosphere Consultants would be sufficient to ensure adverse impacts related to landslides would be mitigated to less-than-significant levels. In addition to the stitch pier system recommendation by Geosphere Consultants, they also recommend that the proposed bio-retention basins at the northeastern and southeastern corners of the project should be water-tight and should drain to the municipal storm drain system. Sheets C8.0 and C8.1 of the Civil Plans indicate the basins are now lined with high-strength impermeable membranes. As a result, Geocon Consultants concurs with the proposed design and its ability to mitigate slope instability from percolation of storm water on steep slopes.<sup>28</sup>

### **Lateral Spreading**

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, slope, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. Given that the project site contains a steep slope within the eastern portion of the site, lateral spreading may present a likely hazard at the project site.

### **Subsidence/Settlement**

Loose unsaturated sandy soils have the potential to settle during strong seismic shaking. Liquefaction can often result in subsidence or settlement. According to previous geological studies, the project site is underlain at shallow depths by consolidated bedrock. Soil borings conducted as part of a 2016 Supplemental Geotechnical Investigation and Update for the northern and southern parcels determined that medium dense clayey sand interpreted to be undocumented fill was encountered between 2.5 to eight feet bgs within all three project parcels. Therefore, the potential for settlement or subsidence to occur at the project site is relatively low

### **Conclusion**

Based on the above, the proposed project would not be subject to substantial risks related to liquefaction and subsidence or settlement. However, the potential exists for landslides, lateral spreading, and slope instability to occur at the project site. Without implementation of the necessary minimization measures, the proposed project could cause substantial adverse effects related to such. Thus, a **potentially significant** impact could occur.

---

<sup>28</sup> Geocon Consultants, Inc. *Proposed Glenview Terrace Residential Subdivision. 2880 San Bruno Avenue, San Bruno, California, Supplemental Geotechnical and Geologic Peer Review.* [pg. 3]. February 18, 2021.



### **Mitigation Measure(s)**

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

*VII-2. Implement Mitigation Measure VII-1, including the recommendations in Appendix B to the Geosphere Consultants February 7, 2020 Report, which contain recommendations for site drainage and stitch pier retention system.*

- b. The proposed project would include grading of the project site prior to construction of the 29 single-family residences, internal roadways, and stormwater treatment areas. During construction activities, topsoil would be moved and graded, leading to disturbed soils. Such disturbed soils could be subject to wind and water erosion while the topsoil is exposed. Following development of the site, all exposed soils would be covered with impervious surfaces or landscaping and, thus, long-term erosion would not occur.

During the grading and excavation phases of construction, appropriate measures consistent with SBMC Chapter 10.18, Storm Water Management and Discharge Control and other applicable regulations (e.g., State Regional Water Quality Control Board National Pollutant Discharge Elimination System regulations) would be required to be implemented in order to control erosion on the site and minimize the impacts related to loss of topsoil. See Section X, Hydrology and Water Quality, of this IS/MND for further discussion regarding the relationship of erosion to water quality. Because the proposed project could result in soil erosion or the loss of topsoil associated with grading and excavation of the project site during construction, a ***potentially significant*** impact could occur.

### **Mitigation Measure(s)**

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

*VII-3. Prior to the issuance of a grading permit, the project applicant shall prepare to the satisfaction of the City Engineer, an erosion control plan that utilizes standard construction practices to limit the erosion effects during construction of the proposed project. Actions should include but are not limited to:*

- *Hydro-seeding;*
- *Placement of erosion control measures within drainage ways and ahead of drop inlets;*
- *The temporary lining (during construction activities) of drop inlets with “filter fabric”;*
- *The placement of straw wattles along slope contours;*
- *Use of a designated equipment and vehicle “wash-out” location;*
- *Use of siltation fences;*
- *Use of on-site rock/gravel road at construction access points; and*
- *Use of sediment basins and dust palliatives.*

- d. Expansive soils can undergo significant volume changes with changes in moisture content. Specifically, such soils shrink and harden when dried and expand and soften when wetted. If structures are underlain by expansive soils, foundation systems must be

capable of withstanding the potential damaging movements of the soil. According to the National Resources Conservation Service (NRCS), the project site is not mapped as having soils with the potential for shrink-swell.<sup>29</sup> In addition, the geotechnical reports prepared for the proposed project did not indicate that expansive soils were encountered at the project site. Because the project site is not located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property, a **less-than-significant** impact would occur.

- e. The proposed project would connect to existing City sewer services. Thus, the construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the project. Therefore, **no impact** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.
- f. The City's General Plan EIR does not note the existence of any unique geologic features within the City. Due to the geology of the area, the General Plan EIR determined that there are few fossils or paleontological resources in the City. According to the General Plan EIR (pg. 3-150), the dynamic formation and resulting structural complexity of the Franciscan Assemblage resulted in the presence of few fossils. Consequently, implementation of the proposed project would not be anticipated to have the potential to result in direct or indirect destruction of unique geologic features.

Therefore, the proposed project would have a **less-than-significant** impact related to resulting in the direct or indirect destruction of a unique paleontological resource.

---

<sup>29</sup> National Resources Conservation Service. *Dwellings Without Basements – San Mateo County, Eastern Part, and San Francisco County, California (Glenview Terrace Project)*. Available at: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed February 2021.

## **VIII. GREENHOUSE GAS EMISSIONS.**

*Would the project:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>

### **Discussion**

- a,b. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO<sub>2</sub>) and, to a lesser extent, other GHG pollutants, such as methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO<sub>2</sub> equivalents (MTCO<sub>2</sub>e/yr).

The proposed project is located within the jurisdictional boundaries of BAAQMD. The BAAQMD developed a threshold of significance for project-level GHG emissions in 2009. The District's approach to developing the threshold was to identify a threshold level of GHG emissions for which a project would not be expected to substantially conflict with existing California legislation. At the time that the thresholds were developed, the foremost legislation regarding GHG emissions was AB 32, which established an emissions reduction goal of reducing statewide emissions to 1990 levels by 2020.<sup>30</sup> The GHG emissions threshold of significance recommended by BAAQMD to determine compliance with AB 32 is 1,100 MTCO<sub>2</sub>e/yr. or 4.6 MTCO<sub>2</sub>e per service population per year (MTCO<sub>2</sub>e/SP/yr.). If a project generates GHG emissions above the BAAQMD's adopted threshold level, the project is considered to generate significant GHG emissions and conflict with AB 32.

The foregoing threshold is intended for use in assessing operational GHG emissions only. Construction of a proposed project would result in GHG emissions over a short-period of time in comparison to the operational lifetime of the project. To capture the construction-

<sup>30</sup> Bay Area Air Quality Management District. *California Environmental Quality Act Guidelines Update: Proposed Thresholds of Significance*. May 2017.

related GHG emissions due to buildout of the proposed project, such emissions are amortized over the anticipated project lifetime and added to the operational GHG emissions. Given that construction-related GHG emissions would not occur concurrently with operational emissions and would cease upon completion of construction activities, combining the two emissions sources represents a conservative estimate of total project GHG emissions.

Since the adoption of BAAQMD's GHG thresholds of significance, the State legislature has passed AB 197 and Senate Bill (SB) 32, which builds off of AB 32 and establishes a statewide GHG reduction target of 40 percent below 1990 levels by 2030. Considering the legislative progress that has occurred regarding statewide reduction goals since the adoption of BAAQMD's standards, the emissions thresholds presented above would determine whether a proposed project would be in compliance with the 2020 emissions reductions goals of AB 32, but would not necessarily demonstrate whether a project would be in compliance with SB 32. In accordance with the changing legislative environment, the BAAQMD has begun the process of updating the District's CEQA Guidelines; however, updated thresholds of significance have not yet been adopted. In the absence of BAAQMD-adopted thresholds to assess a project's compliance with SB 32, the City has chosen to consider additional GHG emissions thresholds.

The BAAQMD has determined that projects with operational emissions equal to or less than 1,100 MTCO<sub>2</sub>e/yr. or 4.6 MTCO<sub>2</sub>e/SP/yr. would comply with the emission reductions target of 1990 levels by 2020 set forth by AB 32. SB 32 requires that by 2030 statewide emissions be reduced by 40 percent beyond the 2020 reduction target set by AB 32. In the absence of adopted thresholds from BAAQMD, the CARB, or the City of San Bruno, this analysis assumes that in order to meet the reduction targets of SB 32, a proposed project would be required to reduce emissions by an additional 40 percent beyond the emissions reductions currently required by BAAQMD for compliance with AB 32. Assuming a 40 percent reduction from current BAAQMD targets, a proposed project would be in compliance with SB 32 if the project's emissions did not exceed the following thresholds: 660 MTCO<sub>2</sub>e/yr or 2.6 MTCO<sub>2</sub>e/SP/yr. The BAAQMD has informally endorsed this approach to analysis in other recent projects throughout the Bay Area.

In addition to the quantitative thresholds described above, the City has also determined that a qualitative analysis assessing the project's compliance with the CARB's *California's 2017 Climate Change Scoping Plan* (2017 Scoping Plan) is warranted. The CARB's 2017 Scoping Plan establishes a strategy to meet California's 2030 GHG targets; accordingly, should the project be shown to comply with the 2017 Scoping Plan, the proposed project would be considered consistent with Statewide reduction targets for the year 2030. Based on recommendations from BAAQMD, a project's compliance with the local actions contained in Appendix B of the 2017 Scoping Plan may be used to assess a project's compliance with the 2017 Scoping Plan and, thus, consistency with SB 32.<sup>31</sup> In addition, the project's consistency with the goals of the Plan Bay Area 2040 is discussed below.

By using the BAAQMD thresholds of significance for GHG, the updated SB 32 thresholds discussed above, and evaluating the project's consistency with applicable plans, the City would comply with Section 15064.4(b)(3) of the CEQA Guidelines, which suggests that lead agencies consider the extent that the project would comply with regulations or

---

<sup>31</sup> Flores, Areana, Bay Area Air Quality Management District. Personal communication [phone], Jacob Byrne, Senior Associate/Air Quality Technician, Raney Planning & Management. September 17, 2019.



requirements adopted to implement a statewide, regional, or local plan for the reduction of GHG emissions.

### **GHG Emissions**

Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Neither the City nor BAAQMD has an adopted threshold of significance for construction-related GHG emissions and does not require quantification. Nonetheless, the proposed project's construction GHG emissions, as well as operational emissions, have been estimated using CalEEMod under the same assumptions discussed in Section III, Air Quality, of this IS/MND (see Appendix A).

The emissions estimates prepared for the proposed project determined that unmitigated construction of the project would result in total GHG emissions of 2,945.33 MTCO<sub>2</sub>e over the 2.5-year construction period. In the analyses below, the construction GHG emissions are amortized over the anticipated 30-year lifetime of the proposed project.<sup>32</sup>

### *Compliance with AB 32 and SB 32*

As shown in Table 6, the project's total unmitigated annual GHG emissions in the first year of project operation, 2024, including amortized construction-related emissions, were estimated to be approximately 398.64 MTCO<sub>2</sub>e/yr, which would be below BAAQMD's adopted threshold of significance for AB 32 and the adjusted threshold of significance to represent compliance with SB 32. Accordingly, neither construction nor operations of the proposed project would be anticipated to result in significant emissions of GHGs.

<b>Table 6</b>	
<b>Unmitigated Operational GHG Emissions</b>	
<b>Source</b>	<b>GHG Emissions (MTCO<sub>2</sub>e/yr)</b>
Operational GHG Emissions	<b>300.46</b>
<i>Area</i>	<i>0.36</i>
<i>Energy</i>	<i>61.56</i>
<i>Mobile</i>	<i>217.66</i>
<i>Waste</i>	<i>17.53</i>
<i>Water</i>	<i>3.35</i>
Amortized Construction GHG Emissions	<b>98.18</b>
<b>Total Annual GHG Emissions</b>	<b>398.64</b>
<b>BAAQMD AB 32 Threshold</b>	<b>1,100</b>
<b>Adjusted SB 32 Threshold</b>	<b>660</b>
<b>Exceeds Threshold?</b>	<b>NO</b>
<i>Source: CalEEMod, February 2021 (see Appendix A).</i>	

### **Consistency with 2017 Scoping Plan**

Appendix B to the CARB's 2017 Scoping Plan provides examples of potentially feasible mitigation measures that could be considered to assess a project's compliance with the State's 2030 GHG emissions reductions goals. Thus, general compliance with the Local Actions within the 2017 Scoping Plan could be considered to demonstrate the project's

<sup>32</sup> South Coast Air Quality Management District. 2008. *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*. Available at: [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/ghgattachmente.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf). Accessed October 2020.

compliance with SB 32. The project's consistency with the applicable Local Actions within the 2017 Scoping Plan is assessed in Table 7 below.

<b>Table 7</b> <b>Project Consistency with the 2017 Scoping Plan</b>	
<b>Suggested Measure</b>	<b>Consistency Discussion</b>
<b>Construction</b>	
Enforce idling time restrictions for construction vehicles.	CARB's In-Use Off-Road Vehicle Regulations include restrictions that limit idling time to five minutes under most situations. Construction fleets and all equipment operated as part of on-site construction activities would be subject to CARB's idling restrictions. As such, the proposed project would be required to comply with this measure.
Require construction vehicles to operate with the highest tier engines commercially available.	In compliance with Mitigation Measure III-1, the project applicant would be required to use construction equipment that complies with the highest tier engines commercially available. As such, the proposed project would comply with this measure.
Divert and recycle construction and demolition waste, and use locally-sourced building materials with a high recycled material content to the greatest extent feasible.	The CALGreen Code requires the diversion of construction and demolition waste, and the proposed project would be required to comply with the most up-to-date CALGreen Code. The project applicant will pursue the feasibility of using locally-sourced building materials or materials with a high recycled content.
Minimize tree removal, and mitigate indirect GHG emissions increases that occur due to vegetation removal, loss of sequestration, and soil disturbance.	As noted previously, 57 on-site trees would be removed as part of the proposed project, 44 of which are considered heritage trees, and would require replacement per SBMC Section 8.25.050. As such, the project would mitigate for losses in sequestration and would be considered to generally comply with the suggested measure.
Utilize existing grid power for electric energy rather than operating temporary gasoline/diesel powered generators.	The contractor would use existing grid electricity to the extent feasible. However, the possibility exists that temporary generators will be used for electricity in instances where grid electricity is not accessible. Overall, the project would be considered to generally comply with the suggested measure.
Increase use of electric and renewable fuel powered construction equipment and require renewable diesel fuel where commercially available.	The City does not require the use of alternatively fueled construction equipment, unless warranted by mitigation, which is not the case for this project. Furthermore, the commercial availability of renewable diesel in the project area is currently unknown.
Require diesel equipment fleets to be lower emitting than any current emission standard.	In compliance with Mitigation Measure III-1, the project applicant would be required to use higher tier construction equipment. Such engines are considered lower emitting than any current emission standard. As such, the proposed project would comply with this measure.
<b>Operations</b>	
Comply with lead agency's standards for mitigating transportation impacts under SB 743.	As noted in Section XVII, Transportation, of this IS/MND, implementation of the project would result in a less-than-significant impact to VMT. As such, the proposed project would comply with this measure.
Require on-site EV charging capabilities for parking spaces serving the project to meet	Per the 2019 CALGreen Code, residential projects are required to install a listed raceway to accommodate a dedicated 208/240-volt branch circuit for each unit, which

(Continued on next page)

<p style="text-align: center;"><b>Table 7</b> <b>Project Consistency with the 2017 Scoping Plan</b></p>	
<b>Suggested Measure</b>	<b>Consistency Discussion</b>
jurisdiction-wide EV proliferation goals.	would be suitable for EV charging. Compliance with the 2019 CALGreen Code would ensure that the proposed project provides sufficient EV charging infrastructure to comply with this suggested measure.
Dedicate on-site parking for shared vehicles.	This measure relates to multi-family residences and commercial land uses where separated parking areas are typically provided that would allow for the designation of preferential parking spaces. While the project would include 16 guest parking spaces, the dedication of parking spaces for shared vehicles would not reasonably reduce GHG emissions for the proposed single-family development. As such, the measure is not applicable to the proposed project, and the project is considered consistent with the measure.
Provide adequate, safe, convenient, and secure on-site bicycle parking and storage in multi-family residential projects and in non-residential projects.	The proposed project is a single-family residential development. Therefore, this measure does not apply.
Provide on- and off-site safety improvements for bike, pedestrian, and transit connections, and/or implement relevant improvements identified in an applicable bicycle and/or pedestrian master plan.	With implementation of the proposed project, sidewalks along the project site frontage would be retained. New walkways and pedestrian crossings would be provided throughout the project site to provide continuous pedestrian connectivity. In addition, future residents of the proposed project would have convenient access to the existing bicycle facilities in the project area, including a Class I bike path (San Andreas Trail) which exists south of the project site parallel to Skyline Boulevard, in addition to the Class II bicycle lanes along Sneath Avenue. Considering the project would provide pedestrian facility improvements and provide access to existing bicycle infrastructure, the proposed project would be generally consistent with the suggested measure.
Require on-site renewable energy generation.	The 2019 CBSC requires that residential structures that are three-stories or less in height be constructed with renewable energy systems sufficient to provide 100 percent of the electricity required for the residence. The proposed single-family residences would be subject to such requirements. Due to the CBSC's requirements regarding renewable energy systems for residential land uses, the proposed project would include on-site renewable energy generation and would comply with this measure.
Prohibit wood-burning fireplaces in new development, and require replacement of wood-burning fireplaces for renovations over a certain size development.	The proposed project would not include wood-burning fireplaces. Thus, the proposed project would comply with the suggested measure.
Require cool roofs and "cool parking" that promotes cool surface treatment for new parking facilities	The 2019 CBSC contains requirements for the thermal emittance, three-year aged reflectance, and Solar Reflectance Index (SRI) of roofing materials used in new construction and re-roofing projects. Such standards, with

(Continued on next page)

