



# City of Millbrae Active Transportation Plan

## Initial Study – Mitigated Negative Declaration

*prepared by*

**City of Millbrae**  
Planning Division  
621 Magnolia Avenue  
Millbrae, California 94030  
Contact: Roscoe Mata, Planning Manager

*prepared with the assistance of*

**Rincon Consultants, Inc.**  
449 15<sup>th</sup> Street, Suite 303  
Oakland, California 94612

**August 2021**

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**RINCON CONSULTANTS, INC.**

Environmental Scientists | Planners | Engineers

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Appendix ATP Active Transportation Plan

Appendix GHG CEQA GHG Emissions Analysis Compliance Checklist

# Abbreviations and Acronyms

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AB	Assembly Bill
ABAG	Association of Bay Area Governments
ADU	accessory dwelling unit
AEP	Association of Environmental Professionals
ALUCP	Airport Land Use Compatibility Plan
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BMP	best management practices
CAA	Clean Air Acts
CAAQS	California Ambient Air Quality Standards
CALFIRE	California Department of Forestry and Fire Protection
CalRecycle	California Department of Resources, Recycling, and Recovery
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFP	California Fully Protected
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CSC	California Species of Special Concern
CWA	Clean Water Act
dB	decibels
dBA	A-weighted sound pressure level
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
FEMA	Federal Emergency Management Agency
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GHG	greenhouse gases

ITE	Institute of Transportation Engineers
kWh	kilowatt-hours
LBP	lead-based paint
Ldn	Day-Night Average (noise) level
Leq	single steady A-weighted (noise) level
Lmax	highest root mean squared sound pressure level
Lmin	lowest root mean squared sound pressure level
LOS	level of service
mph	miles per hour
msl	mean sea level
NAAQS	National Ambient Air Quality Standards
N <sub>2</sub> O	nitrous oxides
NO <sub>2</sub>	nitrogen dioxide
NO <sub>x</sub>	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
O <sub>3</sub>	ozone
Pb	Lead
PG&E	Pacific Gas and Electric
PM <sub>2.5</sub>	particulate matter with a diameter of up to 2.5 microns
PM <sub>10</sub>	particulate matter with a diameter of up to 10 microns
PPV	Peak Particle Velocity
PRC	Public Resources Code
RPS	Renewable Portfolio Standard
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SFBAAB	San Francisco Bay Area Air Basin
SFO	San Francisco International Airport
SO <sub>2</sub>	sulfur dioxide
SSC	Species Special Concern
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board (California)
TAC	toxic air contaminant
TCR	Tribal Cultural Resources

TPh-g	petroleum hydrocarbons as gasoline
USEPA	Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
UST	underground storage tank
UWMP	Urban Water Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone
VMТ	vehicle miles traveled
VdB	vibration decibels

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# Initial Study

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The City of Millbrae, as the Lead Agency, prepared this Initial Study for the Active Transportation Plan (“proposed project” or “project”) in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations [CCR] Section 15000 et. seq.), and the regulations and policies of the City of Millbrae, California.

## 1. Project Title

City of Millbrae Active Transportation Plan

## 2. Lead Agency Name and Address

City of Millbrae  
Community Development Department  
621 Magnolia Avenue  
Millbrae, California 94030

## 3. Contact Person and Phone Number

Roscoe Mata, Planning Manager  
City of Millbrae, Community Development Department  
621 Magnolia Avenue  
Millbrae, California 94030  
Email: Rmata@ci.millbrae.ca.us

## 4. Project Location

Citywide, City of Millbrae (see Figure 1 for regional location and Figure 2 for project location)

## 5. Project Sponsor’s Name and Address

City of Millbrae  
Community Development Department  
621 Magnolia Avenue  
Millbrae, California 94030