<p style="text-align: center;"><b>Table 7</b> <b>Project Consistency with the 2017 Scoping Plan</b></p>	
<b>Suggested Measure</b>	<b>Consistency Discussion</b>
as well as existing surface lots undergoing resurfacing.	which the project would be required to comply, would help to reduce heating and cooling costs associated with the proposed project. In addition, approximately 58 parking spaces would be located within internal garages, which reduces the amount of exposed pavement surfaces. Therefore, surface lot heat effects would be reduced compared to provision of all necessary parking spaces in uncovered surface lots. Therefore, the proposed project would generally comply with the suggested measure.
Require solar-ready roofs.	The 2019 CBSC requires that new residential structures under three stories generate 100 percent of electricity needs from on-site solar. Therefore, the proposed project would comply with this suggested measure.
Require organic collection in new developments.	The proposed project would be required to comply with all applicable provisions of Chapter 10.20, Garbage and Refuse, of the SBMC, which would require the project applicant to contract with local solid waste collection agencies for the collection and disposal of all solid waste at the project site. Recology San Bruno is the service provider within the City, and offers services for the collection of solid waste, recyclable materials, and compostable material. As such, future residents of the proposed project would have access to the compostable material/organic collection service, and the project would generally comply with the suggested measure.
Require low-water landscaping in new developments (see CALGreen Divisions 4.3 and 5.3 and the Model Water Efficient Landscape Ordinance [MWELO], which is referenced in CALGreen). Require water efficient landscape maintenance to conserve water and reduce landscape waste.	Landscaping within the project site would be required to comply with the CALGreen code and all water efficiency measures therein, including the MWELO regulations adopted by the City of San Bruno. Accordingly, the proposed project is anticipated to comply with this measure.
Achieve Zero Net Energy performance building standards prior to dates required by the Energy Code.	Through the CBSC requirements, the proposed single-family residences are anticipated to achieve Zero Net Energy. Therefore, the proposed project is anticipated to comply with this measure.
Encourage new construction, including municipal building construction, to achieve third-party green building certifications, such as the GreenPoint Rated program, LEED rating system, or Living Building Challenge.	The project applicant has not committed to achieving third-party green building certification. Thus, compliance with this suggested measure is uncertain at this time. It should be noted that neither the CBSC nor the City of San Bruno requires new residential development to achieve third-party green building certification.
Require the design of bike lanes to connect to the regional bicycle network.	Marked bike lanes exist in the project vicinity. Future residents of the proposed project would have convenient access to the existing bicycle facilities in the project area, including a Class I bike path (San Andreas Trail) and the Class II bicycle lanes along Sneath Avenue. As noted in the Traffic Impact Analysis prepared for the proposed project, the proposed project would not conflict with

(Continued on next page)



<p style="text-align: center;"><b>Table 7</b> <b>Project Consistency with the 2017 Scoping Plan</b></p>	
<b>Suggested Measure</b>	<b>Consistency Discussion</b>
	existing or planned bicycle facilities as per the 2016 City of San Bruno Walk 'n Bike Plan. Considering the above, the proposed project would comply with the general intent of the suggested measure.
Expand urban forestry and green infrastructure in new land development.	Landscaping improvements would be included throughout the project site, including 45 new trees, various shrubs and grasses. As such, the proposed development would expand upon urban forestry and green infrastructure, and would comply with this measure.
Require gas outlets in residential backyards for use with outdoor cooking appliances such as gas barbeques if natural gas service is available.	The project applicant has not committed to providing natural gas service for outdoor cooking appliances. Accordingly, compliance with this measure is uncertain at this time.
Require the installation of electrical outlets on the exterior walls of both the front and back of residences to promote the use of electric landscape maintenance equipment.	Pursuant to California Electrical Code, Article 210.52(E), the project would be required to include at least one electrical outlet to be located in the perimeter of a balcony, desk, or porch. The project applicant has not committed to providing additional exterior electrical outlets to promote the use of electric landscape maintenance equipment. Consequently, the project would generally comply with the suggested measure.
Require the design of the electric outlets and/or wiring in new residential unit garages to promote electric vehicle usage.	The CBSC requires that new residential unit garages be designed with wiring sufficient to provide future installation of electric vehicle charging infrastructure. Therefore, the proposed project would be required to comply with this measure.
Require the installation of energy conserving appliances such as on-demand tank-less water heaters and whole-house fans.	The proposed project would be required to comply with the CBSC, which includes standards related to installation of energy-efficient appliances and building features such as water heaters and ventilation systems. Thus, the project would generally comply with the suggested measure.
Require each residential and commercial building equip buildings [sic] with energy efficient AC units and heating systems with programmable thermostats/timers.	The proposed project would be required to comply with the CBSC, which includes standards related to energy-efficient heating and cooling systems. Thus, the project would generally comply with the suggested measure.
Require each residential and commercial building to utilize low flow water fixtures such as low flow toilets and faucets (see CALGreen Divisions 4.3 and 5.3 as well as Appendices A4.3 and A5.3).	The proposed project would be required to comply with the residential water efficiency regulations within CALGreen. Thus, the proposed project would comply with this suggested measure.
Require the use of energy-efficient lighting for all street, parking, and area lighting.	All proposed exterior lighting would be LED type, consistent with the 2019 Building Energy Efficiency Standards. Thus, the proposed project would comply with the suggested measure.
Require the development project to propose an off-site mitigation project which should generate carbon credits equivalent to the anticipated GHG emission	The suggested mitigation measures included in the 2017 Scoping Plan are not considered to be requirements for local projects under CEQA, but instead represent options for projects to demonstrate compliance with the 2017 Scoping Plan. The inclusion of GHG off-set mitigation

*(Continued on next page)*

<b>Table 7</b> <b>Project Consistency with the 2017 Scoping Plan</b>	
<b>Suggested Measure</b>	<b>Consistency Discussion</b>
<p>reductions. This would be implemented via an approved protocol for carbon credits from California Air Pollution Control Officers Association (CAPCOA), the California Air Resources Board, or other similar entities determined acceptable by the local air district. The project may alternatively purchase carbon credits from the CAPCOA GHG Reduction Exchange Program, American Carbon Registry (ACR), Climate Action Reserve (CAR) or other similar carbon credit registry determined to be acceptable by the local air district.</p>	<p>projects or the purchase of carbon credits is typically dependent on a project's exceedance of the previously identified quantitative GHG thresholds. However, neither BAAQMD nor the City have identified quantitative thresholds that could be used to determine that the project's anticipated emissions would be such that an off-site mitigation project or purchase of GHG reduction credits would be required in order to comply with SB 32.</p> <p>Considering that the project has been shown to be generally consistent with the foregoing measures, the City, in its discretion as lead agency, has chosen not to require the project to implement an off-site mitigation project or purchase GHG reduction credits.</p>
<p><b>Source:</b> <i>California Air Resources Board. AB 32 Scoping Plan [Appendix B]. Accessible at: <a href="https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm">https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm</a>. Accessed March 2021.</i></p>	

As shown in Table 9, the proposed project would generally comply with the majority of the suggested measures and, thus, the proposed project would be considered generally consistent with the 2017 Scoping Plan. Because the 2017 Scoping Plan is the CARB's strategy for meeting the State's 2030 emissions goals established by SB 32, the project would be considered to comply with the goals of SB 32.

### **Consistency with the Plan Bay Area 2040**

The San Francisco Bay Area's Plan Bay Area 2040 has been prepared jointly by the San Francisco Bay Area MTC and the ABAG. Plan Bay Area 2040 is a regional plan intended to provide a strategy for the reduction of GHG emissions and air pollutants within the San Francisco Bay Area. The Plan Bay Area 2040 is a long-range plan that serves as a Regional Transportation Plan and Sustainable Communities Strategy (SCS). As an SCS, the Plan Bay Area 2040 is required to comply with regional targets for reducing GHG emissions through the integration of transportation and land use planning. ABAG has not provided a specified means of identifying an individual development project's compliance with the Plan Bay Area 2040. For the purposes of this analysis, the proposed project is compared to the overall goal of the Plan Bay Area 2040, which is to reduce regional GHG emissions through the reduction of transportation-related emissions.

With implementation of the proposed project, sidewalks along the project site frontage would be retained. New walkways and pedestrian crossings would be provided throughout the project site to provide continuous pedestrian connectivity. In addition, future residents of the proposed project would have convenient access to the existing bicycle facilities in the project area, including a Class I bike path (San Andreas Trail) which exists south of the project site parallel to Skyline Boulevard, in addition to the Class II bicycle lanes along Sneath Avenue. San Mateo Transit line 140, located less than 0.5-mile to the north of the project site, would provide access to several nearby grocery stores, restaurants, banks, and schools within close proximity to the project site. The proposed project's pedestrian

and bicycle connectivity and proximity to public transit would help to reduce the need for single-passenger vehicle trips and associated transportation-related emissions.

Furthermore, as discussed in Section XVII, Transportation, the per capita VMT for the proposed project is estimated to be below the threshold of significance when compared to VMT rates for the City of San Bruno and the County of San Mateo. The convenient access to public transit and proximity to mixed land uses would reduce VMT and, consequently, GHG emissions associated with the proposed housing development.

Because the proposed project would not significantly contribute to an increase in regional VMT and would support infrastructure that reduces transportation-related GHG emissions, the proposed project would be considered consistent with the Plan Bay Area 2040, and would not conflict with the regional GHG reduction targets therein.

### **Conclusion**

Based on the above, project emissions would be below the BAAQMD's threshold of significance and would not be considered to conflict with the emissions reductions required by AB 32 or SB 32. In addition, the project would be generally consistent with the 2017 Scoping Plan and the Plan Bay Area 2040. As such, the proposed project would not be considered to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs; and impacts would be considered ***less than significant***.

## IX. HAZARDS AND HAZARDOUS MATERIALS.

*Would the project:*

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>
c. 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 type="checkbox"/>	<input type="checkbox"/>	✗
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

## Discussion

- a. Residential uses do not typically involve the routine transport, use, or disposal of hazardous materials. Future operations on the project site could involve the use of common household cleaning products, fertilizers, and herbicides on-site, any of which could contain potentially hazardous chemicals; however, such products would be expected to be used in accordance with label instructions. Due to the regulations governing use of such products and the amount that could reasonably be used on the site, routine use of such products would not represent a substantial risk to public health or the environment. Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and a **less-than-significant** impact would occur.
- b. A *Phase I Environmental Site Assessment* (Phase I ESA) was prepared for the project site by Langan Treadwell Rollo (LTR) in 2016 (see Appendix E).<sup>33</sup> The Phase I ESA included a survey of the site, review of records of previous use or misuse of hazardous materials,

<sup>33</sup> Lagan Treadwell Rollo. *Phase I Environmental Site Assessment, 2880 and 2890 San Bruno Avenue West and 850 Glenview Drive, San Bruno California*. January 14, 2016.



and an evaluation of potential recognized environmental conditions (RECs) on the project site. According to the Phase I ESA, the two project parcels along San Bruno Avenue West (2880 and 2890 San Bruno Avenue West) were previously developed with gas station facilities containing underground storage tanks (USTs).

Former gas station uses and cleanup efforts are described in the following section.

### 2880 San Bruno Avenue West

2880 San Bruno Avenue West (i.e., southeastern project parcel fronting San Bruno Avenue West; APN 019-042-160) is presently comprised of vacant undeveloped land, but has a history of being operated as an automotive service station, a use which is commonly associated with generating and storing quantities of petroleum hydrocarbons and hazardous materials. This address is listed on several regulatory databases concerning the presence of toxic substances and contaminated materials, including the Cortese List, the Hazardous Substance Storage Container Database, and the Leaking Underground Storage Tank (LUST) reports.

In August 1992, while the property was occupied by D&J Union 76 Service Station, the property was listed as a LUST Cleanup Site. The five former USTs consisted of one 10,000-gallon UST, two 5,000-gallon gasoline USTs, one 3,000-gallon gasoline UST, and one 500-gallon waste oil UST. According to the Phase I ESA (page 2) and the Case Closure letter issued by the San Mateo County Department of Environmental Health (SMCEHD)<sup>34</sup>, the five USTs were removed from the parcel in 1992. Reportedly, during the removal activities, a SMCEHD inspector observed contaminated soil and groundwater in the former UST excavation pits, accompanied by a visible oil sheen on the water's surface and strong petroleum hydrocarbon odors from the excavated soil material.

Between 1993 and 2001 various subsurface investigations involving the sampling of soil, groundwater, and soil vapor were conducted at the property.

Between July and September 1993, three groundwater monitoring wells (MW-1 through MW-3) were installed. Two additional groundwater monitoring wells (MW-4 and MW-5) were installed in October and November of 1998. In June 2000, three additional groundwater monitoring wells (MW-6 through MW-8) were installed, although MW-6 has never been sampled, because it has consistently been dry. Soil samples were collected and submitted analytical analysis during groundwater monitoring well installation events. Groundwater monitoring has been performed from July 1993 through August 2001.

Groundwater contaminants were consistently detected in MW-1, MW-2, and MW-4. These monitoring wells were reportedly close to the location of the former USTs and pump islands, the former fuel release source area. Since December 2000, when in-situ bioremediation was conducted under San Mateo County Health Services Agency, Groundwater Protection Program oversight, groundwater contamination had only been detected in MW-2 and only TPHg (petroleum hydrocarbon as gasoline) and benzene were detected at maximum concentrations (1,400 micrograms per liter (µg/L) and 23 µg/L, respectively) that exceed the criteria for drinking water (5.0 µg/L and 1.0 µg/L, respectively). However, as a whole, the in-situ bioremediation resulted in a ±70%

---

<sup>34</sup> San Mateo County Department of Environmental Health. *Case Closure of Site #880027, One (1) 10,000-Gallon Gasoline UST, Two (2) 5,000-Gallon Gasoline USTs, One (1) 3,000-Gallon Diesel Fuel UST, and One (1) 500-Gallon Waste Oil UST at D&J Union 76, 2880 San Bruno Avenue, San Bruno California.* May 23, 2002.

decrease in concentrations of TPHg, TPHd (diesel), benzene, and ethylbenzene; and a  $\pm 95\%$  decrease in concentrations of toluene and xylenes in MW-2.

Prior to in-situ bioremediation events, the greatest soil concentrations were detected in samples collected from SB-2/MW-2. Maximum concentrations of TPHg, TPHd, and xylenes (BTEX) were detected at concentrations of 47.8 milligrams per kilogram (mg/kg), 210 mg/kg, 0.0518 mg/kg, 0.2311 mg/kg, 0.7688 mg/kg, and 3.175 mg/kg, respectively. Post remediation soil samples were not collected at the property. However, as a result of the bioremediation activities and assuming a linear sorption isotherm, the soil concentrations are expected to have reduced in direct proportion to the observed reduction in the groundwater concentrations.

Based on the documented removal of the property's former USTs and in-situ bioremediation, the property received administrative case closure in a SMCEHD letter dated May 23, 2002. According to the letter, the case closure letter was a result of "...intensive review by San Mateo County Groundwater Protection Program (GPP) staff with concurrence from the Regional Water Quality Control Board staff. San Mateo GPP staff have determined that the water quality objectives of the San Francisco Bay Regional Water Quality Control Board have been satisfied." The groundwater monitoring wells were also destroyed in 2002, under SMCEHD oversight. The letter goes on to state, however, that "...soil and groundwater containing residual petroleum hydrocarbon concentrations remain at the site...Should any change in use of the property or development of the subject site occur which may impact these soils or groundwater, city building departments must notify the Environmental Health Division for approval pursuant to Government Code Section 65850.2."

Based on the above, the Phase I ESA (p. 34) concludes that "...if excavation or a change in land use is proposed, it is recommended that soil vapor sampling, a Site mitigation, and health and safety plans (SMPs and HASPs) be required before construction commences, including the direct handling of soil and/or groundwater." As a result of this recommendation, Geocon Consultants conducted soil vapor sampling (discussed below).

### 2890 San Bruno Avenue West

The 2890 San Bruno Avenue West parcel (i.e., southwestern project parcel fronting San Bruno Avenue West; APN 019-042-150) is presently comprised of vacant undeveloped land, but has a history of being operated as an automotive service station, which is commonly associated with generating and storing quantities of petroleum hydrocarbons and hazardous materials. This address is listed on several regulatory databases concerning the presence of toxic substances and contaminated materials, including the Cortese List, the Hazardous Substance Storage Container Database, and the Leaking Underground Storage Tank reports.

In June 1993, while the property was occupied by Skyline Mobil, the property was listed as a LUST Cleanup Site. The five former USTs associated with the Skyline Mobil service station consisted of two 8,000-gallon gasoline USTs and one 6,000-gallon diesel UST, one 250-gallon waste oil UST, and one 4,000-gallon UST of unknown contents. According to the Phase I ESA (page 2) and the Case Closure letter issued by the SMCEHD<sup>35</sup>, the five USTs were removed from the project site between 1994 and 2006. In addition, 867

---

<sup>35</sup> San Mateo County Environmental Health Services Agency. *Former Skyline Mobil Station, 2890 West San Bruno Avenue, San Bruno, California*. July 14, 2008.

yards of soil was removed from the parcel in 2006 and the monitoring wells were destroyed under San Mateo County Environmental Health Services Agency oversight.

Between June 1993 and June 2006, multiple subsurface investigations including soil, groundwater, and soil vapor sampling and analysis were conducted by various consulting companies. Based on the reviewed documentation, low levels of petroleum hydrocarbons and volatile organic compounds (VOCs) were detected in the soil, but the primary affected media at the property was groundwater and soil vapor.

Between June 1993 and June 2006, multiple groundwater monitoring and sampling events occurred, in addition to groundwater remediation activities consisting of in-situ chemical oxidation injection/extraction wells. In August 2002, 2,550 gallons of groundwater was pumped, stored, and disposed off-Site. Between December 2002 and July 2006, during four separate events, an unknown volume of groundwater was treated through in-situ chemical oxidation injection/extraction wells.

Based on the documented removal of the property's former USTs, the subsequent subsurface investigations and remedial activities, the property received administrative case closure in a SMCEHD letter dated July 14, 2008. According to the letter, although case closure was granted, hydrocarbon affected soil and groundwater remain onsite, and while they do not appear to pose a risk to public health and the environment under existing land use conditions, and should any change in use of the property or development of the subject site occur which may impact these soils or groundwater, the City of San Bruno must notify the Environmental Health Division.

Based on the above, the Phase I ESA (p. 34) concludes that "...if excavation or a change in land use is proposed, it is recommended that soil vapor sampling, a Site mitigation, and health and safety plans (SMPs and HASPs) be required before construction commences, including the direct handling of soil and/or groundwater." As a result of this recommendation, Geocon Consultants conducted soil vapor sampling (discussed below).

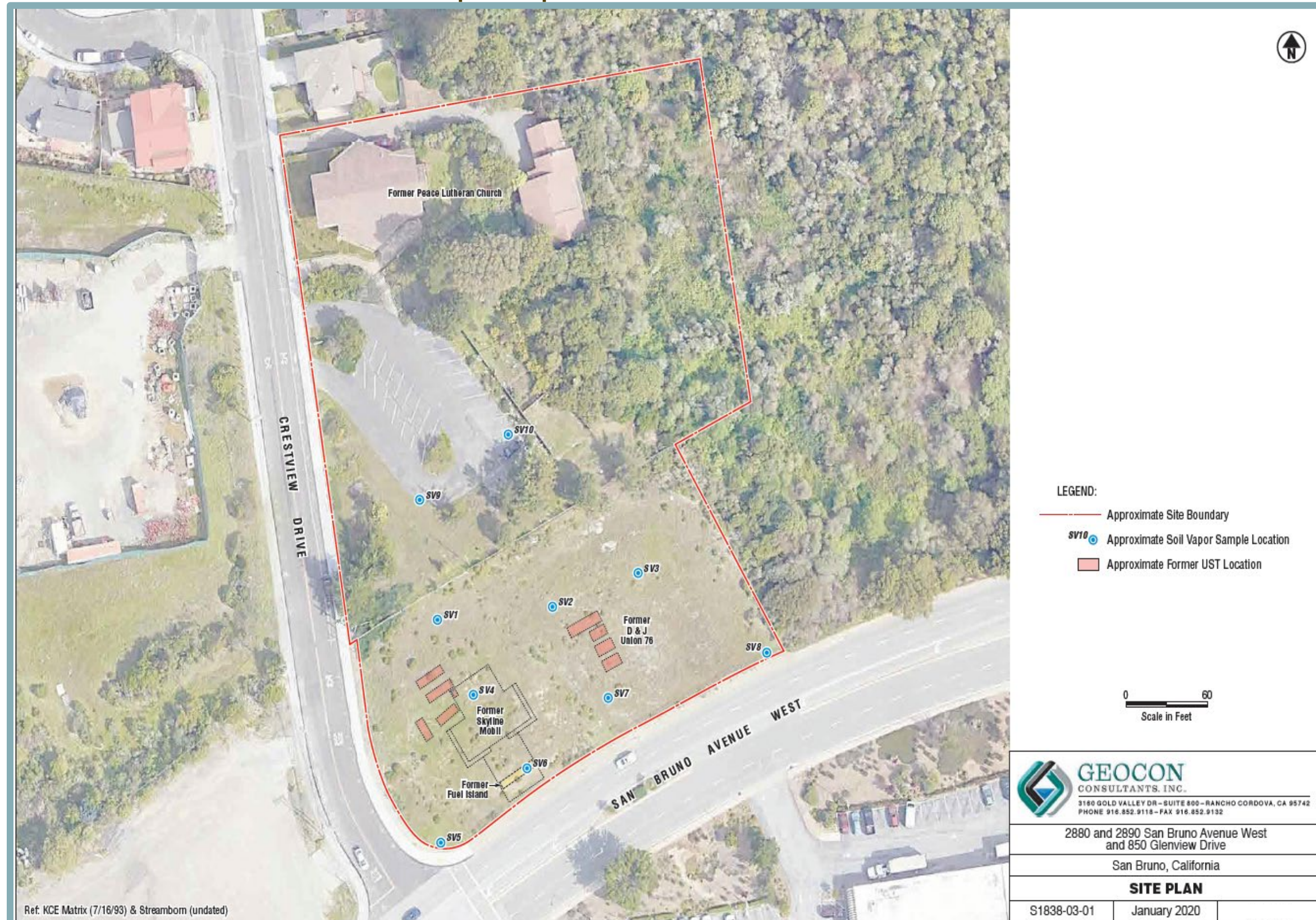
#### On-Site Soil Vapor Survey

On September 25 and 26, 2019, Geocon Consultants used Geoprobe direct-push equipment to advance borings and install ten temporary soil vapor wells to a maximum depth of 5.5 feet. Geocon Consultants encountered refusal in and around SV6, which was finally advanced to and set at a depth of 4.5 feet. Soil vapor samples were then collected from each well following guidelines in Advisory-Active Soil Gas Investigation (California Environmental Protection Agency [CAL-EPA], et al., 2015). The soil vapor well locations were selected based on information available for the former gas stations on the project site, the former dry cleaners south of the site (discussed below), and existing site conditions (see [Figure 19](#)).

After sampling was complete, the temporary wells were abandoned by removing the tubing and the top three to four feet of hydrated bentonite and backfilling with cement grout and topping the last six inches of the boring with dirt to match the surrounding surface. SV9 and SV10 were located in asphalt and were finished with cement.



**Figure 19**  
**Soil Vapor Sample Locations and Former UST Locations**





### **Laboratory Analysis Results**

The following discussions are summaries of the laboratory analysis results for the soil vapor samples. Copies of the laboratory analytical reports and chain-of-custody documentation are included within the Soil Vapor Survey results included in this IS/MND as Appendix E.

#### **Helium and Oxygen**

Helium was not detected at concentrations equal to or exceeding the reporting limits (RLs), in nine of the ten vapor samples, which indicates that the sample collection was free of atmospheric leaks for those nine samples. Helium was detected at a concentration of 0.17 percent in SV7. Geocon Consultants maintained a 20 percent helium concentration inside of the shroud over SV7, so 0.17 percent represents a leak of 0.85 percent, which is less than the guidance-specified leak tolerance level of five percent, thus indicating that the sample and associated analysis are valid.

Oxygen was detected in nine of the ten samples collected at concentrations ranging from 17 to 20 percent. Oxygen was detected in SV10 at 1.6 percent. As summarized in the San Francisco Bay Regional Water Quality Control Board (RWQCB)'s January 2019 User's Guide: Derivation and Application of Environmental Screening Levels, the oxygen availability in the subsurface is important for assessing areas with petroleum contamination because petroleum hydrocarbons will biodegrade under aerobic subsurface conditions. Aerobic biodegradation can also limit the upward migration of petroleum vapors in the vadose zone, which is known as bioattenuation.

#### **Petroleum VOCs**

Several VOCs were detected in the soil vapor samples collected from the project site, including: GRO, benzene, toluene, ethyl-benzene, xylenes, MTBE, and naphthalene. The Soil Vapor Study indicated that the maximum reported benzene, ethylbenzene, and naphthalene concentrations do not exceed their respective Low-Threat Closure Policy (LTCP) criteria either with or without bioattenuation. The LTCP defines the bioattenuation zone at petroleum sites as the zone of soil from the ground surface to a depth of five feet with soil vapor having an oxygen content greater than four percent and petroleum concentrations (total of gasoline and diesel) less than 100 milligrams per kilogram. It should be noted that Geocon Consultants compared the petroleum VOC concentrations only to LTCP criteria, rather than other soil vapor criteria such as the San Francisco Bay RWQCB ESLs, because the ESL guidance specifically states that "petroleum UST sites should follow the LTCP." The ESLs for petroleum constituents do not account for bioattenuation and therefore can be overly conservative.

#### **Non-Petroleum VOCs**

Chloroform was detected in six soil vapor samples at concentrations exceeding the ESL for residential uses. None of the other VOC concentrations exceed their respective soil vapor ESLs for residential use. In regard to the presence of chloroform, there is no known source of chloroform at the project site and its presence in soil vapor may be due to natural biogeochemical processes in site soil. Geocon Consultants discussed the presence of chloroform in soil vapor with Cheryl Prowell, the San Francisco Bay RWQCB Toxics Cleanup Division Chief,

who stated that chloroform in soil vapor and indoor air where there is no identified source is often attributable to off-gassing from treated drinking water and sewers. Ms. Prowell recommended reporting the detected concentrations to the current regulatory caseworker(s), but stated it is unlikely to be a driver for further investigation. Carbon disulfide, heptane, hexane, cyclohexane, 2-hexanone, 4-ethyltoluene, 1,3,5-trimethylbenzene, 1,2,4-trimethylbenzene, 1,3-butadiene, ethanol, 2-propanol, tetrahydrofuran, propylbenzene, and 2,2,4-trimethylpentane were also detected, but do not have corresponding ESLs.

### ***Soil Vapor Study Conclusions***

Petroleum-related VOCs were detected in soil vapor at the site, but at concentrations less than the LTCP criteria for residential use both with and without a bioattenuation zone. Geocon Consultants concluded that these findings suggest that vapor intrusion of contaminants of concern (COCs) to future indoor air on the site would not result in an unacceptable health risk to future residents of the proposed project or construction workers. Therefore, former uses of 2880 and 2890 San Bruno Avenue West as service stations and the former use of neighboring Skycrest Village for commercial uses, including a dry-cleaning establishment, would not result in the proposed project creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.

### **Surrounding Properties – 2901 San Bruno Avenue West**

2901 San Bruno Avenue West is identified as the Crestmoor Auto Center, a gasoline and service station. The site contains four permitted USTs, two 10,000-gallon gasoline USTs, one 10,000-gallon diesel UST, and one 550-gallon waste oil UST. This property is located approximately 87 feet south and upgradient to crossgradient of the project site. However, this property does not have a documented history of spills, leaks, and/or unauthorized releases to the environment. Of the regulatory databases searched and inquiries made, regulatory documentation was not located. Therefore, LTR determined that 2901 San Bruno Avenue West does not present an REC to the site.

### **Surrounding Properties – 118 Skycrest Shopping Center**

Recent listings in the City Directory identify 118 Skycrest Shopping Center as the former Crest Cleaners that was located in the former Skycrest Shopping Center. Presently, the former facility is occupied by Skycrest Village, a residential community. This property is approximately 447 feet south-southeast and upgradient to crossgradient of the project site and is listed as open for further assessment under the San Mateo County Local Oversight Program (LOP) (Case #889063) and the San Francisco Bay Regional Water Quality Control Board (RWQCB).

Skycrest Village is a residential community of detached homes located in the Crestmoor neighborhood in San Bruno, California and was constructed sometime between 2006 and 2007. To redevelop the property, portions of commercial buildings and associated infrastructure of the former Skycrest Shopping Center were demolished and removed. The commercial buildings had historically been occupied by retail stores, a restaurant, and a dry-cleaning establishment named Crest Cleaners at 118 Skycrest Shopping Center.

A Phase I ESA was completed in 2005 by Bay Area Geotechnical Group (BAGG) Engineers of Sunnyvale, California on behalf of the developer of the property, Skycrest

Partners, LP. BAGG recommended subsurface soil and groundwater sampling adjacent to Crest Cleaners, which was still in operation at the time. Based upon their findings associated with the ESA and sampling activities, BAGG concluded that the property could be redeveloped for residential purposes without further investigation or remedial activities. The City of San Bruno reviewed BAGG's reports and sampling results in the process of issuing development and construction permits to Skycrest Partners and agreed with BAGG's conclusion regarding the environmental condition of the property.

In late 2011, SMCEHD requested additional testing to assess potential risk to health and the environment associated with the former Crest Cleaners. Skycrest Partners contracted with Green Environment, Inc. (GEI) to perform the additional sampling. Based upon the cumulative soil, groundwater, and soil vapor analytical data collected at the property between April 2012 and September 2013, GEI recommended additional remediation measures be undertaken to remove PCE-impacted soil in the landscaped area between the concrete driveways of Lot 13 and Lot 14. However, the Phase I ESA prepared for the proposed project could not determine whether the most recent proposed additional work had been conducted at 118 Skycrest Shopping Center.

Despite the documented remedial and environmental monitoring activities, the property currently has documented concentrations of halogenated volatile compounds (HVOCs) in both soil and soil vapor in excess of regulatory ESLs. In addition, as mentioned previously, 118 Skycrest Shopping Center is listed as open for further assessment under the San Mateo County LOP and the San Francisco Bay RWQCB and has yet to attain administrative case closure. Due to the open case status and the upgradient and adjacent proximity to the project site, LTR considers 118 Skycrest Shopping Center to be a potential environmental concern to the project site. As discussed above, this potential concern was evaluated in the Soil Vapor Survey conducted for the Glenview Terrace project site by Geocon Consultants and determined not to pose a significant hazard to the project site.

### Asbestos-Containing Building Material

Asbestos is the name for a group of naturally occurring silicate minerals that are considered to be "fibrous" and, through processing, can be separated into smaller and smaller fibers. The fibers are durable, chemical resistant, and withstand heat and fire. They are also long, thin and flexible, so they can even be woven into cloth and other fabrics. Some building products such as vinyl floor tile, asbestos cement board, and roofing materials have been used in the construction of buildings. However, later discoveries found that, when inhaled, the material caused serious illness.

For buildings constructed prior to 1980, the Code of Federal Regulations (29 CFR 1926.1101) states that all thermal system insulation (boiler insulation, pipe lagging, and related materials) and surface materials must be designated as "presumed asbestos-containing material" (ACM) unless proven otherwise through sampling in accordance with the standards of the Asbestos Hazard Emergency Response Act. Because the existing church building was built prior to 1980, the potential exists that ACMs were used in constructing the church. ACMs can include but are not limited to: plaster, ceiling tiles, thermal systems insulation, floor tiles, vinyl sheet flooring, adhesives, and roofing materials.

### Lead-Based Paints

Lead Based Paint (LBP) is defined as any paint, varnish, stain, or other applied coating that has  $\geq 1$  mg/cm<sup>2</sup> (5,000 µg/g or 5,000 ppm) of lead by federal guidelines. Lead is a highly toxic material that may cause a range of serious illnesses, and in some cases death. Structures built prior to 1978 and especially prior to the 1960s should be expected to contain LBP. The existing church building on the property was constructed before the phase-out of LBPs in the 1970s. Therefore, the potential exists that the structure contains LBPs.

### **Conclusion**

Based on the above, the potential presence of asbestos and lead-based paint in on-site structures may present a hazard to workers during demolition of the structures. In addition, while the soil vapor sampling determined that on-site soils are not significantly impacted by residual petroleum contamination, the possibility exists to encounter limited constituents in on-site soil during grading and excavation. Thus, construction of the proposed project could have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment, and a **potentially significant** impact would occur.

### **Mitigation Measure(s)**

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

- IX-1. *Prior to issuance of a demolition permit for any on-site structures, the Developer shall consult with certified Asbestos and/or Lead Risk Assessors to complete and submit for review to the City of San Bruno Community Development Director an asbestos and lead survey. If ACMs or lead-containing materials are not discovered during the survey, further mitigation related to ACMs or lead containing materials shall not be required. If ACMs and/or lead-containing materials are discovered by the survey, the project applicant shall prepare a work plan to demonstrate how the on-site ACMs and/or lead-containing materials shall be removed in accordance with current California Occupational Health and Safety (Cal-OSHA) Administration regulations and disposed of in accordance with all California Environmental Protection Agency regulations, prior to the demolition and/or removal of the on-site structures. The applicant shall submit the work plan to the City for review and approval.*
- IX-2. *If unidentified or suspected contaminated soil or groundwater evidenced by stained soil, noxious odors, or other factors, is encountered during site improvements, work shall stop in the area of potential contamination, and the type and extent of contamination shall be identified by a Registered Environmental Assessor (REA) or qualified professional. The REA or qualified professional shall prepare a report that includes, but is not limited to, activities performed for the assessment, summary of anticipated contaminants and contaminant concentrations, relevant Low-Threat Underground Storage Tank Closure Policy (LTCP) criteria for identified contaminants, whether the contaminants exceed LTCP criteria, thus warranting remediation, and recommendations for appropriate handling*



*and disposal. Site improvement activities shall not recommence within the contaminated areas until any necessary remediation identified in the report is complete. The report and verification of proper remediation and disposal shall be submitted to the San Bruno Community Development Department for review and approval.*

- c. The nearest schools relative to the project site are Highlands Christian School, located approximately 0.35-mile northwest of the site, and Stratford School, located approximately 0.40-mile east of the site. Because schools are not located within a quarter mile of the site, the proposed project would result in **no impact** related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- d. A list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 was provided in the Phase I ESA. According to the Phase I ESA, 2880 and 2890 San Bruno Avenue West, the two southernmost parcels of the project site, were listed on the CORTESE database among other hazardous materials and substance lists due to previous contamination of on-site soils with petroleum-related VOCs associated with ten former on-site USTs which contained gasoline and diesel, among other petroleum-based materials. The USTs were used during operation of the two former automobile service stations on the project site. Two of the previous USTs were also listed as LUSTs during their operation.

As discussed under Question 'b', the two parcels have since been subject to in-situ remediation and case closure under local oversight of the San Mateo County Environmental Health Services Agency. In addition, recent soil vapor sampling by Geocon Consultants has confirmed that soil vapor concentrations of VOCs do not exceed the LTCP criteria for residential use. Geocon Consultants concluded that these findings suggest that vapor intrusion of COCs to future indoor air on the site would not result in an unacceptable health risk to future residents of the proposed project or construction workers.

Based on the above, although the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, remedial efforts undertaken on the project site from 1993 to 2006 have reduced the presence of COCs within on-site soils, groundwater, and soil vapor to less-than-significant levels. Based on the findings of the Soil Vapor Survey, residual contaminants within on-site soils and groundwater would not result in an unacceptable health risk to future residents of the proposed project or construction workers. Therefore, development of the project site with 29 single-family residences and associated improvements would not create a significant hazard to the public or the environment, and the proposed project would have a **less-than-significant** impact with respect to being located on a hazardous materials site.

- e. The closest airport to the project site is the San Francisco International Airport, located approximately 2.3 miles to the west of the project site. However, the project site is located within Airport Influence Area B, the Land Use Policy Action/Project Referral Area, of the Comprehensive Airport Land Use Plan for the Environs of San Francisco International Airport (ALUP).<sup>36</sup> According to the ALUP, flight path of the aircrafts do not fly directly over

---

<sup>36</sup> County Association of Governments of San Mateo County. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* [pg. II-34, IV-4, and IV-11]. November 2012.

the project site and sound levels are below 65 dB. As such, the project site would not be exposed to significant hazards by being located within an airport land use plan area. Accordingly, a **less-than-significant** impact would result related to a safety hazard or excessive noise for people residing or working in the project area.

- f. During operation, the proposed project would provide adequate access for emergency vehicles and would not interfere with potential evacuation or response routes used by emergency response teams. The project would not substantially alter the existing circulation system in the surrounding area. As a result, the project would have a **less-than-significant** impact with respect to impairing the implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.
- g. As discussed in Section XX, Wildfire, of this IS/MND, the project site is located in a WUI Fire Area due to close proximity to Crestmoor Canyon. Nine homes are proposed to be uphill from Crestmoor Canyon where natural trees and brush could be susceptible to fire. To address the potential for the residences to be exposed to wildfire, the backyard areas of Lots six through eight and Lots 18 to 23, which back up to Crestmoor Canyon, would include a 30-foot defensible space in which highly combustible plant species would not be included. Adjacent to Lots six through eight and Lots 18 to 23, Lot D would also include a 70-foot defensible space in which existing vegetation would be cut back to a maximum height of one-foot six-inches, and dead vegetation and diseased trees would be removed as directed by the City. Therefore, the total amount of defensible space between the project site and Crestmoor Canyon would be approximately 100 feet. Furthermore, the proposed residences would be designed using materials, systems, assemblies, and methods of construction that are compliant with the California Building Code, Chapter 7A, Exterior Wildfire Exposure within the Urban Interface Fire Area. Because the proposed project would comply with relevant California Building Code requirements and include cleared set-back area, the project would not expose people or structures to the risk of loss, injury or death involving wildland fires, and a **less-than-significant** impact would occur.

## **X. HYDROLOGY AND WATER QUALITY.**

*Would the project:*

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. 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 type="checkbox"/>
b. 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 type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
iii. 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 type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

### **Discussion**

- a. The following discussion provides a summary of the proposed project's potential to violate water quality standards/waste discharge requirements or otherwise degrade water quality during construction and operation.

#### **Construction**

During the early stages of construction activities, topsoil would be exposed due to grading and excavation of the site. After grading and prior to overlaying the ground surface with impervious surfaces and structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality downstream.