## 6. General Plan Designation

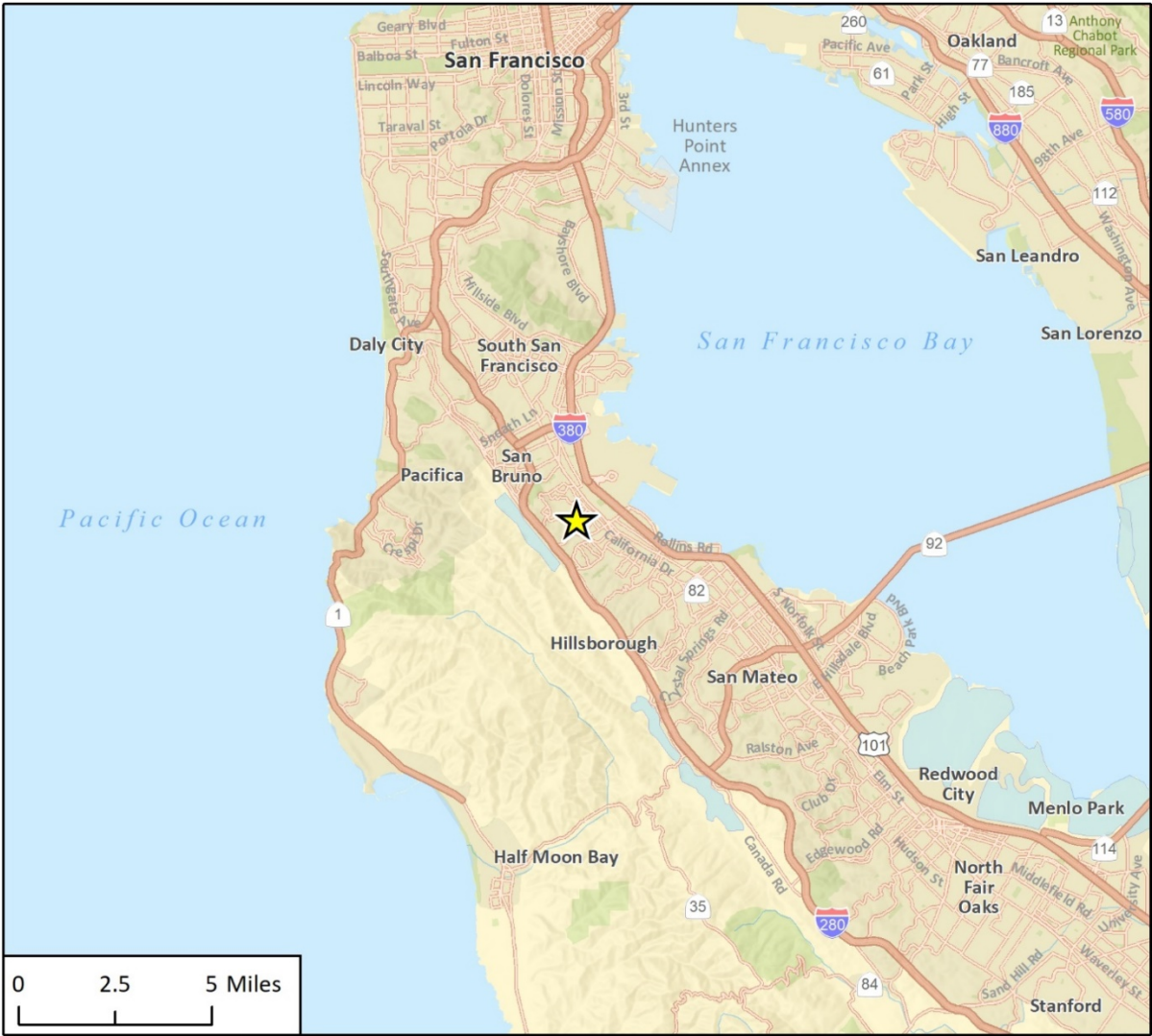
N/A, Citywide

## 7. Zoning

N/A, Citywide



Figure 1 Regional Location



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★ Project Location

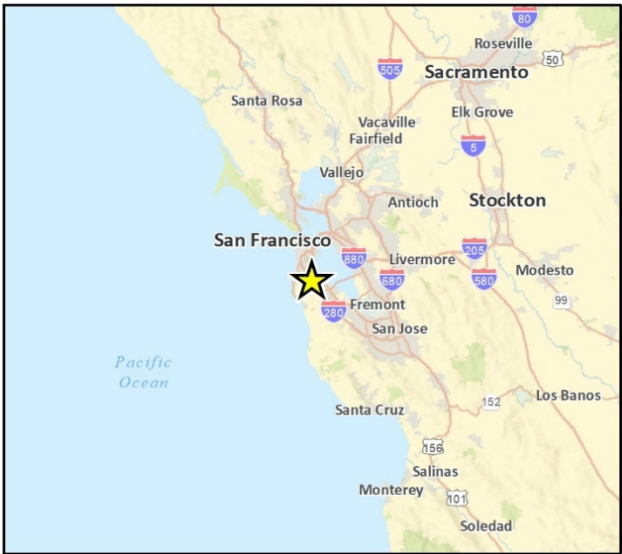


Fig. 1 Regional Location

Figure 2 Project Location





## 8. Project Description

The proposed City of Millbrae Active Transportation Plan (Plan) is intended to increase walking and biking in the city of Millbrae. A draft of the proposed Plan can be found at the link here:

[https://millbrae2040.com/wp-content/uploads/2021/07/Millbrae\\_ATP\\_PUBLIC\\_REVIEW\\_DRAFT.pdf](https://millbrae2040.com/wp-content/uploads/2021/07/Millbrae_ATP_PUBLIC_REVIEW_DRAFT.pdf)

The Plan's multiple elements address the city's existing bicycle and pedestrian conditions, the city's needs, goals and policies to support a robust and comfortable active transportation network, additional recommendations at key locations, and implementation strategies for the proposed Plan. The Plan's objectives include:

- Providing a safe and comfortable active transportation network
- Promoting accessibility for all ages and abilities
- Improving bicyclist and pedestrian connectivity to regional facilities
- Improving access to transit and increasing transit mode share
- Improving access to local destinations for Millbrae residents, employees, and visitors
- Increasing bicyclist and pedestrian mode share in Millbrae

The proposed Plan would include development of paths to key bicycle and pedestrian destinations identified by the City of Millbrae as the following:

- Downtown Core: Employment centers and businesses along Broadway, Millbrae City Hall, San Mateo County Sheriff's Office Millbrae Police Bureau, Central County Fire Department Station 37, Millbrae Library, the Millbrae History Museum, and a United States Postal Service Office
- El Camino Real Commercial Corridor: Businesses and commercial facilities along El Camino Real to the east of Downtown
- Schools: Millbrae Nursery School, Glen Oaks Montessori, Green Hills Elementary School, Lomita Park Elementary School, Meadows Elementary School, Spring Valley Elementary School, Taylor Middle School, St. Dunstan's School, Mills High School, and Capuchino High School.
- Parks and Recreation Areas: Bayfront Park, Bayside Park, Central Park, Spur Trail Park, and neighborhood parks
- Recreational Trails: Bay Trail, San Andreas Trail, Sawyer Camp Trail, and Spur Trail.
- Regional Transit: Bay Area Rapid Transit (BART), Caltrain, SamTrans, and in the future, California High Speed Rail.
- Local Transit: SamTrans Route El Camino Real (ECR)

In addition, proposed sidewalk, crosswalk, and bicycle projects listed in the Plan are included as recommendations that would serve to connect neighborhoods and key destinations for bicyclists of all ages and abilities. Proposed improvement projects include:

- Separated bicycle lanes
- Low-stress<sup>1</sup> bicycle routes
- Access connections
- Shared-use path extensions

---

<sup>1</sup> Low-stress bikeways are bikeways primarily located on low-volume, low-speed local roads and is designed to be safe and comfortable for all users (FHWA 2019).

- Streetscape improvements
- A freeway overcrossing
- Multi-lane uncontrolled crosswalk enhancements
- Signalized intersection improvements
- High-visibility crossing striping

Figure 3 and Figure 4, respectively, show the location of each bicycle and pedestrian project listed in the Plan.

Table 1 and Table 2 present the Plan's full list of individual projects, sorted by location along the trail, improvement type, and length of the improvement. Table 1 lists the Plan's proposed bicycle improvements and Table 2 lists the Plan's proposed pedestrian improvements.

### Figure 3 Proposed Bicycle Network





Figure 4 Proposed Pedestrian Projects



Source: Kittelson & Associates, 2018.



**Table 1 Proposed Bicycle Improvements**

Location	Improvement Type	Length (Miles)
El Camino Real from City Limits to City Limits	Separated Bicycle Lane	1.7
Aviador Avenue	Low-Stress Bicycle Route	0.5
Broadway/Center Street	Low-Stress Bicycle Route	0.3
California Drive	Low-Stress Bicycle Route	0.2
Conejo Drive	Low-Stress Bicycle Route	0.2
Evergreen Way	Low-Stress Bicycle Route	0.2
Frontera Way/Vallejo Drive/Millbrae Avenue/Skyline Boulevard/Hillcrest Avenue	Low-Stress Bicycle Route	0.9
Helen Drive	Low-Stress Bicycle Route	0.5
Helen Drive/Tiago Drive	Low-Stress Bicycle Route	0.3
Hemlock Avenue	Low-Stress Bicycle Route	0.9
Hillcrest Avenue	Low-Stress Bicycle Route	0.9
Lansdale Avenue	Low-Stress Bicycle Route	0.1
Larkspur Drive	Low-Stress Bicycle Route	0.1
Laurel Avenue/Barcelona Drive	Low-Stress Bicycle Route	0.7
Lerida Avenue	Low-Stress Bicycle Route	0.2
Lincoln Circle	Low-Stress Bicycle Route	0.2
Ludeman Lane	Low-Stress Bicycle Route	0.4
Magnolia Avenue/Park Place	Low-Stress Bicycle Route	1.7
Old Bayshore Drive	Low-Stress Bicycle Route	0.2
Palm Avenue	Low-Stress Bicycle Route	0.6
Richmond Drive	Low-Stress Bicycle Route	0.7
Rollins Road/Camino Millenia	Low-Stress Bicycle Route	0.3
San Anselmo Avenue/Santa Helena Avenue	Low-Stress Bicycle Route	0.4
Spur Trail Access Connections at Palm Avenue and Mills High School	Access Connections	0.1
Spur Trail Extension from Tioga Drive to Larkspur Drive	Shared-Use Path Extension	0.4
Monterey Shared Use Path Extension North	Shared-Use Path	0.2
Monterey Shared-Use Path Extension South	Shared-Use Path	0.8
Millbrae Avenue Bikeway Improvements from Magnolia Avenue to Old Bayshore Highway	Separated Bicycle Lane	2.2
<b>Total Length of Proposed Bicycle Improvements</b>		<b>14.4</b>
Source: City of Millbrae 2021		

**Table 2 Proposed Pedestrian Improvements**

<b>Location</b>	<b>Improvement Type</b>	<b>Length (Miles)/Locations</b>
Broadway from Millbrae Avenue to Meadow Glen Avenue	Streetscape Improvements	0.7
El Camino Real from Millbrae Avenue to Meadow Glen Avenue	Streetscape Improvements	0.7
U.S. 101 Bicycle and Pedestrian Overcrossing	Freeway Overcrossing	—
El Camino Real & Chadbourne Avenue	Multi-lane Uncontrolled Crosswalk Enhancements	1 intersection
El Camino Real & Hillcrest Avenue	Signalized Intersection Improvements	1 intersection
El Camino Real & Millwood Avenue	Signalized Intersection Improvements	1 intersection
El Camino Real & Santa Helena Avenue	Multi-lane Uncontrolled Crosswalk Enhancements	1 intersection
El Camino Real & Santa Inez Avenue	Signalized Intersection Improvements	1 intersection
El Camino Real & Silva Avenue	Signalized Intersection Improvements	1 intersection
El Camino Real & Victoria Avenue	Signalized Intersection Improvements	1 intersection
El Camino Real & Murchison Avenue	Signalized Intersection Improvements	1 intersection
Millbrae Avenue & US 101 Northbound and Southbound Ramps	Interchange Crossing Improvements	2 intersections
Various Locations throughout the City	High-Visibility Crossing Striping	86 intersections
<b>Total Length of Proposed Pedestrian Improvements</b>		<b>1.4</b>

Source: City of Millbrae 2021

Adoption of the proposed Plan would set in place a long-term program, preceding the City of Millbrae's 2040 General Plan by approximately one year, for the future construction of the projects listed in Table 1 and Table 2; however, adoption in itself would not directly involve the construction of such projects. Thus, this Initial Study evaluates the environmental impacts associated with the Plan at a programmatic level and provides programmatic-level mitigation measures. Projects forwarded as implementing actions of the Plan, when proposed for construction, would be compared with the Plan and programmatic mitigation measures, when more detailed construction drawings and scheduling information are available. In the event that impacts are greater than analyzed in this programmatic document, project specific impacts and mitigation measures may be required.

Construction of the proposed Plan would occur primarily on existing public rights-of-way within the city. Construction activities could include activities such as striping on public rights-of-way and signal installations. The Plan would also include the construction of two new alignments on City owned property. The two new alignments would go through Lions Park in the northern portion of the city and Josephine Waugh Soroptomist Park in the southern portion of the city.

### **Josephine Waugh Soroptomist Park**

A new alignment within the southern portion of the Josephine Waugh Soroptomist Park would connect bicycle paths from the northern portion of the park and existing bicycle paths extending from the park. A portion of the new alignment has already been paved in the northern portion of the Josephine Waugh Soroptomist Park; construction of the additional alignment would include



paving activities in the southern portion of the park. Photographs of the park's existing conditions are shown in Figure 5 and Figure 6.

**Figure 5 Josephine Waugh Soroptomist Park New Northern Alignment Looking South**



**Figure 6 Josephine Waugh Soroptomist Park Location of Southern Alignment Looking South**





## Lions Park

The new alignment through Lions Park would connect existing bicycle paths from Larkspur Street to proposed bicycle paths that would connect residents, employees, and visitors to schools, the downtown area, and recreational trails. Photographs of the park's existing conditions are shown in Figure 7 and Figure 8.

**Figure 7 Entrance to Lions Park Looking East**



**Figure 8 Northeastern Corner of Lions Park**



## 9. Surrounding Land Uses and Setting

The City of Millbrae is located in northern San Mateo County. The city is bordered by the City of San Bruno to the north, San Francisco International Airport (SFO) to the northeast, San Francisco Bay to the east, the City of Burlingame to the south, and unincorporated San Mateo County to the west. The city's topography ranges from relatively flat terrain of the San Francisco Bay shoreline, and steep hills and ravines in the western neighborhoods. The surrounding areas are primarily residential, except for the Millbrae Intermodal Terminal and commercial uses along Millbrae Avenue.

## 10. Other Public Agencies Whose Approval is Required

None.

## 11. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

No tribes responded to the notification letters requesting consultation on this project.

## Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

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

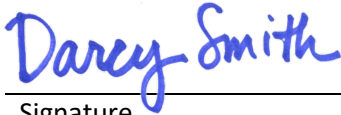
## Determination

Based on this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “less than significant with mitigation incorporated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.



- ☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



\_\_\_\_\_  
Signature

July 20, 2021

\_\_\_\_\_  
Date

\_\_\_\_\_  
Darcy Smith, AICP

\_\_\_\_\_  
Community Development  
Director, City of Millbrae

# Environmental Checklist

## 1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. 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 a 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Setting

A scenic highway is generally defined by Caltrans as a public highway that crosses an area of outstanding scenic quality, containing striking views, flora, geology, or other unique natural attributes. Interstate 280 (I-280), which borders the City of Millbrae to the west, is an officially designated State scenic highway (Caltrans 2021). The City of Millbrae is visible from I-280.

The San Francisco Bay and surrounding hillsides are viewable through the City of Millbrae. The City identifies the areas of lower Millbrae, the San Francisco Bay, the wooded Skyline-Santa Cruz Mountains, and the East Bay Hills as scenic views. Additionally, scenic resources within the City include natural and landscaped vegetation.

## Impact Analysis

*a. Would the project have a substantial adverse effect on a scenic vista?*

As described above, the City of Millbrae identifies views of lower Millbrae, the San Francisco Bay, the Skyline-Santa Cruz Mountains, and the East Bay Hills as scenic. Construction activities would temporarily degrade the background of possible views in the city. Construction would be temporary, and activities would cease upon completion of a proposed project listed in the Plan. Due to the temporary nature of construction activities, projects would not have the potential to permanently affect a scenic vista within the City of Millbrae. Impacts to scenic vistas during construction of proposed projects would therefore be less than significant. Proposed projects could result in the removal of vegetation along proposed pedestrian and bicycle paths. However, the Plan would not introduce structures or visual barriers that would affect scenic vistas identified or designated in the future. Therefore, the Plan would not have an adverse effect on a scenic vista. Proposed projects listed in the Plan would make views of the City and the surrounding area more accessible to Millbrae residents and visitors. The proposed Plan would not result in a substantial adverse effect on scenic vistas, and this impact would be less than significant.

### LESS THAN SIGNIFICANT IMPACT

*b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

Proposed projects listed in the Plan would not occur on a designated State scenic highway and would not damage trees, rock outcroppings, or historic buildings identified as visual resources. The proposed Plan would include a proposed bicycle route alongside I-280, an officially designated State scenic highway, which would connect with an existing bicycle lane. The proposed connection would involve restriping of the existing public right-of-way, adjacent to I-280, which would not damage scenic resources. Therefore, the impact to scenic resources would be less than significant.