The proposed project would be required to comply with Chapter 10.18, Stormwater Management and Discharge Control Program, of the SBMC, which includes standards for managing stormwater runoff during construction and operation. Per Section 10.18.090, any construction contractor performing work in the City must provide filter materials at the catch basin to retain any debris and dirt flowing into the City's stormwater system. In addition, the State Water Resources Control Board (SWRCB) regulates stormwater

discharges associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres. The City's National Pollutant Discharge Elimination System (NPDES) permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires a Storm Water Pollution Prevention Plan (SWPPP) to be prepared for the site. A SWPPP describes Best Management Practices (BMPs) to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project. Because the proposed project would disturb greater than one acre of land, the proposed project would be subject to the requirements of the State's General Construction Permit and would be required to prepare an SWPPP inclusive of BMPs that would prevent construction activities from causing surface and/or groundwater contamination. In addition, per Mitigation Measure VII-2 of this IS/MND, the project applicant would be required to develop an erosion control plan that utilizes standard construction practices to limit the erosion effects during construction of the proposed project.

Based on the above, construction of the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

### **Operation**

The proposed residential uses would not involve operations typically associated with the generation or discharge of polluted water. Thus, typical operations on the project site would not violate any water quality standards or waste discharge requirements, nor degrade water quality. However, addition of the impervious surfaces on the site would result in the generation of urban runoff, which could contain pollutants if the runoff comes into contact with vehicle fluids on parking surfaces and/or landscape fertilizers or herbicides. All municipalities within San Mateo County are required to develop more restrictive surface water control standards for new development projects as part of the renewal of the Countywide NPDES permit.

The City of San Bruno has adopted the County C.3 Stormwater Standards, which require new development and redevelopment projects that create or alter 10,000 or more sf of impervious area to contain and treat all stormwater runoff from the project site. The proposed project would create a total of approximately 80,000 sf of new impervious surfaces. Thus, the project would be subject to the requirements of the C.3 Stormwater Standards, which are included in the City's NPDES General Permit.

Per the Stormwater Requirements Checklist prepared for the proposed project, the project would conform with the most recent San Mateo Countywide Water Pollution Prevention Program C.3 Stormwater Technical Guidance,<sup>37</sup> as well as all applicable City stormwater requirements. In compliance with the San Mateo County C.3 Stormwater Technical Guidance and City requirements, the proposed project would include two bioretention areas to treat stormwater runoff from surfaces on-site to prevent pollutants from entering the drainage system. The bioretention area within the southern portion of the project (BA-1), would be 1,393 sf and would convey runoff from the new improvements to a new storm drain line in San Bruno Avenue West. The bioretention area within the northern portion of the project site (BA-2), would be 2,132 sf and would convey runoff from the northern portion of the site to an existing storm drain line in Glenview Drive. The size of the

---

<sup>37</sup> San Mateo Countywide Water Pollution Prevention Program. *C.3 Stormwater Technical Guidance*. June, 2017.



bioretention facilities has been calculated to be in compliance with “Combination Flow and Volume Design Basis” found in Chapter 5 of the San Mateo County C.3 Stormwater Technical Guidance. Importantly, as discussed in Section VII, Geology and Soils, of this IS/MND, the proposed basins would be lined with high-strength impermeable membranes to ensure that infiltration would not occur, which could affect slope stability. In addition to providing stormwater treatment, the bioretention basins would also control the rate of runoff and act as hydromodification facilities.

Based on the above, the proposed project would meet or exceed the C.3 Stormwater Standards. Compliance with such requirements would ensure that impacts to water quality standards or waste discharge requirements would not occur during operation of the proposed project.

### **Conclusion**

Based on the above, the proposed project would not result in the violation of water quality standards and degradation of water quality during construction or operation, and a ***less-than-significant*** impact would occur.

- b,e. Water supplies for the City, including the project area, are provided by the City of San Bruno. Per the Cal Water 2015 Urban Water Management Plan (UWMP) for the City of San Bruno, groundwater currently accounts for approximately 51 percent of the City’s water supplies.<sup>38</sup> The City’s groundwater is supplied by the Westside Basin, which is split between the North Westside Basin Area and the South Westside Basin Area. The City of San Bruno is located within the South Westside Basin Area which, according to the South Westside Basin Groundwater Management Plan (GWMP), is in slight overdraft, resulting in a declining volume of storage. However, because the volume change is less than two percent, which is within the margin of error associated with the data, the GWMP concluded that the basin should be considered stable.

Bulletin 118 – Interim Update 2016 defines 515 groundwater basins and subbasins in California. Per the 2015 UWMP, the Department of Water Resources (DWR) is required to prioritize the 515 groundwater basins and subbasins as either High, Medium, Low, or Very Low. The Westside Basin is considered Very Low per the DWR. Therefore, Westside Basin is not required to form a Groundwater Sustainability Agency (GSA) or develop a Groundwater Sustainability Plan.

Per the 2015 UWMP, water supplies are projected to meet expected demand for normal year and wet year scenarios through 2040. During dry years, the City will maximize the use of groundwater and supplement with surface water and the San Francisco Public Utilities Commission (SFPUC) “banked” groundwater supply. Additional surface water supply will offset the City’s groundwater pumping. Because the City has adequate water supply during normal and wet years, and access to SFPUC water supplies during dry years, the proposed project is not anticipated to substantially decrease groundwater supplies.

Therefore, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the Westside Groundwater Basin. In addition, the project would not conflict with or obstruct implementation of a water quality control plan

---

<sup>38</sup> West Yost Associates. *City of San Bruno, 2015 Urban Water Management Plan*. [pg. 6-4]. June 2016.

or a sustainable groundwater management plan. Thus, a **less-than-significant** impact would occur.

- ci-iii. Development of the proposed project would result in an increase in impervious surfaces on the project site, which would alter a portion of the existing drainage pattern of the site. The drainage patterns on the southern portion of the site would remain the same while the northern site drainage patterns would be altered due to site improvements. However, as discussed above, the project is required to comply with C.3 Standards and is proposed to include appropriate site design measures, source controls, and hydraulically-sized stormwater treatment measures to limit the rate and amount of stormwater runoff leaving the site and ensure that such runoff does not contain substantial levels of pollutants.

Per the C.3 Stormwater Requirements Checklist prepared for the proposed project, the project qualifies as a Hydromodification Management Project and, thus, is subject to the hydromodification management requirements in Provision C.3.g of the Municipal Regional Stormwater Permit. Specifically, post-project stormwater discharge rates and durations may not exceed pre-project discharge rates and durations. The Bay Area Hydrology Model in the Storm Drainage Report provided by BKF engineers summarizes the existing and post-project stormwater runoff flows anticipated to occur at the proposed point of connection with the City's storm drain system for 2-year, 5-year, 10-year, and 25-year storm frequency events, as modeled using the Bay Area Hydrology Model (BAHM) (see Appendix F). The modeling was used to determine the number and size of orifices and riser heights for the two on-site bioretention basins to control the outflow of site runoff into the City's storm drain system to match pre-construction rates.

Based on the above, the proposed 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, siltation, or 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. Consequently, the proposed project would result in a **less-than-significant** impact.

- civ. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map number 06001C0342G, the project site is located within an Area of Minimal Flood Hazard (Zone X). The site is not classified as a Special Flood Hazard Area or otherwise located within a 100-year or 500-year floodplain. Therefore, development of the proposed project would not impede or redirect flood flows and result in a **less-than-significant** impact.
- d. As noted above, the project site is not located in a Special Flood Hazard Area. Thus, the proposed residential development would not be subject to substantial flooding risks. Tsunamis are defined as sea waves created by undersea fault movement, whereas a seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir. Due to the project site being located approximately three miles from the coast and the hills between the project and the water, the proposed project would not be exposed to flooding risks associated with tsunamis. Seiches do not pose a large risk to the proposed project. Therefore, the proposed project would not pose a substantial risk related to the release of pollutants due to project inundation due to flooding, tsunami, or seiche, and **less-than-significant impact** would occur.

## XI. LAND USE AND PLANNING.

Would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>
b. 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"/>	<b>✗</b>	<input type="checkbox"/>

### Discussion

- a. A project risks dividing an established community if the project would introduce infrastructure or alter land use so as to change the land use conditions in the surrounding community, or isolate an existing land use. Currently, existing land uses in the project vicinity include single family residences to the north of the site, Lunardi's Market to the south, and additional single-family residences to the south beyond the grocery store. The area to the west of the site is vacant and undeveloped. Therefore, the proposed uses would be compatible with the existing development in the project area. The proposed project would not involve any features that would divide an established community, such as a large roadway or walls. Based on the above, the proposed project would not physically divide an established community and a **less-than-significant** impact would occur.
- b. The proposed project would request a General Plan amendment to reclassify the site from Low Density and High Density Residential to Medium Density Residential. The proposed project would also request a rezone from R-1 to P-D for the northern parcel, such that the entire project site would be zoned P-D.

Based on the above, the proposed project would be generally consistent with the type and intensity of use previously anticipated for the site per the City. In addition, the proposed project would not conflict with city policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect. For example, in compliance with Section 8.25.040 of the SBMC, removal of on-site Heritage trees would require replacement pursuant to Mitigation Measure IV-6 through IV-8. Construction and operation of the proposed project would also comply with the City's noise standards, as demonstrated in Section XIII of this IS/MND. Thus, the proposed 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, and thus, a **less-than-significant** impact would occur

## **XII. MINERAL RESOURCES.**

*Would the project:*

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. 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"/>	✗
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗

### **Discussion**

- a,b. The City of San Bruno General Plan EIR states that mineral resources or recovery sites do not exist within the City. The General Plan does not identify any known mineral resources and much of the adjacent land is developed with residential and commercial uses. Thus, the proposed project would not result in the loss of availability of a known mineral resource or a locally important mineral recovery site. The proposed project would have ***no impact*** to mineral resources.



### **XIII. NOISE.**

*Would the project result in:*

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. 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"/>	<b>✗</b>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>
c. 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"/>	<b>✗</b>	<input type="checkbox"/>

### **Discussion**

The following discussion is based primarily on an Environmental Noise Analysis prepared for the proposed project by j.c. brennan & associates, Inc. (see Appendix G).<sup>39</sup>

- a. The following sections present information regarding sensitive noise receptors in proximity to the project site, the existing noise environment, and the potential for the proposed project to result in impacts during project construction and operation. The following terms are referenced in the sections below:
- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to decibels (dB) in this report will be A-weighted unless noted otherwise.
  - Average, or equivalent, sound level ( $L_{eq}$ ): The  $L_{eq}$  corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour).
  - Day-Night Average Level ( $L_{dn}$ ): The average sound level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours.

### **Existing Noise Environment**

The existing noise environment in the project vicinity is primarily defined by vehicle traffic on the local roadway network. To quantify the ambient noise environment at the project site, j.c. brennan & associates, Inc. conducted a continuous (24-hour) noise level measurement at one location on the site and short-term noise level measurements at two additional locations on the site (see Figure 20). Table 8 below provides a summary of the noise measurement results.

<sup>39</sup> j.c. brennan & associates, Inc. *Glenview Terrace Environmental Noise Analysis, City of San Bruno, California*. March 17, 2021.

**Figure 20**  
**Noise Measurement Locations**



<b>Table 8</b>								
<b>Summary of Existing Background Noise Measurement Data</b>								
<b>Site</b>	<b>Date</b>	<b>L<sub>dn</sub></b>	<b>Average Measured Hourly Noise Levels (dB)</b>					
			<b>Daytime (7 AM to 10 PM)</b>			<b>Nighttime (10 PM to 7 AM)</b>		
			<b>L<sub>eq</sub></b>	<b>L<sub>50</sub></b>	<b>L<sub>max</sub></b>	<b>L<sub>eq</sub></b>	<b>L<sub>50</sub></b>	<b>L<sub>max</sub></b>
A	9/10/19 – 9/11/19	60.3	57.8	54.3	53.4	52.7	51.2	63.5
1	9/10/19 – 11:20 AM	N/A	56.8	55.8	64.7	N/A	N/A	N/A
2	9/10/19 – 11:55 AM	N/A	60.1	57.7	75.7	N/A	N/A	N/A

**Source: j.c. brennan & associates, Inc. 2021.**

### Standards of Significance

The City of San Bruno General Plan Noise Element and Noise Ordinance establishes an exterior noise level standard of 60 dB and an interior level of 45 dB as normally acceptable at residential land uses.

Consistent with Appendix G of the CEQA Guidelines and the County's General Plan, the project would be considered to have a significant noise impact if it would result in:

- Exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Specifically, an exterior noise level of 60 dBA L<sub>dn</sub> and an interior noise level of 45 dB L<sub>dn</sub> for residential uses exposed to transportation noise sources. For impacts associated with San Francisco International Airport (SFO), the 60 dBA and the 65 dBA CNEL contours developed for the airport are used;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or a

With respect to a substantial permanent increase, generally, a project may have a significant effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or expose people to measurably severe noise levels. In practice, a noise impact may be considered significant if it would generate noise that would conflict with local project criteria or ordinances, or substantially increase noise levels at noise sensitive land uses. The potential increase in traffic noise from the project is a factor in determining significance. Research into the human perception of changes in sound level indicates the following:

- A 3-dB change is barely perceptible;
- A 5-dB change is clearly perceptible, and
- A 10-dB change is perceived as being twice or half as loud.

A common practice in many jurisdictions is to use a 3-5 dB increase as a threshold of significance. However, a limitation of using a single noise level increase value to evaluate noise impacts is that it fails to account for pre-project noise conditions.

Table 9 is based upon recommendations made by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon



studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been widely accepted that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the  $L_{dn}$ .

<b>Table 9 Significance of Changes in Noise Exposure</b>	
<b>Ambient Noise Level Without Project, <math>L_{dn}</math></b>	<b>Increase Required for Significant Impact</b>
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>60 dB	+1.5 dB or more
<b>Source: Federal Interagency Committee on Noise (FICON)</b>	

- A substantial temporary or periodic increase in ambient noise levels in the project vicinity.

With respect to a substantial temporary noise increase, Section 6.16.070, Construction of buildings and projects, of the SBMC states the following with respect to construction noise levels:

*No person shall, within any residential zone, or within a radius of five hundred feet therefrom, operate equipment or perform any outside construction or repair work on any building, structure or other project, or operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction-type device which shall exceed, between the hours of seven a.m. and ten p.m., a noise level of 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, unless such person shall have first obtained a permit therefore from the director of public works. No permit shall be required to perform emergency work.*

### **Impact Analysis**

The following sections provide an analysis of potential noise impacts associated with construction and operation of the proposed project.

#### **Construction Noise**

During construction of the proposed project, heavy-duty equipment would be used for demolition, grading, excavation, paving, and building construction, which would result in temporary noise level increases. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the project site would vary depending on the proximity of construction activities to that point. Standard construction equipment, such as backhoes, dozers, and dump trucks would be used on-site. Table 10 shows the predicted construction noise levels for development of the proposed project. Based on the table, activities involved in typical construction would generate maximum noise levels up to 90 dB at a distance of 50 feet. Based on Table 10, the construction activities would not exceed 85 dB at a distance of 100 feet.



<b>Table 10 Construction Equipment Noise</b>		
<b>Type of Equipment</b>	<b>Maximum Level, dB at 50 feet</b>	<b>Maximum Level, dB at 100 feet</b>
Backhoe	78	72
Compactor	83	77
Compressor (air)	78	72
Concrete Saw	90	84
Dozer	82	76
Dump Truck	76	70
Excavator	81	75
Generator	81	75
Jackhammer	89	83
Pneumatic Tools	85	79
<b>Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006.</b>		

Therefore, impacts resulting from the generation of a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance would be considered less-than-significant with compliance with the City's noise hour limitations.

### Project Operational Noise

Operations of the proposed project would generate noise primarily associated with increased traffic on nearby roadways. Project operational noise sources would also be generated from outdoor activities occurring within the backyard or front yard of the residences. Non-transportation and transportation related noise at sensitive receptors are discussed in further detail below.

### *Transportation Noise at New Sensitive Receptors*

It is important to note that impacts of the environment on a project (as opposed to impacts of a project on the environment) are beyond the scope of required CEQA review. "[T]he purpose of an EIR is to identify the significant effects of a project on the environment, not the significant effects of the environment on the project." (*Ballona Wetlands Land Trust v. City of Los Angeles*, (2011) 201 Cal.App.4th 455, 473 (*Ballona*).) The California Supreme Court recently held that "CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents. What CEQA does mandate... is an analysis of how a project might exacerbate existing environmental hazards." (*California Building Industry Assn. v. Bay Area Air Quality Management Dist.* (2015) 62 Cal.4th 369, 392; see also *Mission Bay Alliance v. Office of Community Investment & Infrastructure* (2016) 6 Cal.App.5th 160, 197 ["identifying the effects on the project and its users of locating the project in a particular environmental setting is neither consistent with CEQA's legislative purpose nor required by the CEQA statutes"], quoting *Ballona, supra*, 201 Cal.App.4th at p. 474.).

Thus, for the purposes of the CEQA analysis, the relevant inquiry is not whether the proposed project's future residents would be exposed to preexisting environmental noise-related hazards, but instead whether project-generated noise would exacerbate the pre-existing conditions. Nonetheless, the Environmental Noise Analysis addressed the anticipated transportation noise levels due to traffic noise on Glenview Drive, San Bruno Avenue, and Skyline Boulevard at the proposed residences to determine compliance with

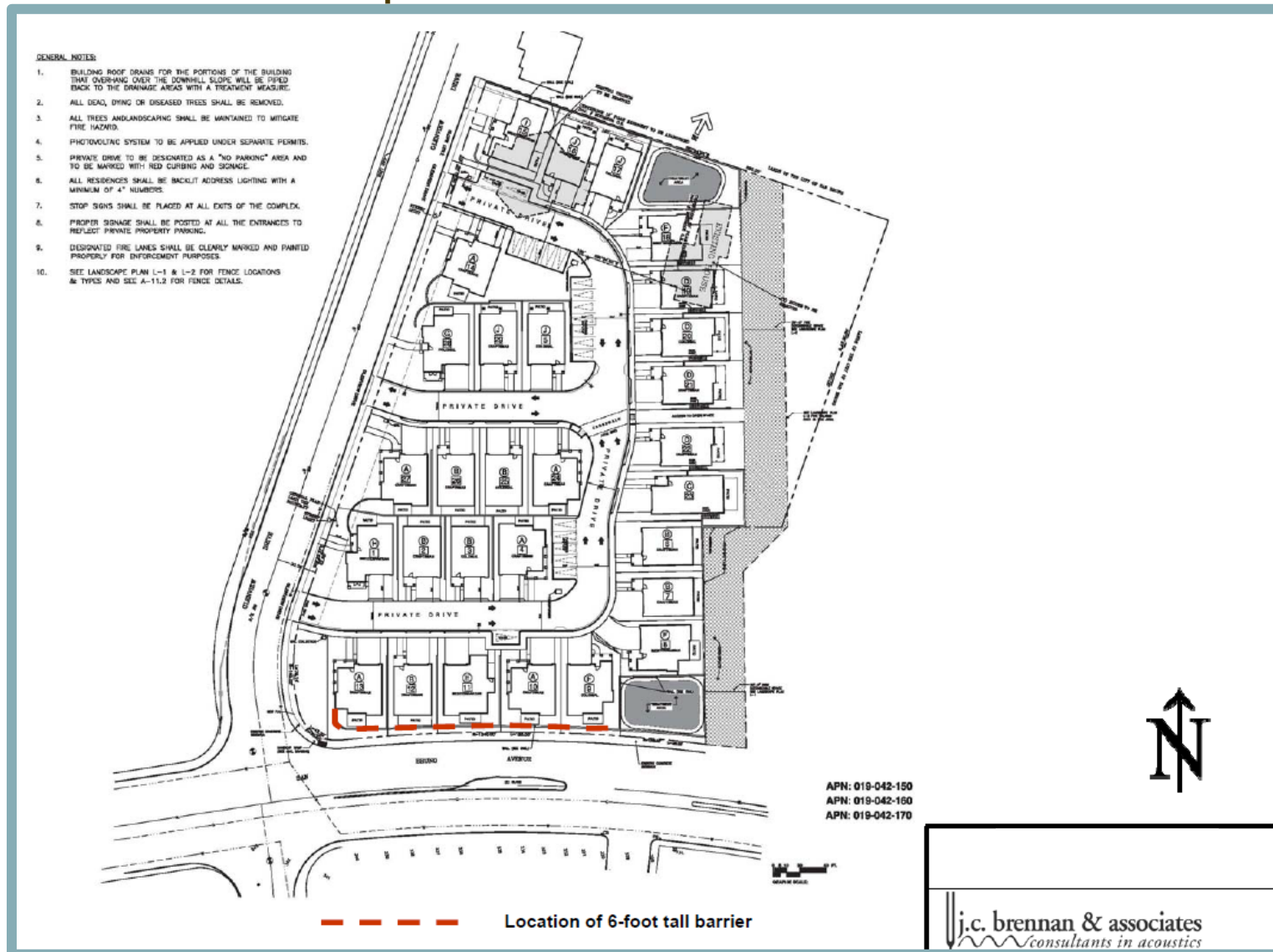
applicable standards. The analysis of a project's existing and future noise environment is not required for CEQA purposes but is included in this document for compliance with applicable General Plan standards.