### LESS THAN SIGNIFICANT IMPACT

*c. Would the project, 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 a 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?*

The proposed projects listed in the Plan would occur within the urbanized area of Millbrae. Proposed projects that would include vegetation or tree removal would be required to be consistent with the City of Millbrae's Municipal Code (MMC) Chapter 8.60, *Tree Protection and Urban Forestry Program*, which establishes and maintains the maximum amount of tree cover on public lands in the city, maintains healthy trees, and promotes and maintains the aesthetic value of the community. Compliance with the MMC would ensure protection of the aesthetic value of the community. Impacts from proposed projects in urbanized areas would be less than significant.

### LESS THAN SIGNIFICANT IMPACT

- d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

Proposed projects listed in the Plan, such as improvements to signalized intersection improvements, may involve the installation of flashing beacons. In addition, proposed projects may include the installation of bicycle-scale lighting, which would be intended to improve visibility and the perception of safety and comfort while bicycling. The new sources of light would increase lighting levels in some locations within the city. However, lighting for pedestrians and bicyclists is generally smaller in scale and provides less illumination than typical lighting on streetscapes. New lighting would also be in and next to urbanized areas of Millbrae where some street and building lighting is already present. The addition of lighting in these areas, at a scale appropriate for bicyclists and pedestrians, would not substantially affect views in the area. Therefore, proposed projects listed in the Plan would not result in a significant impact to creating a new source of substantial light or glare. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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## 2 Agriculture and Forestry Resources

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

### Setting

The City of Millbrae is an urban area and is fully developed.

The California Department of Conservation (DOC) manages the Farmland Mapping and Monitoring Program to assess and record suitability of land for agricultural purposes. In each county, the land is analyzed for soil and irrigation quality and the highest quality land is designated as Prime Farmland. The Plan area is designated as Urban and Built-Up Land and the Plan area does not have any identified agricultural or forest land (DOC 2016).



## Regulatory Setting

PRC Section 12220(g) defines forest land as:

“land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.”

PRC Section 4526 defines timberland as:

“land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis.”

Government Code Section 51104(g) defines a timberland production zone as:

“an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h).”

## Impact Analysis

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

The Plan area is located entirely in the Urban and Built Up Land area (DOC 2016). Proposed projects listed in the Plan would not modify Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and no impact would occur.

### NO IMPACT

- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*

The City of Millbrae does not have any land zoned for agricultural use (City of Millbrae 2009a). The proposed projects listed in the Plan would not be located on agricultural land. Therefore, the Plan would not conflict with agricultural zoning or Williamson Act contracts for preservation of agricultural use. No impact would occur.

### NO IMPACT

- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*
- e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

Proposed projects listed in the Plan would not result in the conversion of land used for agricultural or forestry purposes. The City of Millbrae does not provide forest and timber resources. As such, implementation of the Plan would not convert forest or timberland uses, and no impact would occur.

**NO IMPACT**

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### 3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<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"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Overview of Air Pollution

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for “criteria pollutants” and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide, volatile organic compounds (VOC)/reactive organic gases (ROG),<sup>2</sup> nitrogen oxides (NO<sub>x</sub>), particulate matter with diameters of ten microns or less (PM<sub>10</sub>) and 2.5 microns or less (PM<sub>2.5</sub>), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between ROG and NO<sub>x</sub>. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates.

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.

<sup>2</sup> CARB defines VOC and ROG similarly as, “any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate,” with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term ROG is used in this IS-MND.

- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources that may be legally operated on roadways and highways.
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

## Air Quality Standards and Attainment

The project is located within the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). As the local air quality management agency, BAAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, SFBAAB is classified as being in “attainment” or “nonattainment.” Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The SFBAAB is in non-attainment for the state and federal ozone standards, the state and federal PM<sub>2.5</sub> (particulate matter 2.5 microns in size or less) standards and the state PM<sub>10</sub> (particulate matter 10 microns in size or less) standards and is required to prepare a plan for improvement (BAAQMD 2017a). The health effects associated with criteria pollutants for which the Basin is in non-attainment are described in Table 3.

**Table 3 Health Effects Associated with Non-Attainment Criteria Pollutants**

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM <sub>10</sub> )	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma). <sup>1</sup>
Suspended particulate matter (PM <sub>2.5</sub> )	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma.

<sup>1</sup> More detailed discussion on the health effects associated with exposure to suspended particulate matter can be found in the following documents: United States Environmental Protection Agency, Air Quality Criteria for Particulate Matter, October 2004. Source: USEPA 2018

## **Air Quality Management**

The Bay Area 2017 Clean Air Plan (the 2017 Plan) provides a plan to improve Bay Area air quality and protect public health as well as the climate. The legal impetus for the 2017 Plan is to update the most recent ozone plan, the 2010 Clean Air Plan, to comply with state air quality planning requirements as codified in the California Health & Safety Code. Although steady progress in reducing ozone levels in the SFBAAB has been made, the region continues to be designated as non-attainment for both the one-hour and eight-hour state ozone standards. In addition, emissions of ozone precursors in the Bay Area contribute to air quality problems in neighboring air basins. Under these circumstances, state law requires the 2017 Plan to include all feasible measures to reduce emissions of ozone precursors and reduce transport of ozone precursors to neighboring air basins (BAAQMD 2017b).

In 2006, the USEPA reduced the national 24-hour PM<sub>2.5</sub> standard regarding short-term exposure to fine particulate matter from 65 micrograms per cubic meter (µg/m<sup>3</sup>) to 35 µg/m<sup>3</sup>. Based on air quality monitoring data for the 2006-2008 cycle showing that the region was slightly above the standard, the USEPA designated the SFBAAB as non-attainment for the 24-hour national standard in December 2008. This triggered the requirement for the BAAQMD to prepare a State Implementation Plan (SIP) submittal to demonstrate how the region would attain the standard. However, data for both the 2008-2010 and the 2009-2011 cycles showed that PM<sub>2.5</sub> levels in the Basin currently meet the standard. On October 29, 2012, the USEPA issued a proposed rule-making to determine that the SFBAAB now attains the 24-hour PM<sub>2.5</sub> national standard. Based on this, the Basin is required to prepare an abbreviated SIP submittal, which includes an emission inventory for primary (directly-emitted) PM<sub>2.5</sub>, as well as precursor pollutants that contribute to formation of secondary PM in the atmosphere; and amendments to BAAQMD New Source Review (NSR) to address PM<sub>2.5</sub> (adopted December 2012). However, key SIP requirements to demonstrate how a region will achieve the standard (i.e., the requirement to develop a plan to attain the standard) will be suspended as long as monitoring data continues to show that the SFBAAB attains the standard.

In addition to preparing the “abbreviated” SIP submittal, the BAAQMD has prepared a report entitled “Understanding Particulate Matter: Protecting Public Health in the San Francisco Bay Area” (BAAQMD 2012). The report helps guide the BAAQMD’s on-going efforts to analyze and reduce PM in the Bay Area in order to better protect public health.<sup>3</sup> The SFBAAB will continue to be designated as nonattainment for the federal 24-hour PM<sub>2.5</sub> standard until such time as the BAAQMD elects to submit a “redesignation request” and a “maintenance plan” to the USEPA, and the USEPA approves the proposed redesignation.

## **BAAQMD Significance Thresholds**

The BAAQMD recommends that lead agencies determine appropriate air quality emissions thresholds of significance based on substantial evidence in the record. The BAAQMD developed screening criteria in the May 2017 CEQA Air Quality Guidelines to provide lead agencies and project applicants with a conservative indication of whether a project could result in potentially significant air quality impacts.

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<sup>3</sup> PM is made up of particles that are emitted directly, such as soot and fugitive dust, as well as secondary particles that are formed in the atmosphere from chemical reactions involving precursor pollutants such as oxides of nitrogen, sulfur oxides, volatile organic compounds, and ammonia.

## Short-Term Emissions Thresholds

The BAAQMD's May 2017 *CEQA Air Quality Guidelines* have no plan-level significance thresholds for construction air pollutants emissions (BAAQMD 2017c). There are no construction emissions thresholds for plans. However, short-term emissions associated with the Plan are discussed qualitatively to evaluate potential air quality impacts.

## Long-Term Emissions Thresholds

The BAAQMD's 2017 *CEQA Air Quality Guidelines* contain specific operational plan-level significance thresholds for criteria air pollutants. Plans must show the following over the planning period:

- Consistency with current air quality plan control measures
- Vehicle miles traveled (VMT) or vehicle trips increase is less than or equal to the plan's projected population increase, measured on a percentage basis

If the Plan can demonstrate consistency with current air quality plan control measures and that the rate of increase for VMT or vehicle trips is less than or equal to the Plan's project population increase, either with or without mitigation, then impacts are considered less than significant.

BAAQMD also provides a preliminary screening methodology to conservatively determine whether a proposed project would exceed CO thresholds. If the following criteria are met, a project would result in a less than significant impact related to local CO concentrations:

- 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.
- Project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- 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, bridge underpass, natural or urban street canyon, below-grade roadway).

In the absence of a qualified Community Risk Reduction Plan, BAAQMD has established the following *Thresholds of Significance* for local community risks and hazards associated with toxic air contaminants (TAC) and PM<sub>2.5</sub> from an individual source at a local level. Impacts from sources of TACs and PM<sub>2.5</sub> would be significant if:

- The project would result in an increased cancer risk of > 10 in one-millions
- The project would result in an increased non-cancer (i.e., Chronic or Acute) risk of > 1.0 Hazard Index
- The project would result in an ambient PM<sub>2.5</sub> concentration increase of > 0.3 µg/m<sup>3</sup> annual average

A project would be considered to have a cumulatively considerable impact if the aggregate total of current and proposed TAC sources within a 1,000 feet radius of the project fence-line in addition to the project would exceed the *Cumulative Thresholds of Significance*. Impacts would be significant if:

- The project would result in an increased cancer risk of > 100 in one million
- The project would result in an increased non-cancer (i.e., Chronic or Acute) risk of > 10 Hazard Index
- The project would result in an ambient PM<sub>2.5</sub> concentration increase of > 0.8 µg/m<sup>3</sup> annual average

## **Impact Analysis**

### *a. Would the project conflict with or obstruct implementation of the applicable air quality plan?*

The applicable air quality management plan (AQMP) for Millbrae is the 2017 Plan. The 2017 Plan does not include control measures that apply directly to individual development projects. Instead, the control strategy includes stationary-source control measures to be implemented through the BAAQMD regulations; mobile-source control measures to be implemented through incentive programs and other activities; and transportation control measures to be implemented through transportation programs in cooperation with the Metropolitan Transportation Commission (MTC), local governments, transit agencies, and others. Under BAAQMD's methodology, a determination of consistency with CEQA Guidelines thresholds should demonstrate that a project:

- Supports the primary goals of the 2017 Plan;
- Includes applicable control measures from the 2017 Plan; and
- Does not disrupt or hinder implementation of any 2017 Plan control measures.

The following includes a discussion of consistency with these criteria.

### *Support the Primary Goals of the 2017 Clean Air Plan*

The primary goals of the 2017 Plan are to:

- Protect air quality and health at the regional and local scale; and
- Protect the climate.

As discussed in Section 14, *Population and Housing*, implementation of the Plan would not involve the construction of infrastructure that could induce substantial population growth such as new or increased capacity sewer or water lines, or the construction of new streets and roads. While the proposed projects would make non-motorized transportation more efficient, this would not be a substantial growth-inducing effect in Millbrae. Furthermore, the proposed projects, including safe routes to schools, would be consistent with strategies in the 2017 Clean Air Plan to reduce emissions of criteria air pollutants from transportation. Transportation Control Measure TR7 in the Clean Air Plan encourages planning for safe routes to schools, and Measure TR9 encourages planning for bicycle access and pedestrian facilities in local plans, as a means of reducing mobile emissions. Therefore, proposed projects listed in the Plan would support efforts to protect air quality and health through mobile emissions reductions and would be consistent with the BAAQMD's 2017 Clean Air Plan.

## **LESS THAN SIGNIFICANT IMPACT**



- b. *Would the project 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?*

Construction of proposed projects listed in the Plan would result in temporary construction emissions. Activities such as the operation of construction vehicles and equipment over unpaved areas, grading, trenching, and disturbance of stockpiled soils have the potential to generate fugitive dust (PM<sub>10</sub>) through the exposure of soil to wind erosion and dust entrainment. Exhaust emissions associated with heavy construction equipment would potentially degrade regional air quality. Long-term emissions associated with operational impacts would include emissions from vehicle trips (mobile sources), electricity use for lighting (energy sources), and landscape maintenance equipment, consumer products, and architectural coating associated with on-site development (area sources).

### *Construction Emissions*

The construction of proposed projects under the Plan would generate temporary emissions from three primary sources: the operation of construction vehicles (e.g., scrapers, loaders, and dump trucks); ground disturbance during clearing and grading, creating fugitive dust; and the application of asphalt, paint, or other oil-based substances. The extent of daily emissions, particularly reactive organic gases (ROGs) and nitrogen oxide (NO<sub>x</sub>) emissions, generated by construction equipment would depend on the quantity of equipment used and the hours of operation for each project. The extent of fugitive dust (PM<sub>2.5</sub> and PM<sub>10</sub>) emissions would depend upon the following factors: 1) the amount of disturbed soils; 2) the length of disturbance time; 3) whether existing structures are demolished; 4) whether excavation is involved; and 5) whether transporting excavated materials offsite is necessary. Construction of the proposed projects would occur primarily on existing public rights-of-way within the city. Construction could include activities such as striping on public rights-of-way and signal installations. Construction of the additional alignments within the Josephine Waugh Soroptomist Park and Lions Park would involve some ground disturbing and paving activities. The amount of ROG emissions generated by paints and oil-based substances such as asphalt depends upon the type and amount of material utilized. Implementation of the Plan would not result in significant criteria pollutant emissions or other significant air quality impacts because it would be consistent with the goals of the 2017 Plan.