To describe future noise levels due to traffic, j.c. brennan & associates used the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108). Direct inputs to the model included peak hour traffic volumes provided by DKS Traffic Consultants. The Table 11 data indicate that predicted exterior noise levels would not comply with the City of San Bruno 60 dB L<sub>dn</sub> exterior noise level standard at residences adjacent to San Bruno Avenue West without additional noise control measures. In order to minimize impacts related to transportation noise, a six-foot sound wall would be required in order to reduce exterior noise levels below the City's 60 dB exterior threshold (see Figure 21). With implementation of a six-foot sound wall, the noise level at the new sensitive receptors would be reduced below the City's 60 dB exterior threshold.

<b>Table 11</b> <b>Transportation Noise Levels at Proposed Residences</b>			
Noise Source	Approximate Distance to Outdoor Activity Area, feet <sup>1</sup>	Predicted Noise Levels, dB L <sub>dn</sub>	
Traffic Noise		No Wall	6' Wall
Glenview Drive	50-feet	60 dBA	54 dBA
San Bruno Avenue	65-feet	63 dBA	56 dBA
Skyline Boulevard	440-feet	60 dBA	54 dBA
<sup>1</sup> Setback distances are measured in feet from the centerlines of the roadways to the center of residential patios. <b>Source: FHWA-RD-77-108 with inputs from DKS Associates, and j.c. brennan &amp; associates, Inc. 2021.</b>			

Modern building construction typically yields an exterior-to-interior noise level reduction of 25 dBA. Therefore, where exterior noise levels are 70 dBA L<sub>dn</sub>, or less, additional interior noise control measures are typically not required. For the proposed project, exterior noise levels are predicted to be less than or equal to 56 dBA L<sub>dn</sub> with construction of a sound wall, resulting in an interior noise level of 31 dBA L<sub>dn</sub> based on typical building construction. To further reduce impacts on interior noise levels, jc brennan& associates recommends mechanical ventilation to be installed in all residential uses to allow residents to close doors and windows for the appropriate acoustical isolation. Because impacts of the environment on the proposed project are not within the purview of CEQA, the City would require the following Conditions of Approval to ensure consistency with the City's General Plan noise levels standards:

**Figure 21**  
**Proposed Location of Six-Foot Sound Wall**



- For lots adjacent to San Bruno Avenue, the project applicant shall construct a sound wall 6-feet in height at the property line adjacent to San Bruno Avenue.
- Mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired for acoustical isolation.

### ***Transportation Noise at Existing Sensitive Receptors***

To assess noise impacts due to project-related traffic increases on the local roadway network, traffic noise levels for existing, existing plus project, cumulative, and cumulative plus project conditions have been calculated using the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108). The model is based upon the Calven reference noise emission factors for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. As previously discussed, traffic volumes were sourced from the Traffic Impact Analysis prepared for the proposed project by DKS Associates. The estimated truck usage and vehicle speeds were based on field observations. Traffic noise levels have been predicted at the sensitive receptors located at the closest typical setback distance along each project-area roadway segment. In some locations, sensitive receptors may be located at distances which vary from the assumed calculation distance and may not receive full shielding from intervening noise barriers.

Table 12 summarizes traffic noise levels along each study roadway segment in the project vicinity for the Existing and Existing Plus Project conditions. Cumulative and Cumulative Plus Project conditions are summarized in Table 13. As shown in Table 12 and Table 13, some noise sensitive receptors located along the project-area roadways may currently be exposed to exterior traffic noise levels exceeding the City of San Bruno 60 dBA L<sub>dn</sub> exterior noise level standard for residential uses. As shown, these receptors will not be exposed to an increase in traffic noise levels due to the project. The proposed project's contribution to traffic noise increases is predicted to be no more than 1 dBA L<sub>dn</sub>, which is imperceptible to the human ear. This is less than the FICON criteria for pre-project noise levels. Therefore, the increase of 1 dB L<sub>dn</sub> is considered less than significant relative to the FICON substantial increase threshold.

<b>Table 12</b> <b>Predicted Traffic Noise Levels and Project Related Traffic Noise Level Increases (Existing Conditions)</b>					
Roadway Segment	Predicted L <sub>dn</sub> at 75-feet from the Roadway Centerlines				
	Existing	Existing + Project	Change	Criteria	Significant?
San Bruno Avenue, East of Glenview Drive	62 dBA	62 dBA	0 dBA	+3.0 dBA	No
Glenview Drive, San Bruno to Claremont Drive	57 dBA	58 dBA	+1 dBA	+5.0 dBA	No
Glenview Drive, Claremont to Plymouth Way	49 dBA	49 dBA	0 dBA	+5.0 dBA	No
Earl Avenue	49 dBA	49 dBA	0 dBA	+5.0 dBA	No

(Continued on next page)



<b>Table 12</b> <b>Predicted Traffic Noise Levels and Project Related Traffic Noise Level Increases (Existing Conditions)</b>					
Roadway Segment	Predicted L <sub>dn</sub> at 75-feet from the Roadway Centerlines				
	Existing	Existing + Project	Change	Criteria	Significant?
West of Glenview Drive					
Claremont Drive, West of Glenview Drive	50 dBA	50 dBA	0 dBA	+5.0 dBA	No
Claremont Drive, East of Glenview Drive	48 dBA	48 dBA	0 dBA	+5.0 dBA	No
Skyline Boulevard, San Bruno to Sheath Lane	70 dBA	70 dBA	0 dBA	+1.5 dBA	No
Skyline Boulevard, South of San Bruno Avenue	69 dBA	69 dBA	0 dBA	+1.5 dBA	No
Source: j.c. brennan & associates, Inc. 2021.					

<b>Table 13</b> <b>Predicted Traffic Noise Levels and Project Related Traffic Noise Level Increases (Cumulative Conditions)</b>					
Roadway Segment	Predicted L <sub>dn</sub> at 75-feet from the Roadway Centerlines				
	Cumulative	Cumulative + Project	Change	Criteria	Significant?
San Bruno Avenue East of Glenview Drive	62 dBA	62 dBA	0 dBA	+3.0 dBA	No
Glenview Drive San Bruno to Claremont Drive	57 dBA	5 dBA	0 dBA	+5.0 dBA	No
Glenview Drive Claremont to Plymouth Way	49 dBA	49 dBA	0 dBA	+5.0 dBA	No
Earl Avenue West of Glenview Drive	50 dBA	50 dBA	0 dBA	+5.0 dBA	No
Claremont Drive West of Glenview Drive	51 dBA	51 dBA	0 dBA	+5.0 dBA	No
Claremont Drive East of Glenview Drive	49 dBA	49 dBA	0 dBA	+5.0 dBA	No
Skyline Boulevard San Bruno to Sheath Lane	72 dBA	72 dBA	0 dBA	+1.5 dBA	No

(Continued on next page)

<b>Table 13</b> <b>Predicted Traffic Noise Levels and Project Related Traffic Noise Level Increases (Cumulative Conditions)</b>					
Roadway Segment	Predicted L <sub>dn</sub> at 75-feet from the Roadway Centerlines				
	Cumulative	Cumulative + Project	Change	Criteria	Significant?
Skyline Boulevard South of San Bruno Avenue	72 dBA	72 dBA	0 dBA	+1.5 dBA	No
Source: j.c. brennan & associates, Inc. 2021.					

### Conclusion

Based on the above, operation of the proposed project would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the City's General Plan and the SBMC. However, construction activities have the potential to result in temporary increases in noise levels in the project area that could be considered a nuisance. Therefore, a **potentially significant** impact could occur in relation to the generation of a substantial temporary 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.

### Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

- XIII-1(a). *Construction activities shall comply with the San Bruno Municipal Code and shall be limited to the hours of 7:00 AM to 10:00 PM.*
- XIII-1(b). *Prior to commencement of construction activities, the project contractor shall locate fixed construction equipment such as compressors and generators as far as possible from sensitive receptors. The project contractor shall shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power construction equipment.*
- XIII-1(c). *Prior to commencement of construction activities, the project applicant shall acquire a permit to operate construction equipment between the hours of 7:00 AM and 10:00 PM from the Director of Public Works.*

- b. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per

second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 14, which was developed by the California Department of Transportation (Caltrans), shows the vibration levels that would normally be required to result in damage to structures. As shown in the table, the threshold for architectural damage to structures is 0.20 in/sec PPV and continuous vibrations of 0.10 in/sec PPV, or greater, would likely cause annoyance to sensitive receptors.

<b>Table 14</b>			
<b>Effects of Vibration on People and Buildings</b>			
<b>PPV</b>		<b>Human Reaction</b>	<b>Effect on Buildings</b>
<b>mm/sec</b>	<b>in/sec</b>		
0.15 to 0.30	0.006 to 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10 to 15	0.4 to 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage
<b>Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.</b>			

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading and utilities placement occur. Table 15 shows the typical vibration levels produced by construction equipment at various distances. The most substantial source of groundborne vibrations associated with project construction would be the use of vibratory compactors. Use of vibratory compactors/rollers could be required during construction of the proposed driveways. The proposed project would only cause elevated vibration levels during construction, as the proposed project would not involve any uses or operations that would generate substantial groundborne vibration.

<b>Table 15</b>		
<b>Vibration Levels for Various Construction Equipment</b>		
<b>Type of Equipment</b>	<b>PPV at 25 feet (in/sec)</b>	<b>PPV at 50 feet (in/sec)</b>
Large Bulldozer	0.089	0.031
Loaded Trucks	0.076	0.027
Small Bulldozer	0.003	0.001
Auger/drill Rigs	0.089	0.031
Jackhammer	0.035	0.012
Vibratory Hammer	0.070	0.025
Vibratory Compactor/roller	0.210 (less than 0.20 at 26 feet)	0.074
<b>Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.</b>		

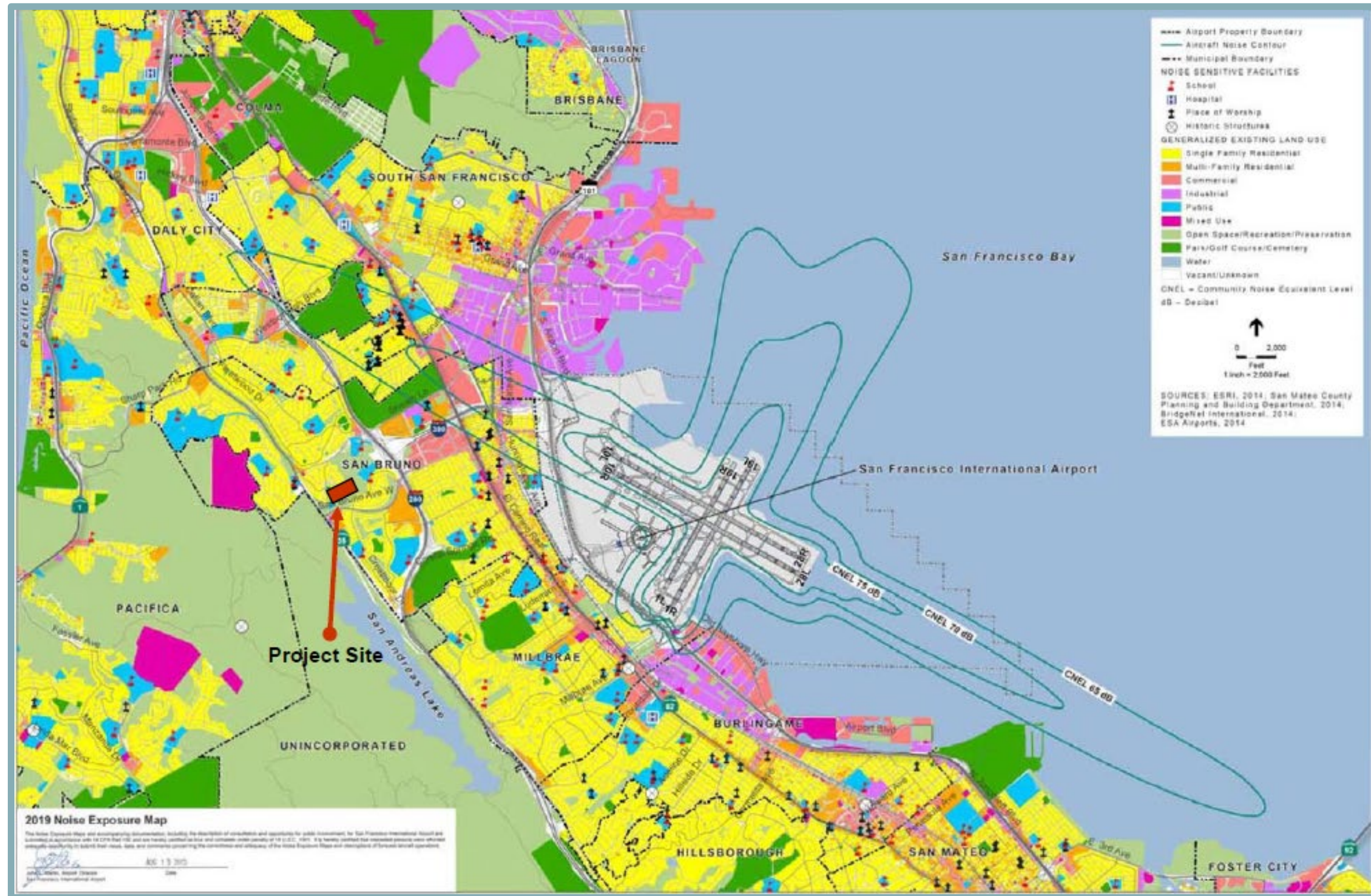
Based on Table 15, construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors that could be impacted by construction-related vibrations, especially vibratory compactors/rollers, are located approximately 200 feet to the north from typical construction activities on the project site. Thus, construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

Based on the above, the proposed project would not expose people to or generate excessive groundborne vibration or groundborne noise levels and a **less-than-significant** impact would occur.

- c. The nearest airport to the site is SFO, located approximately 2.5 miles east of the project site. As shown in Figure 22, the project site is located well outside of the 65 dB noise contour associated with noise generated by SFO, and based on Figure 7-5, Existing and Projected Noise Contours, of the General Plan, also anticipated to be outside of the 60 dB contour. Given that the project site is not located within a noise contour associated with the nearest airport, SFO, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with airports. Thus, a **less-than-significant** impact would occur.



**Figure 22**  
**SFO 2019 Noise Contours**



#### **XIV. POPULATION AND HOUSING.**

*Would the project:*

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>

#### **Discussion**

- a. The proposed project would include demolition of the existing on-site church structure, single-family home, and parking lot to allow for development of the 3.28-acre site with 29 single-family residences. The project site was previously anticipated for residential development in the City's General Plan. The General Plan Land Use and Urban Design Element assumed an average of 2.71 persons per housing unit according to the ABAG projections for 2025. As such, development of the project site with 29 single-family residences would result in the addition of approximately 79 residents to the City of San Bruno. The General Plan EIR determined that buildout of the 2025 General Plan would result in an increase of approximately 682 housing units and 2,649 residences. Based on the above projections, development of the project site with 29 single-family residences would result in a relatively small increase in population (approximately 0.03 percent of the total anticipated population growth at buildout of the General Plan). Furthermore, the project site is located within an urbanized area within the City of San Bruno, is surrounded by existing development, and would be served by City utilities without requiring the extension of major infrastructure. Therefore, the proposed project would not induce substantial unplanned population growth in the project area beyond what has been previously analyzed for the site, and a ***less-than-significant*** impact would occur.
- b. Portions of the project site are currently developed with a vacant single-family home, a vacant church building, and an associated parking lot. As part of the proposed project, the existing church building and single-family residence would be demolished, and the site would be redeveloped with 29 single-family homes. Demolition of the vacant church building and vacant single-family residence would not displace any existing residents on the site. Thus, ***no impact*** would occur.



## **XV. PUBLIC SERVICES.**

*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:*

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
e. Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

## **Discussion**

- a. Fire protection services in the City of San Bruno are provided by the San Bruno Fire Department (SBFD). The Fire Department operates two stations: Station 51 is located at 555 El Camino Real, approximately 1.5 miles northeast of the project site; and Station 52 is located at 1999 Earl Avenue, approximately 0.5-mile northwest of the site. Both stations are over 50 years old and need to be updated to meet current departmental needs. Full replacement of both stations, and replacement of vehicles are identified in the City's Development Impact Fee (DIF) Nexus Study, which was prepared on February 20, 2019 (see discussion below). However, the Fire Department is also part of a Joint Powers Authority (JPA) between the 20 incorporated cities in San Mateo County along with the County itself. The JPA requires that the closest available paramedic engine company respond to calls for emergency medical service, and the closest available engine and truck company respond to fire calls.

On May 1, 2019, the City's comprehensive DIF Ordinance, adopted by the City Council on February 26, 2019, went into effect. The Ordinance requires all residential and commercial developers to pay a one-time impact fee charged at the issuance of building permits for new construction in the City. This fee is collected and used to improve and expand public capital facilities and infrastructure throughout the City needed to serve new residential and commercial growth. The new facilities identified in the DIF Nexus Study, which would serve forecasted growth in the City, would be subject to their own independent CEQA review. Therefore, payment of the development impact fee would address the project's share of the improvement and/or expansion of capital facilities and infrastructure, a need that has already been identified by the City.