Activities such as site preparation and grading during construction may cause wind-blown dust that could contribute particulate matter into the local atmosphere. The BAAQMD has not established a quantitative threshold for fugitive dust emissions but rather states that projects that incorporate best management practices (BMP) for fugitive dust control during construction, such as watering exposed surfaces and limiting vehicle speeds to 15 miles per hour, would have a less than significant impact related to fugitive dust emissions. Therefore, projects included under the Plan that would require site preparation and grading could result in construction-related fugitive dust emissions that would be potentially significant. Mitigation Measure AQ-1 would be required for these projects.

### *Operational Emissions*

Impacts would be significant if the plan is not consistent with the current air quality plan and if projected vehicles miles traveled (VMT) or vehicle trip increase would be less than or equal to projected population increase. As discussed in criterion (a), the Plan would not conflict with 2017 Plan and would not increase vehicle trips through population growth. The proposed facilities would not contribute to urban growth or generate additional motor vehicle trips and would not introduce

new long-term sources of air pollutants into the BAAQMD region. The Plan would serve to encourage people to substitute driving for bicycling and walking which could incrementally reduce emissions associated with motor vehicle use.

Under BAAQMD's methodology, a determination of consistency with CEQA Guidelines thresholds should demonstrate that a project:

- Supports the primary goals of the 2017 Clean Air Plan;
- Includes applicable control measures from the 2017 Clean Air Plan; and
- Does not disrupt or hinder implementation of any 2017 Clean Plan control measures

The primary goals of the 2017 Clean Air Plan are to protect air quality and health at the regional and local scale and to protect the climate. The Plan would improve bicycle and pedestrian facilities throughout Millbrae. By facilitating bicycling and walking as modes of transportation, it is expected that the Plan would reduce motor vehicle trips and VMT in Millbrae and greater San Mateo County, thus improving regional air quality. In addition, the Plan would promote health by increasing recreational opportunities in the city. As described above under criterion (a), the Plan would be consistent with 2017 Plan Transportation Control Measures TR7 and TR9 to encourage planning for safe routes to schools and for bicycle access and pedestrian facilities. Therefore, the Plan includes applicable control measures from the 2017 Clean Air Plan and would not disrupt or hinder implementation of the Clean Air Plan. Implementation of the Plan would decrease VMT and would not result in a population increase. The Plan would not result in exceedance of the BAAQMD threshold for criteria pollutants and precursors and operational impacts would be less than significant.

## **Mitigation Measure**

Mitigation Measure AQ-1 would be required for proposed projects that would involve ground disturbing and paving activities.

### *AQ-1 Fugitive Dust Control Best Management Practices (BMPs)*

The project construction contractor(s) shall implement the following fugitive dust control BMPs during site preparation and grading activities, as recommended by the BAAQMD:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times daily.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- 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). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

- A publicly visible sign with the telephone number and person to contact at the City of Millbrae regarding dust complaints shall be posted. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

Implementation of Mitigation Measure AQ-1 would require compliance with BAAQMD recommendations to implement BMPs for fugitive dust control. With implementation of this measure, impacts related to fugitive dust would be reduced to a less than significant level.

#### **LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

*c. Would the project expose sensitive receptors to substantial pollutant concentrations?*

Proposed projects adjacent to travel lanes for motor vehicles would temporarily expose users of these facilities to particulate matter, carbon monoxide, and other pollutants from motor vehicle exhaust; however, users would only be exposed to air pollutants for brief periods while using the proposed trail network. In addition, according to a 2017 review of scientific literature published in the Lancet Public Health journal, "consensus exists that despite the harmful effects of air pollution exposure, physical activity from active commuting provides more gains in health outcomes than air pollution exposure provides losses" (Cepeda et. al 2017). Therefore, it is anticipated that the health benefits from increased bicycling and pedestrian activity under the Plan would outweigh the risks from the limited exposure to air pollution.

The proposed projects would not generate operational pollutants that would expose adjacent sensitive receptors such as homes, hospitals, and schools to substantial pollutant concentrations. Furthermore, because the Plan is intended to facilitate additional bicycling and walking, it would reduce VMT in Millbrae, thereby incrementally reducing the exposure of sensitive receptors to pollutant concentrations from motor vehicles. The proposed projects listed in the Plan would serve to encourage bicycling and walking throughout the city which would reduce VMT in Millbrae. A reduction in VMT would not result in a CO hotspot and impacts related to CO hotspots would be less than significant. Impacts to sensitive receptors would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

*d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

Construction of the proposed projects listed in the Plan could result in emissions from construction equipment and could potentially result in minor odors. However, construction activities would be temporary and would not involve materials or activities that are a potential source of significant odors. They would not result in the creation of objectionable odors affecting a substantial number of people. Furthermore, bicyclists and pedestrians would not be exposed to any objectionable odors from construction because the proposed projects would be unavailable for use by the public when under construction. Nearby residences and businesses could be temporarily exposed to minor objectionable odors. However, construction of the proposed projects would be linear, along roadways and through public parks. As such, exposure to objectionable odors near residences and businesses would be brief and would cease as construction activities progress. Therefore, the impact would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

## 4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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 checked="" 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, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The City of Millbrae is primarily developed and does not offer suitable habitat for special-status species. However, the city is located immediately to the west of the San Francisco Bay, which is an ecologically diverse area supporting many plants and animal species, including special-status species.

Land in Millbrae largely consists of developed areas devoid of natural vegetation. According to the City's Existing Conditions Report, approximately 81 percent of the city is developed and does not offer suitable habitat for sensitive species (City of Millbrae 2016a). Development has altered much of Millbrae's landscape, restricting natural vegetation primarily to the city's parks. Many species are locally rare or no longer occur in portions of Millbrae as a result of urban development within the city limits. However, these urbanized areas do provide potential habitat for some special-status bat species that may utilize abandoned buildings or structures and large trees as roosting sites. Additionally, the parks within the city including Junipero Serra County Park, Josephine Waugh Soroptimist Park, and Lions Park have the potential to support special-status species. Seasonal emergent wetlands located alongside Highway 101 at South Lomita Canal have documented occurrences of California red-legged frog (*Rana draytonii*) and San Francisco garter snake (*Thamnophis sirtalis tetrataenia*) (City of Millbrae 2016a).

On May 13, 2021, Rincon Consultants, Inc. conducted a reconnaissance-level survey of Lions Park and Josephine Waugh Soroptimist Park to document site conditions, assess the presence of on-site habitat, and evaluate the potential for special-status species and other sensitive biological resources to occur. These parks were visited because the two shared-use path alignments are planned to cut through these parks and connect to the existing bikeway network in Millbrae.

In addition to the field reconnaissance survey, queries of the United States Fish and Wildlife Service (USFWS) *Information for Planning and Conservation* (IPaC) (USFWS 2021a), the California Native Plant Society (CNPS) *Inventory of Rare and Endangered Plants of California* (CNPS 2021) and the California Department of Fish and Wildlife's (CDFW) *California Natural Diversity Database* (CNDDB) (CDFW 2021a) for the U.S. Geological Survey (USGS) *Montara Mountain* and five surrounding 7.5-minute series quadrangles (*San Francisco South*, *Hunters Point*, *San Mateo*, *Half Moon Bay*, and *Woodside*) were conducted to obtain comprehensive information regarding the occurrences of special-status species in the city's vicinity. This query range, encompassing the city limits plus a 5-mile buffer, is sufficient to accommodate for regional habitat diversity and to overcome the limitations of the CNDDB, because the CNDDB is based on reports of actual occurrences and does not constitute an exhaustive inventory of every resource.

This database query identified 36 special-status animal species and 66 special-status plant species with the potential to occur in the regional vicinity surrounding the city, including 37 federal and/or state listed species. No federally designated critical habitat occurs within the city limits; however, critical habitat for California red-legged frog is located immediately west of the city's boundary across I-280 and around Lower Crystal Springs Reservoir. Critical habitat for Bay checkerspot butterfly (*Euphydryas editha bayensis*) and marbled murrelet (*Brachyramphus marmoratus*) is also designated within 5 miles of the city (USFWS 2021b).

Birds protected under the California Fish and Game Code (CFG) and Migratory Bird Treaty Act (MBTA) nest in a wide range of habitats including previously disturbed and ruderal areas (e.g., medians and road shoulders) and within areas of maintained ornamental vegetation (i.e., lawns, gardens, parks and trails). Wetlands and associated riparian areas often function as habitat for special-status species and may act as important wildlife movement corridors.

## Approach to Impacts Analysis

As a programmatic evaluation, this section considers the potential for direct and indirect impacts to sensitive biological resources that could occur if proposed projects listed in the Plan are constructed in specific vegetation communities or habitats. Many of the proposed projects would be located within the limits of existing roads, sidewalks, or other previously disturbed areas and would be unlikely to affect sensitive biological resources; however, construction of the proposed projects in Lions Park and Josephine Waugh Soroptimist Park could result in the loss of vegetation. Pedestrian projects listed in the Plan include restriping and streetscape improvements as well as signal and crosswalk improvements, which would not require road widening or installation of new lighting or sidewalks. Proposed pedestrian improvements would not directly affect special-status or sensitive biological resources. Table 4 lists representative projects included in the Plan that have the potential to impact biological resources and includes a brief description of the proposed project activities.

**Table 4 Representative Active Transportation Projects with Potential Effects on Biological Resources**

Location	Improvement Type	Length (Miles)
<b>Proposed Bicycle Improvements</b>		
El Camino Real from City Limits to City Limits	Separated Bicycle Lane	1.7
Spur Trail Access Connections at Palm Avenue and Mills High School	Access Connections	0.1
Spur Trail Extension from Tioga Drive to Larkspur Drive	Shared-Use Path Extension	0.4
Monterey Shared Use Path Extension North	Shared-Use Path	0.2
Monterey Shared-Use Path Extension South	Shared-Use Path	0.8
Millbrae Avenue Bikeway Improvements from Magnolia Avenue to Old Bayshore Highway	Separated Bicycle Lane	2.2
<b>Proposed Pedestrian Improvements</b>		
U.S. 101 Bicycle and Pedestrian Overcrossing	Freeway Overcrossing	—

## Impact Analysis

- a. *Would the project 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?*

Projects listed in the Plan, as shown in Figure 3 and Figure 4, would generally be within existing paved, disturbed, or graded rights-of-way. Even the proposed shared-use path alignments and extensions would mainly be routed through existing utility corridors and other rights-of-way on disturbed ground. If construction work, staging, parking and associated activity is within previously disturbed areas, the projects would not modify or otherwise impact suitable habitat for sensitive species. It is not expected that projects would directly disturb natural habitat, where soil compaction could cause direct mortality from the collapse of underground burrows, or the trimming or removal of obligate host plants could cause direct mortality or loss of suitable habitat for special-status species. Therefore, projects occurring entirely within disturbed areas would not result in significant impacts to non-avian federal or state listed species or other non-avian special-status species.

The two main proposed shared-use path extensions cut through Lions Park in the northern portion of the city and Josephine Waugh Soroptimist Park in the southern portion of the city. These parks provide open space and areas of natural vegetation including large native trees that could support special-status species and nesting birds. A culverted creek passes through the southwest corner of Josephine Waugh Soroptimist Park and would be located near the proposed shared-use path alignment. In the unlikely event construction of the proposed shared-use paths would require in filling of seasonal or perennial wetlands, or removal of riparian vegetation adjacent to wetlands or other jurisdictional waters, projects could result in direct mortality of special-status species. In addition, these activities could result in the loss of breeding, foraging, and refuge habitat.

These proposed shared-use paths through Josephine Waugh Soroptimist Park and Lions Park would have the potential to temporarily or permanently disturb or remove natural habitat, which could directly impact special-status species. In addition, higher usage of improved bicycle paths and trails could cause increased mortality of species in nearby natural habitat. Construction and maintenance activities for proposed projects listed in the Plan could result in potentially significant impacts to federal and state listed species under all circumstances, while impacts to non-listed species may be considered significant if they result in reduced viability of the survival of a local or regional population. Therefore, the proposed projects result in direct and indirect effects on sensitive biological resources including special-status species, resulting in a potentially significant impact.

Proposed projects also could require the removal of vegetation that could serve as habitat for migratory birds protected under the CFGC and MBTA. Table 4 lists representative projects that could involve vegetation removal. For example, several projects would involve streetscape improvements requiring alterations to medians planted with street trees. Other projects would remove ruderal vegetation, ornamental roadside vegetation, or street trees along roadways. Protected migratory birds can be expected to nest within and adjacent to a wide range of disturbed areas, including existing trails, road medians, road and sidewalk shoulders, ornamental vegetation and ruderal areas. Construction noise and activity in previously disturbed areas could result in nest abandonment, injury or mortality of birds protected under the CFGC, violating State regulations to protect migratory birds. Potentially significant impacts on special-status migratory birds include:

- Direct mortality resulting from the movement of equipment and vehicles through an individual project area
- Direct mortality resulting from removal of trees with active bird nests
- Abandoned eggs or young and subsequent nest failure for special-status nesting birds, including raptors, and other non-special-status migratory birds resulting from construction-related noises
- Loss or disturbance of rookeries and other colonial nests

These adverse effects on listed or special-status bird species would be a potentially significant impact.

Additionally, special-status bats such as pallid bat (*Antrozous pallidus*), Townsend's big-eared bat (*Corynorhinus townsendii*), and big free-tailed bat (*Nyctinomops macrotis*) are state species of special concern and have potential to occur within Millbrae. Pallid bats are found in grasslands, shrublands, woodlands, and forests, and may roost in trees or buildings. Townsend's big-eared bat and big free-tailed bats are found in a wide variety of habitats and may roost in abandoned buildings or large trees. Bats prefer open areas or open areas under a tree canopy for foraging, and often roost near water. Although Millbrae is primarily developed, large trees, abandoned structures and buildings in the city provide suitable roosting habitat for special-status bat species. Disturbance

of maternity roosts from construction activities, resulting in roost destruction or abandonment, would be a potentially significant impact to bat species and would be violations of the CFGC. Adverse effects on special-status bats would be a potentially significant impact.