In addition to the above, the project site has been previously anticipated by the General Plan for the amount of residential development proposed for the project. Given the preceding factors, the proposed project would have a **less-than-significant** impact regarding substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

- b. The City of San Bruno Police Department would provide law enforcement services for the proposed project. The San Bruno police station is located at 1177 Huntington Avenue

East, approximately 2.5 miles from the project site. The Police Department belongs to a mutual aid agreement with neighboring jurisdictions and partner agencies.

The Police Department has no plans to expand its current facility at 1177 Huntington Avenue, and it is not feasible to enlarge the existing building, as it is on leased land from BART and cannot be expanded.<sup>40</sup> As noted in the City's DIF Nexus Study, the City has identified the need for specific upgrades and additions to help the Police Department serve new growth in the City. These include the expansion of the Evidence Room, upgrades to the Dispatch Center, the creation of a satellite police substation, and upgrades to surveillance and tracking technology. The DIF Ordinance requires all residential and commercial developers to pay a one-time impact fee charged at the issuance of building permits for new construction in the City. This fee is collected and used to improve and expand public capital facilities and infrastructure throughout the City needed to serve new residential and commercial growth. A portion of the DIF would be used for public safety, including police capital facilities and infrastructure. The new facilities identified in the DIF Nexus Study, which would serve forecasted growth in the City, would be subject to their own independent CEQA review, as deemed necessary. Therefore, payment of the development impact fee would address the project's share of the improvement and/or expansion of capital facilities and infrastructure, a need that has already been identified by the City.

In addition to the above, the project site has been previously anticipated by the General Plan for the amount of residential development proposed for the project. Given the preceding factors, the proposed project would have a **less-than-significant** impact regarding substantial adverse physical impacts associated with the provision of new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

- c. Four school districts serve the San Bruno residents from kindergarten through the community college level. The San Bruno Park School District operates six elementary schools and one middle school, and serves the majority of children within the City from kindergarten through eighth grade. In addition, the South San Francisco Unified School District has one elementary school within the City. The San Mateo Union High School District serves the City's high school students, and the San Mateo Community College District provides post-secondary educational services. According to the General Plan EIR, current school facilities are anticipated to be sufficient to accommodate student growth through the year 2025. In addition, under the provisions of SB 50, a project's impacts on school facilities are fully mitigated via the payment of the requisite new school construction fees established pursuant to Government Code Section 65995. Through payment of applicable impact fees by the project applicant, the project's potential impact to school services would be **less than significant**.
- d,e. The City of San Bruno currently provides a total of 72 acres of City parkland, including five small pocket parks, 12 neighborhood parks, and one large community park. The Parks and Recreation Services Department maintains all developed municipal park 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

---

<sup>40</sup> City of San Bruno. *Bayhill Specific Plan Final Environmental Impact Report*. January 2021, pg. 3.9-20.



residents. Junipero Serra Park is maintained by the San Mateo County Parks and Recreation Division and is approximately one mile away from the project site. In addition, Sweeney Ridge contains several walking trails located approximately 0.75-mile from the project site. Other parks within a one to 1.5-mile radius of the project site include Commodore Park, Forrest Lane Park, and Grundy Park.

The General Plan has a goal of 4.5 acres of parkland per 1,000 residents, which equates to approximately 0.36-acre for the project using the City's Housing Element persons per household data. Applicants of future developments are required to pay development impact fees to satisfy the City's parkland dedication requirement pursuant to the DIF Ordinance enacted under Government Code 66000 et seq., which would fund the anticipated new park and recreation infrastructure and capital facilities needed to accommodate growth and maintain service standards. The fees paid by future developers would be used by the City to acquire and/or improve new park and recreation infrastructure and capital facilities. New facilities would be subject to their own independent CEQA review. Therefore, payment of the development impact fee would address the project's share of the improvement and/or expansion of capital facilities and infrastructure.

It is also noted that according to SBMC Section 12.260.080, the City's Community Facilities Impact Fee Fund shall also be used for library improvements, as determined necessary.

Given required payment of the City's DIF related to community facilities, the proposed project would have a ***less-than-significant*** impact related to the need for new or physically altered parks or other public facilities, the construction of which could cause significant environmental impacts.

## **XVI. RECREATION.**

*Would the project:*

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>

### **Discussion**

- a,b. As mentioned in Section XV Public Services, the proposed project would require approximately 0.36-acre of parkland to meet the General Plan goal of 4.5 acres per 1,000 residents. Applicants of future developments are required to pay development impact fees to satisfy the City's parkland dedication requirement pursuant to the DIF Ordinance enacted under Government Code 66000 et seq., which would fund the anticipated new park and recreation infrastructure and capital facilities needed to accommodate growth and maintain service standards. The fees paid by future developers would be used by the City to acquire and/or improve new park and recreation infrastructure and capital facilities. New facilities would be subject to their own independent CEQA review. Therefore, payment of the development impact fee would address the project's share of the improvement and/or expansion of capital facilities and infrastructure.

It should also be noted that Junipero Serra Park, a 108-acre regional park maintained by the San Mateo County Parks and Recreation Division, is approximately one mile away from the project site, while Sweeney Ridge contains several walking trails located approximately 0.75-mile from the project site. Other parks within a one to 1.5-mile radius of the project site include Commodore Park, Forrest Lane Park, and Grundy Park. Therefore, sufficient parkland exists within the project vicinity to accommodate future residents' recreational needs.

Given required payment of the City's DIF related to community facilities, including parks, and the number of and proximity of existing parks in the project vicinity, the proposed project would have a **less-than-significant** impact related to increasing the use of existing parks such that substantial physical deterioration of the facility would occur, which might have an adverse physical effect on the environment.

## **XVII. TRANSPORTATION.**

*Would the project:*

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>
c. 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"/>	<b>✗</b>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>

### **Discussion**

- a. The following discussion is based primarily on a Traffic Impact Analysis (TIA) prepared for the proposed project by DKS Associates (see Appendix H).<sup>41</sup> The TIA evaluated the potential transportation impacts that could result from the proposed project, short- and long-term multi-modal circulation needs where relevant to site access and/or project impacts, and the adequacy of the proposed site plan for accommodating multi-modal site access and meeting City of San Bruno Guidelines.

### **Study Intersections**

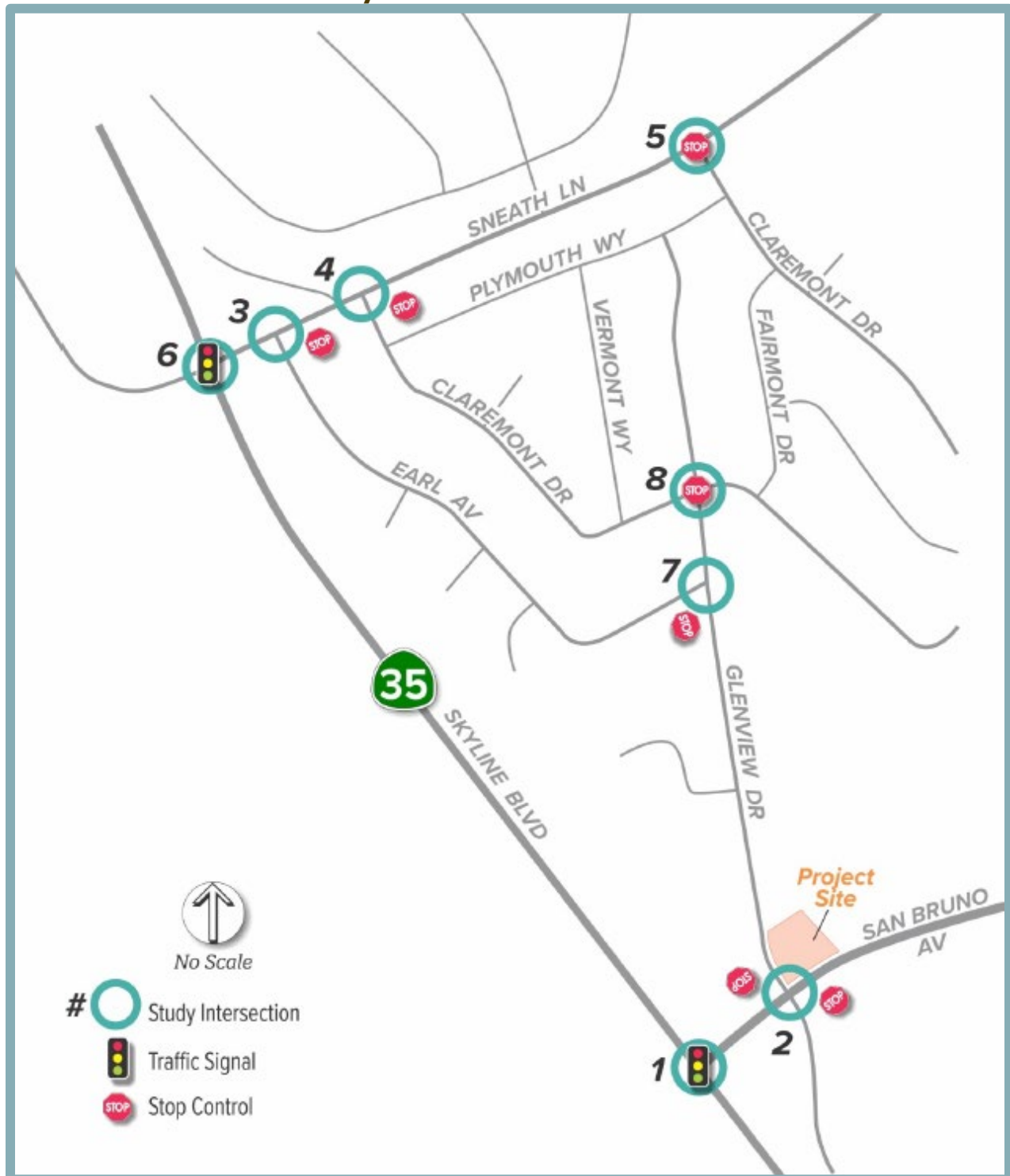
As part of the TIA, DKS evaluated transportation conditions at the following eight study intersections (see Figure 23):

1. San Bruno Avenue/Glenview Drive Two-Way Stop-Controlled (TWSC);
2. San Bruno Avenue/Skyline Boulevard (signalized);
3. Sneath Lane/Earl Avenue (TWSC);
4. Sneath Lane/Claremont Drive West (TWSC);
5. Sneath Lane/Claremont Drive East All-Way Stop-Controlled (AWSC);
6. Sneath Lane/Skyline Boulevard (signalized);
7. Glenview Drive/Earl Avenue (TWSC); and
8. Glenview Drive/Claremont Drive (AWSC).

Transportation conditions at all eight of the existing intersections were assessed during the AM (7:00 AM - 9:00 AM) and PM (4:00 PM - 7:00 PM) peak periods for a typical weekday. The data collection period at the intersection of San Bruno Avenue and Glenview Drive was extended (6:00 AM - 10:00 AM and 2:00 PM - 7:00 PM) to support signal warrant analysis.

<sup>41</sup> DKS Associates. *San Bruno Glenview Terrace, Traffic Impact Analysis Report*. April 7, 2021.

**Figure 23**  
**Study Intersection Locations**



Source: DKS Associates, 2021.



## **Study Scenarios**

Conditions at each intersection were analyzed under the following scenarios:

- **Existing Conditions** – Describes existing transportation conditions in the study area based on the current roadway and sidewalk network characteristics, transit service, field observations, and intersection counts conducted on May 2, 2019;
- **Existing Plus Project Conditions** – Similar to Existing Conditions, but with the new trips that would be generated by the project;
- **Background Conditions** – Describes the projected peak hour traffic operations based on the net change to travel patterns anticipated from approved (but not yet constructed) or fully/partially occupied developments in the City at the time of the Existing Conditions assessment (i.e., Skyline College Residential Project, Mills Park Project). The analysis includes additional trips that would be generated if the proposed developments were to operate at full occupancy. The Background Conditions scenario was developed using the 2019 Citywide Vistro Model;
- **Background Plus Project Conditions** – Similar to Background Conditions, but with the inclusion of vehicle trips that would be generated by the project;
- **Cumulative Conditions** – Year 2040 cumulative volumes based on planned and approved projects included in the C/CAG Countywide Travel Demand Model;
- **Cumulative Plus Project Conditions** – Year 2040 cumulative volumes based on the Countywide Travel Demand Model plus the trips from the proposed project.

## **Level of Service Methodology**

Per the City of San Bruno requirements, traffic conditions for the study intersections were evaluated using the methodologies provided in the 2010 Highway Capacity Manual (HCM). For reference purposes, Level of Service (LOS) as defined in the HCM is a quality measure describing operating conditions within a traffic stream. For intersections, LOS characterizes the level of delay per vehicle. LOS at study intersections was calculated using Synchro 10.0 software.

The LOS evaluation indicates the degree of congestion that occurs during peak travel periods and is the principal measure of intersection performance. LOS can range from “A” representing free-flow conditions, to “F” representing extremely long delays. LOS B and C signify stable conditions with acceptable delays, while LOS D is typically considered acceptable for a peak hour in urban areas. LOS E is approaching capacity and LOS F represents conditions at or above capacity. At signalized and AWSC intersections, LOS is evaluated on the basis of average stopped delay for all vehicles at the intersection, while at TWSC intersections, the worst approach defines the level of service. Table 16 defines the LOS for signalized and unsignalized intersections based on HCM methodology.

Although intersection LOS can no longer be used for identifying significant transportation impacts under CEQA (see CEQA Guidelines Section 15064.3), as of July 1, 2020, LOS is still used by the City to determine conformity with its adopted general plan. Because the City of San Bruno General Plan includes traffic and circulation policies based on LOS, a discussion of the proposed project’s potential conflicts with City LOS policies is included below.

<b>Table 16</b> <b>Signalized Intersection LOS Criteria</b>			
<b>LOS</b>	<b>Description</b>	<b>Signalized Intersection Delay (D) (seconds)</b>	<b>Unsignalized Intersection Delay (D) (seconds)</b>
A	Very low control delay, up to 10 seconds per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.	$0 \leq D \leq 10$	$0 \leq D \leq 10$
B	Control delay greater than 10 and up to 20 seconds per vehicle. There is good progression or short cycle lengths or both. More vehicles stop causing higher levels of delay.	$10 < D \leq 20$	$10 < D \leq 15$
C	Control delay greater than 20 and up to 35 seconds per vehicle. Fair progression or longer cycle lengths, or both cause higher delays. Individual cycle failures may begin to appear. Cycle failure occurs when a given green phase does not serve queued vehicles and overflow occurs. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	$20 < D \leq 35$	$15 < D \leq 25$
D	Control delay greater than 35 and up to 55 seconds per vehicle. The influence of congestions becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	$35 < D \leq 55$	$25 < D \leq 35$
E	Control delay greater than 55 and up to 80 seconds per vehicle. The limit of acceptable delay. High delays usually indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent.	$55 < D \leq 80$	$35 < D \leq 50$
F	Control delay in excess of 80 seconds per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay.	$F > 80$	$F > 50$
<b>Source: DKS Associates, Inc, 2021.</b>			

### Thresholds of Significance

In order to be consistent with General Plan policies, a significant impact on signalized intersection operations would occur if, for either peak hour:

#### Signalized Intersections

1. The LOS at the intersection degrades from an acceptable level (LOS D or better) under existing conditions to an unacceptable level under existing plus project conditions; or,

2. The LOS at the intersection is an unacceptable level (LOS E or F) under existing conditions, and the addition of project trips would cause the critical-movement delay at the intersection to increase by four or more seconds.

### Unsignalized Intersections

An unsignalized intersection would have a significant impact if the following would occur:

1. The intersection of a stop-controlled approach degrades from an acceptable LOS D to an unacceptable LOS E or F, or is already operating below LOS D; and,
  - a. The project would add ten or more vehicle trips to the critical movement of the intersection or stop-controlled approach during the peak hour; and,
  - b. The intersection meets the California Manual on Uniform Traffic Control Devices (MUTCD) peak hour volume traffic signal warrant after project completion.

In addition, Skyline Boulevard is under Caltrans' jurisdiction and subject to Caltrans LOS standards. According to Caltrans' *Guide for the Preparation of Traffic Impact Studies*, Caltrans seeks to maintain a target LOS of between LOS C and LOS D on state highway facilities but acknowledges that this may not always be feasible. For cases where a facility is currently operating worse than the target LOS, the existing LOS should be maintained. For consistency with City of San Bruno standards, LOS D is considered the appropriate target LOS for the Caltrans facility.

Finally, Skyline Boulevard is part of the Congestion Management Program network monitored by the C/CAG. Jurisdictions are required to notify C/CAG and perform analysis of impacts to the Congestion Management Plan network for projects that would generate more than 100 peak hour trips. Because the proposed project falls below this threshold, an analysis of impacts to the Congestion Management Plan network is not required.

### Project Trip Generation and Distribution

According to the TIA, project vehicle trip generation rates were obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (10<sup>th</sup> Edition). Based on the ITE rates, the proposed project is estimated to generate 274 daily vehicle trips, including 21 AM peak hour and 29 PM peak hour trips (see Table 17).

<b>Table 17</b> <b>Project Vehicle Trip Generation</b>											
Land Use (ITE Code)	Size	Daily Vehicle Trips		AM Peak Hour Vehicle Trips <sup>1</sup>				PM Peak hour Vehicle Trips <sup>1</sup>			
		Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Single-Family Detached Housing (210) <sup>1</sup>	29 units	9.44	274	0.25	5	16	21	0.63	18	11	29
Notes: <sup>1</sup> Rates are based on peak hour of adjacent street.											
Source: DKS Associates, Inc, 2021.											

The distribution of peak hour vehicle trips generated by the project was determined by evaluating popular workplace locations and general points of interest in consultation with the City of San Bruno. Figure 24 illustrates the distribution of project trips on the study intersections and nearby roadway segments.

### **Existing Plus Project Conditions**

Project-generated trips, as obtained from trip distribution and assignment in the previous section, were added to existing traffic volumes to obtain existing plus project traffic volumes. Table 18 summarizes the results of the LOS analysis under Existing plus Project traffic conditions. With the addition of project generated trips, the unsignalized intersection of San Bruno Avenue and Glenview Drive, which is already operating worse than standard in the AM peak hour, shows an increase to the worst approach delay of eight seconds for the northbound approach when compared to existing conditions. This intersection also goes from LOS E to LOS F in the PM peak hour. However, because the project adds fewer than ten additional trips to the critical movement and the intersection does not meet volume warrants for signalization, the additional delay does not constitute a conflict with the City's LOS policies.

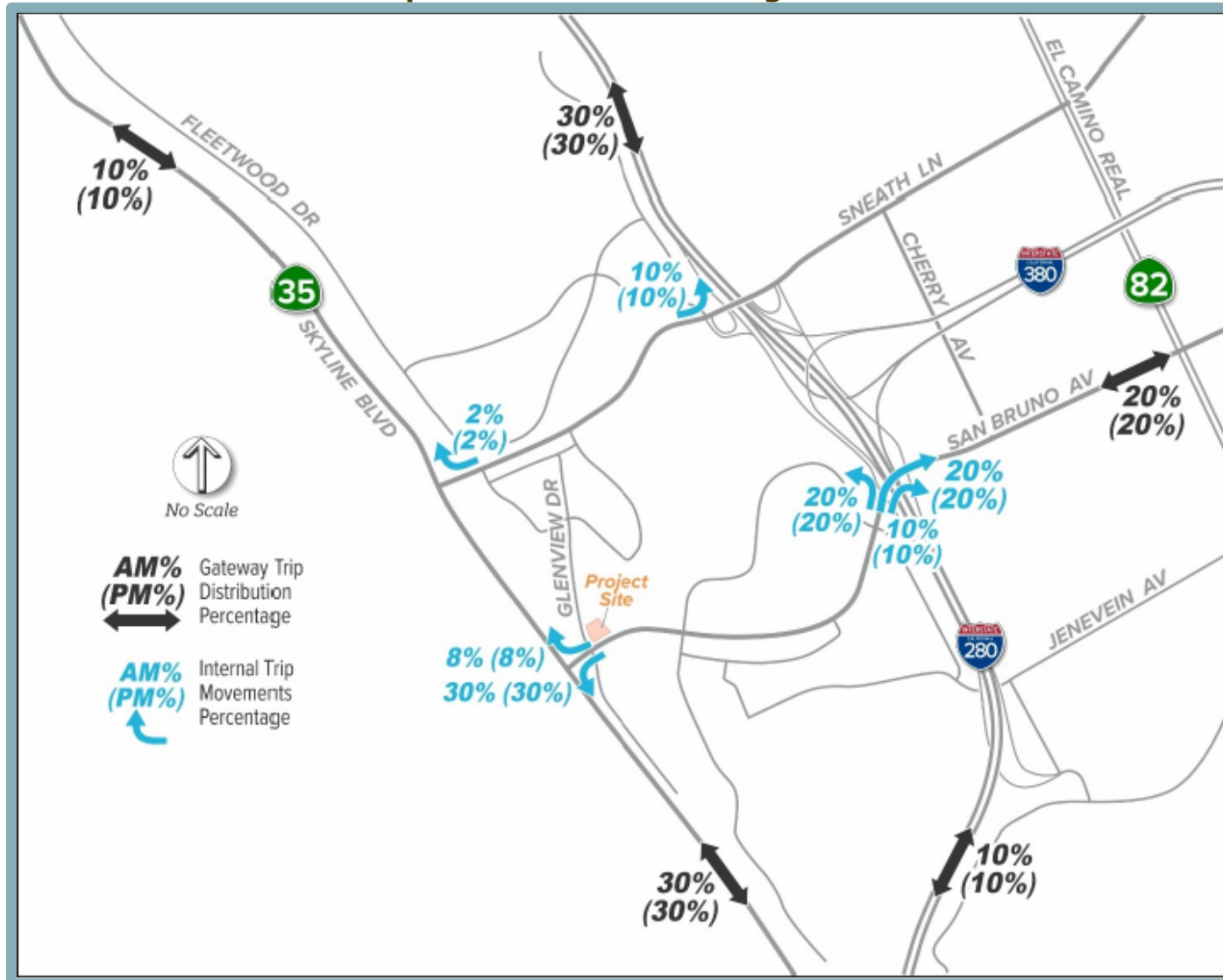
As shown in the table, the unsignalized intersection of Claremont Drive (E) and Sneath Lane is already operating at LOS F during the AM Peak Hour under existing conditions. Because the project adds fewer than ten additional trips during the AM Peak Hour and the intersection does not meet volume warrants for signalization, the additional delay does not constitute a conflict with the City's LOS policies. Similarly, the signalized intersection of Skyline Boulevard and Sneath Lane also operates at LOS F under existing conditions in both the AM and PM Peak Hours. Here, the addition of project-generated trips results in less than four seconds of additional delay to the critical movement. All other study intersections would operate at LOS D or better under Existing Plus Project Conditions.

### **Background Plus Project Conditions**

Project-generated trips were added to the background traffic volumes to obtain background plus project volumes. As shown in Table 19, similar to the existing plus project scenario, with the addition of project-generated trips, the intersection of San Bruno Avenue and Glenview Drive, which is already operating worse than the standard, shows an increase to average delay of 10.7 seconds for the northbound approach in the AM Peak Hour when compared with the background conditions. However, ten additional trips were not added to the critical movement and the intersection did not pass the volume warrants for signalization; therefore, DKS Associates determined that there would be no impact at the intersection. In addition, the intersections of Claremont Drive (E) and Sneath Lane and Skyline Boulevard and Sneath Lane would already operate below the LOS standard under Background conditions, and the additional delay associated with project traffic does trigger the City's standards.



**Figure 24**  
**Trip Distribution and Assignment**



Source: DKS Associates, 2021.

**Table 18**  
**Existing Plus Project Conditions Intersection LOS**

Intersection	Control	Peak Hour	Existing Conditions		Existing Plus Project Conditions	
			Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
1. Skyline Boulevard/San Bruno Avenue West	Signalized	AM	27.4	C	27.5	C
		PM	41.2	D	41.6	D
2. San Bruno Avenue & Glenview Drive	TWSC	AM	<b>107.5</b>	<b>F</b>	<b>115.5</b>	<b>F</b>
		PM	<b>45.4</b>	<b>E</b>	<b>50.8</b>	<b>F</b>
3. Earl Avenue & Sneath Lane	TWSC	AM	16.3	C	16.3	C
		PM	18.8	C	18.8	C
4. Claremont Drive (West)/ Sneath Lane	TWSC	AM	19.9	C	19.9	C
		PM	19.8	C	19.8	C
5. Claremont Drive (East)/Sneath Lane	AWSC	AM	<b>64.5</b>	<b>F</b>	<b>64.6</b>	<b>F</b>
		PM	32.4	D	32.4	D
6. Skyline Boulevard/Sneath Lane	Signalized	AM	<b>192.9</b>	<b>F</b>	<b>192.9</b>	<b>F</b>
		PM	<b>158.5</b>	<b>F</b>	<b>157.8<sup>2</sup></b>	<b>F</b>
7. Glenview Drive/Earl Avenue	TWSC	AM	9.1	A	9.1	A
		PM	9.3	A	9.3	A
8. Glenview Drive/Claremont Drive	TWSC	AM	7.3	A	7.3	A
		PM	7.5	A	7.5	A

<sup>1</sup> Average Delay (AWSC/Signalized); Worst Approach Delay (TWSC) (seconds per vehicle), LOS: Level of Service  
Intersections operating below acceptable LOS are shaded and in **bold**.

<sup>2</sup> Added vehicles experiencing lower delay cause overall average delay to decrease.

Source: DKS Associates, 2021.

**Table 19**  
**Background Plus Project Conditions: Intersection LOS**

Intersection	Control	Peak Hour	Background Conditions		Background Plus Project Conditions	
			Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
1. Skyline Boulevard/San Bruno Avenue West	Signalized	AM	30.2	C	30.4	C
		PM	43.6	D	43.9	D
2. San Bruno Avenue & Glenview Drive	TWSC	AM	<b>117.3</b>	<b>F</b>	<b>128.2</b>	<b>F</b>
		PM	<b>43.9</b>	<b>E</b>	<b>53.4</b>	<b>F</b>
3. Earl Avenue & Sneath Lane	TWSC	AM	16.3	C	16.3	C
		PM	18.8	C	18.8	C
4. Claremont Drive (West)/ Sneath Lane	TWSC	AM	19.9	C	19.9	C
		PM	19.8	C	19.8	C
5. Claremont Drive (East)/Sneath Lane	AWSC	AM	<b>64.5</b>	<b>F</b>	<b>64.6</b>	<b>F</b>
		PM	32.4	D	32.4	D
6. Skyline Boulevard/Sneath Lane	Signalized	AM	<b>195.3</b>	<b>F</b>	<b>195.0<sup>2</sup></b>	<b>F</b>
		PM	<b>161.3</b>	<b>F</b>	<b>161.3<sup>2</sup></b>	<b>F</b>
7. Glenview Drive/Earl Avenue	TWSC	AM	9.1	A	9.1	A
		PM	9.3	A	9.3	A
8. Glenview Drive/Claremont Drive	TWSC	AM	7.3	A	7.3	A
		PM	7.5	A	7.5	A

Notes:<sup>1</sup> Average Delay (AWSC/Signalized); Worst Approach Delay (TWSC) (seconds per vehicle), LOS: Level of Service  
Intersections operating below acceptable LOS are in **bold**.

<sup>2</sup> Addition of vehicles experiencing lower delay causes overall average delay to increase.

Source: DKS Associates, 2021.

### Cumulative and Cumulative Plus Project Conditions

Table 20 summarizes the peak hour LOS at study intersections under Cumulative and Cumulative Plus Project Conditions. As shown in the table, the two intersections of Skyline Boulevard and San Bruno Avenue, and Skyline Boulevard and Sneath Lane operate at worse than the standard under Cumulative conditions during both the AM and PM peak hours. However, proposed project volumes do not cause more than a four second increase in delay to the critical movement; therefore, DKS Associates concluded that there would be no LOS policy conflict at the two intersections.

Similarly, two stop-controlled intersections – San Bruno Avenue and Glenview Drive, and Claremont Drive (E) and Sneath Lane – operate at worse than the standard under Cumulative conditions during both the AM and PM peak hours. However, proposed project volumes would not add more than ten vehicle trips to the critical movement and the intersections do not meet the volume requirements for signalization. Therefore, DKS Associates concluded that there would be no LOS policy conflict at the two stop-controlled intersections.

Table 20						
Cumulative Plus Project Conditions: Intersection LOS						
Intersection	Control	Peak Hour	Cumulative Conditions		Cumulative Plus Project Conditions	
			Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
1. Skyline Boulevard/San Bruno Avenue West	Signalized	AM	173.0	F	172.7 <sup>2</sup>	F
		PM	204.2	F	203.9 <sup>2</sup>	F
2. San Bruno Avenue & Glenview Drive	TWSC	AM	272.4	F	291.8	F
		PM	70.1	F	79.9	F
3. Earl Avenue & Sneath Lane	TWSC	AM	17.9	C	17.9	C
		PM	19.7	C	19.7	C
4. Claremont Drive (West)/ Sneath Lane	TWSC	AM	20.7	C	20.7	C
		PM	21.2	C	21.2	C
5. Claremont Drive (East)/Sneath Lane	AWSC	AM	66.9	F	67.1	F
		PM	37.7	E	37.7	E
6. Skyline Boulevard/Sneath Lane	Signalized	AM	303.0	F	303.2	F
		PM	256.9	F	257.2	F
7. Glenview Drive/Earl Avenue	TWSC	AM	9.5	A	9.5	A
		PM	9.4	A	9.4	A
8. Glenview Drive/Claremont Drive	TWSC	AM	7.4	A	7.5	A
		PM	7.6	A	7.6	A
Note: <sup>1</sup> Average Delay (AWSC/Signalized); Worst Approach Delay (TWSC) (seconds per vehicle), LOS: Level of Service Intersections operating below acceptable LOS are in <b>bold</b> .						
<sup>2</sup> Addition of vehicles experiencing lower delay causes overall average delay to increase.						
Source: DKS Associates, 2021.						

### Pedestrian, Bicycle, and Transit Facilities

The proposed project's potential impacts related to pedestrian, bicycle, and transit facilities are discussed below.

### Pedestrian Facilities

Within the vicinity of the project site, continuous sidewalks are provided on both sides of Glenview Drive, San Bruno Avenue, and Earl Avenue. Roadways such as Sneath Lane and Claremont Drive provide continuous sidewalks on one or both sides of the roadway, and intermittent sidewalks are provided on Skyline Boulevard.

With implementation of the proposed project, sidewalks along the project site frontage would be retained. New walkways and pedestrian crossings would be provided throughout the project site to provide continuous pedestrian connectivity. In addition, the 2016 City of San Bruno Walk 'n Bike Plan proposes a sidewalk gap closure project on Sneath Lane between Claremont Drive and Sequoia Avenue. The Plan also outlines pedestrian crossing improvements at San Bruno Avenue and Skyline Boulevard. The improvements include shortening the crossing distance by decreasing lane width and adding curb bulb-outs. It should be noted that the pedestrian crossing improvement would not change operations at any of the study intersections. Therefore, the proposed project would not result in the creation of a conflict with any adopted programs, plans, ordinances, or policies addressing pedestrian facilities and a less-than-significant impact would occur related to pedestrian facilities.

### Bicycle Facilities

Future residents of the proposed project would have convenient access to the existing bicycle facilities in the project area, including a Class I bike path (San Andreas Trail) which exists south of the project site parallel to Skyline Boulevard, in addition to the Class II bicycle lanes along Sneath Avenue. The 2016 City of San Bruno Walk 'n Bike Plan and the City General Plan also proposes to add new bicycle lanes to Skyline Boulevard, San Bruno Avenue West, and Crestmoor Drive. The existing and proposed bicycle facilities in the study area are shown in Figure 25. As noted above, the project would not conflict with any of the existing or planned bicycle facilities.

Considering the above, the proposed project would not result in the creation of a conflict with any adopted programs, plans, ordinances, or policies addressing bicycle facilities and a less-than-significant impact would occur related to bicycle facilities.

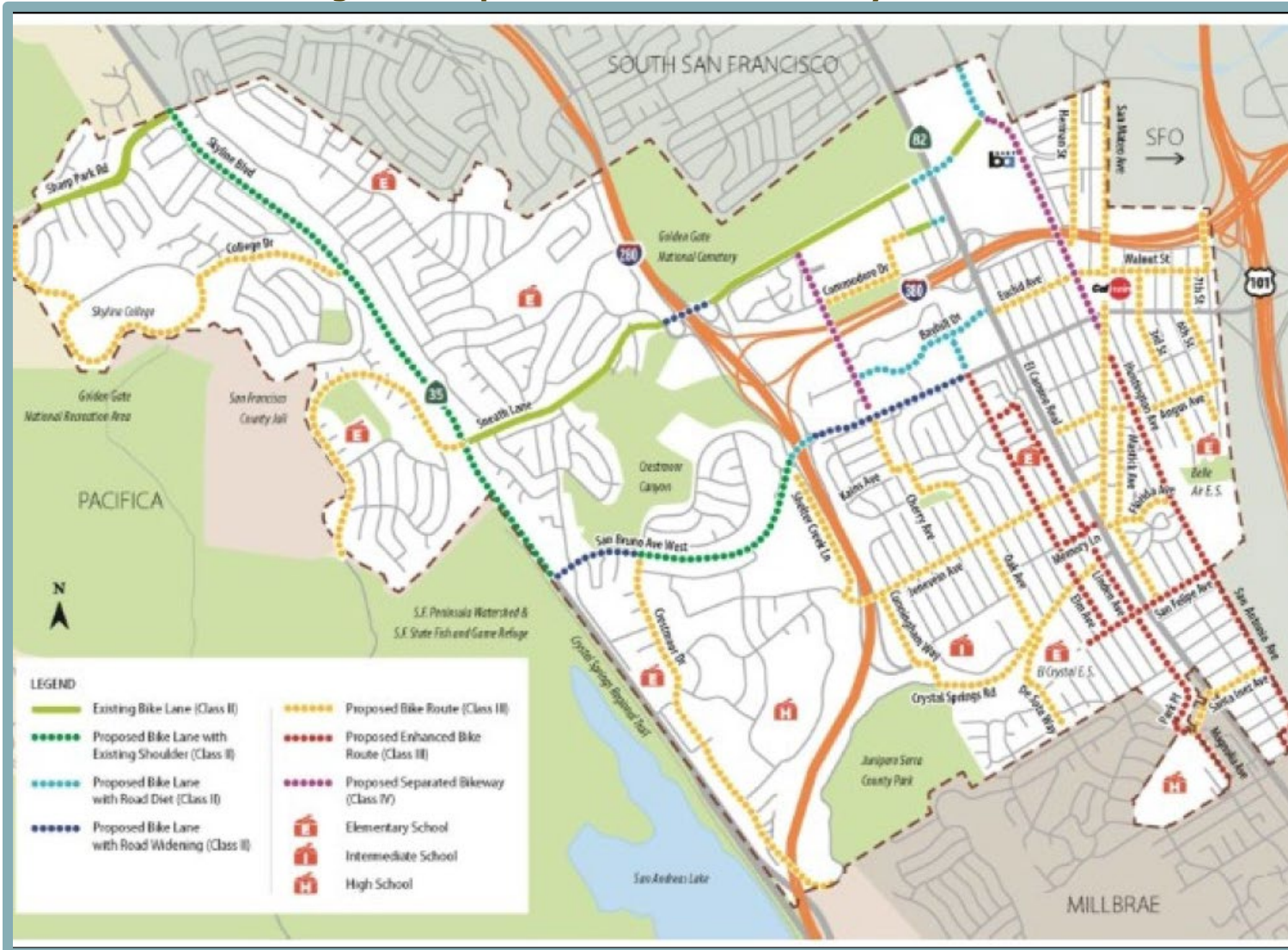
### Transit Facilities

The project area benefits from regional transit access to Bay Area Rapid Transit District (BART) and Caltrain. The stations closest to the project site are located in downtown San Bruno, approximately two miles from the project site. BART and Caltrain are often used for work commutes outside of the City. The existing transit service routes in the project vicinity are detailed in Figure 26.

SamTrans operates local bus routes 49 and 140 running through the north end of the area along Sneath Lane and Rollingwood Drive, just over half a mile from the project site. Bus stops are located at Sneath Lane and Claremont Drive and at Sequoia Avenue just north of Sneath Lane. Going north, Route 49 starts from the City of Pacifica, serving important stops in San Bruno such as Skyline College, Bayhill Shopping Center in the downtown area, and the Caltrain station before heading north along US Route 101 to the City of Brisbane. Route 49 runs on school days only. Route 140 provides connections to SFO through downtown San Bruno, making essential stops at the Caltrain and BART stations.



**Figure 25**  
**Existing and Proposed Pedestrian and Bicycle Facilities**



Source: DKS Associates, 2021.

**Figure 26**  
**Public Transit Network in the Project Area**



**Source: DKS Associates, 2021**



Future residents at the proposed project would have access to all of the aforementioned transit services, and the proposed project would not conflict with any existing or planned transit facilities. Thus, the proposed project would not conflict with a program, plan, ordinance, or policy addressing transit service and a less-than-significant impact would occur.

## **Conclusion**

DKS Associates concluded that, although the project traffic does increase delay at several intersections in the study area, a conflict with the City's LOS policies would not occur as a result of the added project trips. Based on the above, traffic associated with the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and a **less-than-significant** impact would occur.

- b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. While changes to driving conditions that increase intersection delay are an important consideration for traffic operations and management, the method of analysis does not fully describe environmental effects associated with fuel consumption, emissions, and public health. Section 15064.3(3) changes the focus of transportation impact analysis in CEQA from measuring impact to drivers to measuring the impact of driving. Therefore, a VMT analysis was prepared by DKS Associates to fully assess the proposed project's potential VMT impacts and is included in this IS/MND as Appendix H.<sup>42</sup>

A key consideration in assessing the potential for VMT impacts is the selection of a threshold of significance. Technical guidance issued by the Governor's Office of Planning and Research (OPR); and precedents set by the Draft Environmental Impact Report (DEIR) prepared for the Bayhill Specific Plan provide guidance on thresholds of significance that are relevant for the proposed project.

The OPR guidance proposes thresholds of significance for residential projects and recommends that VMT impacts be assessed on a per capita or per employee basis. The recommended threshold of significance is 15 percent below the existing "regional" VMT per capita. The project VMT per capita may be compared to either the City's VMT per capita or a larger region. If the project VMT rate is compared to a citywide VMT rate, the proposed project must not cause the City to exceed planned growth that is consistent with the regional SCS. The OPR guidance also provides direction on VMT measurement methodology stating that when a trip-based method is used to analyze a proposed residential development, the focus can be on home-based trips. Furthermore, OPR guidance supports the use of map-based screening for residential as well as non-residential projects such as office, manufacturing, industrial, service, and non-retail commercial. The basic assumption is that if a project is in a geographic area that already exhibits low VMT characteristics relative to the baseline condition, the project can be assumed to share those low VMT characteristics, potentially leading to a presumption of a less-than-significant impact.

As the City of San Bruno has yet to formally adopt VMT thresholds of significance, analysis completed for the recently published Bayhill Specific Plan DEIR sets a precedent. The

---

<sup>42</sup> DKS Associates. *Glenview Terrace VMT Assessment*. February 25, 2021.

discussion of thresholds of significance in the DEIR references findings from the CARB that per capita vehicle travel would need to be approximately 14.3 percent lower than existing to meet statewide GHG reduction targets. However, the threshold of 14.3 percent applies to a mixed vehicle flow that includes trucks, buses, and other heavy-duty vehicles. When considering only VMT associated with light-duty vehicles, VMT per capita would need to be reduced by 16.8 percent to meet the same GHG targets. Given that the Bayhill Specific Plan involves mixed uses and will attract significant heavy-duty vehicle trips, the selection of the 14.3 percent reduction target was thought to be appropriate and applied in the DEIR analysis. Given that the Glenview Terrace project is strictly residential and located in a predominantly residential area, a reduction of 16.8 percent from existing VMT rates may be more appropriate, especially given that the VMT being measured is only home-based VMT. Consistent with OPR Guidance, the Glenview Terrace VMT calculation includes only home-based VMT associated with the trip production (home) zone.

Table 21 summarizes the calculated VMT rates for the proposed project and thresholds of significance. The calculations rely on the most recent version of the trip-based travel demand model jointly maintained by C/CAG and the Santa Clara Valley Transportation Authority (VTA) (CCAG 2020 published February 2021). As shown, the VMT per capita rate for the project is below the threshold of significance when compared to VMT rates for the City of San Bruno, the County of San Mateo, or San Francisco Bay Area counties as a whole. Given that it is located in a low VMT zone, the proposed project is presumed to have a less-than-significant VMT impact. Therefore, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and a ***less-than-significant*** impact would occur.

<b>Table 21</b> <b>VMT Rates by Geographic Area</b>					
<b>Geographic Area</b>	<b>Total Home Based VMT</b>	<b>Population</b>	<b>VMT Per Capita</b>	<b>Threshold Based on 14.3 Percent Reduction</b>	<b>Threshold Based on 16.8 Percent Reduction</b>
Project TAZ	18,649	2,026	9.2	N/A	N/A
City of San Bruno	522,179	42,794	12.2	10.5	10.2
San Mateo County	10,189,536	762,828	13.36	11.4	11.1
Nine County Bay Area	105,212,781	7,509,870	14.01	12.0	11.7
<b>Source: CCAG2020 Travel Demand Model, CCAG and DKS Associates, 2021.</b>					

- c,d. Vehicles would have access to/from the project site by way of three new driveways connecting to Glenview Drive. The driveways would be approximately 22- to 24-feet-wide which would be sufficiently sized to accommodate emergency vehicle access throughout the site. According to the TIA prepared for the proposed project, emergency vehicle access would be maintained as in existing conditions given that the development would not add enough trips to the local traffic system to create any significant congestion. Similarly, sight distance from horizontal and vertical curvatures would not create a hazard because the driveways would be located on the low-speed Glenview Drive. Furthermore, southbound vehicles would be approaching a stop-controlled intersection that would also reduce speeds even more. Thus, the proposed project would not substantially increase



hazards due to a geometric design feature or incompatible uses, or result in inadequate emergency access, and a ***less-than-significant*** impact would occur.

### **XVIII. TRIBAL CULTURAL RESOURCES.**

*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:*

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. 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 type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>
b. 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 type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>

### **Discussion**

- a,b. As of the publication date of this IS/MND, no California Native American tribe has formally requested to be placed on the City's notification list for development projects undergoing review pursuant to AB 52. Therefore, project notification letters were not distributed to a California Native American tribe by the City. Based on a record search of the Native American Heritage Commission (NAHC) Sacred Lands file, known tribal resources do not exist for the project area or adjacent lands. The potential for unrecorded Native American resources to exist within the project site is relatively low based on the disturbed nature of the site. Implementation of Mitigation Measures V-1 and V-2, described in detail in Section V, Cultural Resources, would reduce any potential impacts related to unknown resources to a less-than-significant level. Thus, the proposed project would have a ***less-than-significant*** impact related to tribal cultural resources.

## **XIX. UTILITIES AND SERVICE SYSTEMS.**

*Would the project:*

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water 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"/>	<b>✗</b>	<input type="checkbox"/>
b. Have sufficient 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"/>	<b>✗</b>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>
d. 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"/>	<b>✗</b>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>

## **Discussion**

- a. Water supply and sewer service for the proposed development would be provided by the City of San Bruno. As part of the proposed project, the existing eight-inch water line in Glenview Drive would be capped and abandoned. New eight-inch water lines throughout the project site would instead connect to the existing 12-inch water line in Glenview Drive, which would be extended to an existing 10-inch water line in San Bruno Avenue West. Sewer collection for the proposed residences would be provided by a new six-inch sanitary sewer line connecting to the City's existing eight-inch sanitary sewer line within Glenview Drive. Electricity, Natural gas, and telecommunications utilities would be provided by way of connections to existing infrastructure located within adjacent roadways. Existing PG&E and AT&T easements, which traverse the project site, would be abandoned with implementation of the proposed project.

Per the Stormwater Requirements Checklist prepared for the proposed project, the project would conform with the most recent San Mateo Countywide Water Pollution Prevention Program C.3 Stormwater Technical Guidance, as well as all applicable City stormwater requirements. In compliance with the San Mateo County C.3 Stormwater Technical Guidance and City requirements, the proposed project would include two bioretention areas to treat stormwater runoff from surfaces on-site to prevent pollutants from entering the drainage system. The bioretention area within the southern portion of the project (BA-1), would be 1,393 sf and would convey runoff from the new improvements to a new storm drain line in San Bruno Avenue West. The bioretention area within the northern portion of the project site (BA-2), would be 2,132 sf and would convey runoff from the northern portion of the site to an existing storm drain line in Glenview Drive. The size of the

bioretention facilities has been calculated to be in compliance with “Combination Flow and Volume Design Basis” found in Chapter 5 of the San Mateo County C.3 Stormwater Technical Guidance. Importantly, as discussed in Section VII, Geology and Soils, of this IS/MND, the proposed basins would be lined with high-strength impermeable membranes to ensure that infiltration would not occur, which could affect slope stability. In addition to providing stormwater treatment, the bioretention basins would also control the rate of runoff and act as hydromodification facilities.

Given that the proposed project would include standard utility improvements, the existing utility infrastructure would meet increases associated with the proposed project. It should be noted that all utility improvements would be constructed in compliance with applicable City regulations, as well as mitigation measures included in this IS/MND. Therefore, the project would result in a ***less-than-significant*** impact related to the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

- b. The City of San Bruno uses a local water source to meet more than half of its water needs. Four wells produce approximately half of the City’s water supply by drawing potable water from the Westside Groundwater Basin, a deep aquifer located between 250 feet and 500 feet below ground surface. Water purchased from the San Francisco Public Utilities Commission (SFPUC) is the second primary source for the City. The SFPUC’s water source is the Hetch Hetchy system, which originates in the Sierra Nevada Mountains and is transported 150 miles through a series of pipelines and tunnels to supply San Francisco and other cities on the Peninsula.

In addition to the four wells, the City of San Bruno’s water system infrastructure consists of 18 booster pumps, one filtering plant, eight storage tanks (with a combined capacity of eight million gallons), 900 fire hydrants, 9,000 valves, over 100 miles of water mains, ranging from 12 inches to 16 inches in diameter, and 11,300 metered services. Water service would be provided to the project site by means of connecting to the existing eight-inch water line along Glenview Drive.

Based on preliminary water demand calculations prepared by BKF Engineers, each of the 29 proposed single-family residences would have an average water demand of 250 gallons per day (gpd) for a total of 7,250 gpd.<sup>43</sup> As previously mentioned in Section X, Hydrology, according to the Cal Water 2015 UWMP, the City has adequate water supplies to meet expected demand for normal year and wet year scenarios through 2040. These projections account for General Plan buildout, and given that the proposed project is generally consistent with the planned residential density for the site, the resultant water demand is accounted for in the UWMP. During dry years, the City will maximize the use of groundwater and supplement with surface water and the SFPUC “banked” groundwater supply. Additional surface water supply will offset the City’s groundwater pumping. Given that the City has adequate water supply during normal and wet years, and access to SFPUC water supplies during dry years, the proposed project’s water demand is not anticipated to substantially decrease groundwater supplies.

---

<sup>43</sup> BKF Engineers. *Glenview Terrace Project – Preliminary Water Demand and Sanitary Sewer generation Calculations*. February 16, 2016.



Given that water demand associated with buildout of the project site with residential uses has been anticipated by the 2015 UWMP, the City would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, and a **less-than-significant** impact would occur.

- c. Wastewater collected by the City is treated at the South San Francisco-San Bruno Water Quality Control Plant (WQCP). The City operates and maintains the wastewater collection system that conveys wastewater from San Bruno to an interceptor in South San Francisco. The wastewater system includes gravity pipelines, lift stations, and force mains. Per the City of San Bruno 2015 UWMP, the WQCP has a dry-weather flow capacity of 13.0 million gallons per day (mgd), 9 mgd of which is used under current conditions.<sup>44</sup>

According to the wastewater demand calculations prepared by BKF Engineers, the proposed project is anticipated to result in the generation of 6,887.5 gallons of wastewater per day. Thus, the WQCP would have adequate capacity to treat the project's minor incremental wastewater generation. In addition, the project would be subject to payment of the City's sanitary sewer impact fee, which would ensure that funds are available to provide for future expansion of the WQCP as necessary. Thus, the City would have adequate capacity to serve the wastewater demand projected for the proposed project in addition to the City's existing commitments, and a **less-than-significant** impact would occur.

- d,e. Solid waste, recyclable materials, and compostable material collection within the City of San Bruno is provided through a franchise agreement with Recology San Bruno. Solid waste from the City is disposed of at the San Bruno Transfer Station, located at 101 Tanforan Road.<sup>45</sup> Material is then transferred from the facility to a permitted landfill with capacity. The transfer station has a permitted capacity of approximately 768 tons per day; the facility currently receives approximately 198 tons of waste per day with a peak tonnage of 271 tons as of 2018.<sup>46</sup> Given that the transfer station has an average excess capacity of 570 tons per day, the facility would be capable of handling solid waste generated by the proposed project.

In addition, the proposed project would be required to comply with all applicable provisions of Chapter 10.20, Garbage and Refuse, of the SBMC, which would require the project applicant to contract with local solid waste collection agencies for the collection and disposal of all garbage at the project site. Therefore, the proposed 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 and would comply with federal, State, and local management and reduction statutes and regulations related to solid waste. Therefore, a **less-than-significant** impact related to solid waste would occur as a result of the proposed project.

---

<sup>44</sup> City of San Bruno. *Bayhill Specific Plan Final Environmental Impact Report*. January 2021, pg. 3.11-30.

<sup>45</sup> California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: San Bruno Transfer Station (41-AA-0014)*. Available at: <https://www2.calrecycle.ca.gov/swfacilities/Directory/41-AA-0014/>. Accessed March 2021.

<sup>46</sup> Recology San Bruno. *Revised Transfer/Processing Report*. Amended June 2019.

## **XX. WILDFIRE.**

*If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>
b. 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"/>	<b>✗</b>	<input type="checkbox"/>
c. 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"/>	<b>✗</b>	<input type="checkbox"/>
d. 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"/>	<b>✗</b>	<input type="checkbox"/>

## **Discussion**

a-d. According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the project site is not located within a Very High or High Fire Hazard Severity Zone (FHSZ).<sup>47</sup> However, the project site is located in a WUI associated with the vegetated open space areas within Crestmoor Canyon to the east of the site. A WUI is characterized as any area where human development is located near undeveloped, natural terrain or vegetation. In May 2019, Panko Architects prepared a report with WUI requirements for the proposed project which includes various measures to prevent wildfires at or near the project site.<sup>48</sup> To prevent the outbreak or spread of a wildfire at or near the project site, the project includes establishment of a 30-foot-wide defensible area to be cleared, adjacent to the eastern lots which border the top of the canyon. In addition to the 30-foot defensible area, a 70-foot defensible open space area (Lot D) is included in the project, in which existing vegetation would be cut back to a maximum height of one-foot six-inches, and dead vegetation and diseased trees would be removed as directed by the City. Thus, the total area dedicated to defensible space at the project site would be 100 feet.

Other requirements related to wildfire prevention at the project site include the use of specific materials and architectural design of structures at the project site. For example, the roofing materials would be required to comply with Chapter 7A and 15 of the California Building Code related to roofing assembly and covering. Roof vents would be required on the underside of the eave's cornices, and one-hour wall assemblies would be provided at the downhill exterior walls. Porches, balconies, and decks would be required to be constructed with fire-resistant materials. Finally, the windows would be required to be composed of tempered glass with metal clad frames.

<sup>47</sup> California Department of Forestry and Fire Protection. *San Mateo County, Fire Hazard Severity Zones in LRA*. November 24, 2008.

<sup>48</sup> Panko Architects. *WUI Requirements, Glenview Terrace, San Bruno, CA*. May 7, 2019.

Further assurances against wildfire outbreak at the project site and surrounding neighborhoods are currently being addressed by the City as part of a partnership with the California Conservation Corps. The Crestmoor Canyon Wildfire Mitigation Program, launched in 2020, aims to clear a 100-foot defensible space zone along the entire upper edge of the Canyon at the wildland-residential interface, which includes the project site. Future improvements of the program include new pathways, structural enhancements to existing roadways, and fuel reduction along the existing 0.38-mile fire access road within the Canyon to provide access for emergency vehicles, as well as the design and installation of a fire hydrant network along the existing fire access road within the Canyon.<sup>49</sup> The initial defensible space clearing is intended to be completed by the end of December 2020, while the Canyon's roadway improvements and proposed fire hydrant network are planned to occur by 2021.

Overall, Panko Architects concluded that compliance with the aforementioned design features would ensure that the proposed project would not result in substantial risks or hazards related to wildfires. In addition, wildfire prevention projects currently being undertaken by the City would further reduce the risk of wildfire hazards impacting the proposed project. Therefore, a ***less-than-significant*** impact would occur in relation to wildfire risks and the potential for the proposed project to exacerbate fire hazards.

---

<sup>49</sup> City of San Bruno. *Crestmoor Canyon, Wildfire Mitigation StoryMap*. Available at: <https://storymaps.arcgis.com/stories/d81ca3cc3ca04f198fb3e468e6d5a15e>. Accessed March 2021.

## **XXI. MANDATORY FINDINGS OF SIGNIFICANCE.**

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. 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 type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>

### **Discussion**

- a. As discussed in Section IV, Biological Resources, of this IS/MND, while a limited potential exists for robust spineflower, Franciscan onion, arcuate bush-mallow, American badger, San Francisco dusky-footed woodrat, saltmarsh common yellowthroat, Townsend's big-eared bat, pallid bat, and big free-tailed bat to occur on-site, Mitigation Measures IV-1 through IV-5 would ensure that any impacts related to special-status species would be reduced to a less-than-significant level. Furthermore, implementation of Mitigation Measures IV-6 through IV-8 would ensure that the three protected trees to be preserved on site and the 57 protected trees slated for removal as part of the proposed project would be adequately preserved or replaced in accordance with Section 8.25.050 of the SBMC.

In addition, the project site does not contain any known historic structures or historic or prehistoric resources. Therefore, implementation of the proposed project is not anticipated to have the potential to result in impacts related to historic or prehistoric resources. Nevertheless, Mitigation Measures V-1 and V-2 would ensure that in the event that prehistoric resources are discovered within the project site, such resources would be protected in compliance with the requirements of CEQA and other State standards.

Considering the above, the proposed project would not degrade the quality of the environment, substantially reduce or impact the habitat of fish or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, a ***less-than-significant*** impact would occur.

- b. The proposed project, in conjunction with other development within the City of San Bruno, could incrementally contribute to cumulative impacts in the area. However, as



demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through compliance with the mitigation measures included in this IS/MND, as well as applicable General Plan policies, SBMC standards, and other applicable local and State regulations.

All cumulative impacts related to air quality, noise, and transportation are either less than significant after mitigation or less than significant and do not require mitigation. Given the scope of the project, any incremental effects would not be considerable relative to the effects of all past, current, and probably future projects. Therefore, when viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, development of the proposed project would not result in a cumulatively considerable contribution to cumulative impacts, and the project's incremental contribution to cumulative impacts would be ***less than significant***.

- c. As described in this IS/MND, the proposed project would comply with all applicable General Plan policies, SBMC standards, other applicable local and State regulations, and mitigation measures included herein. In addition, as discussed in Section III, Air Quality, Section VII, Geology and Soils, Section IX, Hazards and Hazardous Materials, and Section XIII, Noise, of this IS/MND, the proposed project would not cause substantial effects to human beings, including effects related to exposure to air pollutants, hazardous materials, and noise. Therefore, the proposed project would result in a ***less-than-significant*** impact.

# **APPENDIX A**

## **AIR QUALITY AND GREENHOUSE GAS ANALYSIS**

## **APPENDIX B**

### **TECHNICAL BIOLOGICAL REPORT AND TREE REPORT**

# **APPENDIX C**

## **CULTURAL RESOURCES STUDY**



## **APPENDIX D**

**GEOTECHNICAL REPLY TO PEER REVIEW, PRELIMINARY CITY STORM DRAIN OUTFALL SLOPE  
RETREAT ASSESSMENT, AND GEOTECHNICAL REPORT UPDATE STUDY**

## **APPENDIX E**

### **PHASE I ENVIRONMENTAL SITE ASSESSMENT AND SOIL VAPOR SURVEY**

# **APPENDIX F**

## **STORM DRAINAGE REPORT**

# **APPENDIX G**

## **ENVIRONMENTAL NOISE ASSESSMENT**



## **APPENDIX H**

### **TRAFFIC IMPACT ANALYSIS AND VMT ANALYSIS**