Proposed projects listed in the Plan would be required to be consistent with adopted federal and state regulations that protect special-status species, including their habitat and movement corridors and would ensure that the City incorporate appropriate design measures, including avoidance, if appropriate. Therefore, projects involving ground disturbance in or directly adjacent to natural habitat, or removal or trimming of trees, would be required to implement Mitigation Measures BIO-1 and BIO-2 prior to final design approval of projects. The projects at Josephine Waugh Soroptimist Park and Lions Park would be required to implement these mitigation measures. However, other projects listed in the Plan may require implementation of Mitigation Measure BIO-1 and BIO-2 to reduce or avoid potential impacts.

## **Mitigation Measures**

### *BIO-1 Biological Resources Screening and Assessment*

Prior to final design approval of proposed projects listed in the Plan, including those planned within Lions Park and Josephine Waugh Soroptimist Park, that involve ground disturbance in or directly adjacent to natural habitat, or that remove or trim trees, the following development standard shall be added to the proposed Plan:

The City shall retain a qualified biologist to conduct an analysis of the project to identify biological constraints and potential impacts to sensitive biological resources, including potential impacts to special-status plants, animals, and their habitats, as well as protected natural communities including wetland and terrestrial communities and protected trees. The analysis shall include queries of agency databases such as the CNDDDB, the California Native Plant Society (CNPS) *Inventory of Rare and Endangered Plants of California*, the U.S. Fish and Wildlife Service (USFWS) *Information for Planning and Consultation (IPaC)*, USFWS *Critical Habitat Portal*, and USFWS *National Wetlands Inventory (NWI)* as well as other relevant literature for baseline information on special-status species and other sensitive biological resources occurring at the individual project site and in the immediate surrounding area. The qualified biologist shall determine, based on the nature of construction activities, if a field reconnaissance is necessary for such projects to completely assess biological constraints.

If the biologist identifies protected biological resources within the limits of and/or potentially adversely affected by the project, the City shall first prepare alternative designs that seek to avoid and/or minimize impacts to the biological resources. If the project cannot be designed without complete avoidance, the City shall have the qualified biologist identify the specific impacts to special-status species, develop project-specific avoidance and mitigation procedures to be followed to reduce biological impacts to a less-than-significant level, identify any state or federal listed species that would necessitate coordination with the appropriate regulatory agency (i.e., USFWS, National Marine Fisheries Services [NMFS], California Department of Fish and Wildlife [CDFW], U.S. Army Corps of Engineers [USACE]) to obtain regulatory permits, and implement project-specific avoidance and mitigation measures prior to and during any construction activities.



Project specific mitigation actions that may be required should impacts to special-status species be identified include:

- Pre-construction surveys to identify the presence of special-status species within and adjacent to work areas.
- Worker Environmental Awareness Program training for all construction personnel.
- Complete avoidance of special-status species where and if possible. Avoidance measures may include:
  - Delimiting and flagging of special-status species avoidance buffer areas (Environmentally Sensitive Areas or ESAs)
  - Monitoring of construction activity near ESAs
  - Installation of special-status species exclusion fencing.
- Relocation of special-status species out of work areas (with applicable permits and authorizations as necessary).
- Restoration of temporarily disturbed special-status species' habitat.
- Compensatory mitigation for impacts to special-status species habitat at a minimum ratio appropriate for extent and quality of permanently disturbed habitat. Mitigation ratios may vary from 1:1 to 5:1.

#### *BIO-2 Construction Best Management Practices*

For proposed projects evaluated for potential impacts to special-status species in a biological resources screening and assessment as required by Mitigation Measure BIO- 1, the City shall incorporate one or more of the following construction Best Management Practices (BMPs) as recommended by a qualified biologist into grading and construction plans, for projects that would require grading and paving activities, prior to final design approval of an individual project:

- A 15 mile-per-hour speed limit shall be designated in all construction areas to minimize dust emissions and noise.
- All vehicles and equipment shall be parked on pavement, existing roads, and previously disturbed areas, and clearing of vegetation for vehicle access shall be avoided to the greatest extent feasible.
- The number of access routes, number, and size of staging areas, and the total area of the activity shall be limited to the minimum necessary to achieve the goal of the project.
- Equipment washout and fueling areas shall be located within the limits of grading at a minimum of 100 feet from waters, wetlands, or other sensitive resources as identified by a qualified biologist. Washout areas shall be designed to fully contain polluted water and materials for subsequent removal from the site.
- The hours of noise generating construction activity shall be limited to the hours of 7:30 AM to 7:00 PM Monday through Friday, 8:00 AM to 6:00 PM Saturdays and 9:00 AM to 6:00 PM on Sundays and Holidays. Work outside of these hours may be approved by the Building Official when requested, in writing, a minimum of 48 hours in advance. (consistent with the Millbrae Municipal Code Section 9.05.040 Amendment of Section 105).
- Mufflers shall be used on all construction equipment and vehicles shall be in good operating condition.
- Drip pans shall be placed under all stationary vehicles and mechanical equipment.

- All trash shall be placed in sealed containers and shall be removed from the project site a minimum of once per week.
- No pets are permitted on project site during construction.

Implementation of Mitigation Measures BIO-1 and BIO-2 would protect special-status species that may be affected by construction of the proposed projects, reducing potential impacts to a less-than-significant level.

#### **LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

- b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Naturally occurring plant communities in California are primarily identified in the *List of Vegetation Alliances and Associations (Natural Communities List)* (CDFW 2020). This document provides comprehensive lists of officially recognized plant communities occurring in San Mateo County and the State of California. In this document, each plant community is assigned a conservation status rank (also known as "Rare Rank"), which is used to determine the sensitivity of the plant community. Plant communities with global or state status ranks of G1 through G3, or S1 through S3, respectively, are considered sensitive, and are referred to as "natural communities of special concern." Plant communities are classified based on plant species composition and abundance, as well as the underlying abiotic conditions of the stand, such as slope, aspect, or soil type.

A query of CDFW's CNDDDB for the USGS *Montara Mountain* and five surrounding 7.5-minute series quadrangles (*San Francisco South, Hunters Point, San Mateo, Half Moon Bay, and Woodside*) shows that the city of Millbrae and the surrounding area has the potential to support four natural communities of special concern. These natural communities include Northern Coastal Salt Marsh, Northern Maritime Chaparral, Serpentine Bunchgrass, and Valley Needlegrass Grassland. Of these sensitive natural communities, one community, Serpentine Bunchgrass, occurs within city limits. Serpentine Bunchgrass is located along the Skyline Blvd and I-280 corridor at the southernmost boundary of the city. Proposed projects that would require ground disturbance or widening of existing roads and rights-of-way are not planned in or near areas containing natural communities of special concern; therefore, implementation of the Plan would not result in significant impacts to any sensitive natural communities.

Riparian habitat occurs along several rivers and creeks in the region and may be affected by the development of individual bicycle and pedestrian projects, especially new shared-use paths and extensions (USFWS 2021c). Riparian habitat occurring along the culverted creek running through Josephine Waugh Soroptimist Park would be located near the planned shared-use path extension traversing the park. Riparian habitat associated with Waters of the State falls under the jurisdiction of CDFW as discussed below under Item c. Proposed projects listed in the Plan could potentially result in construction work within jurisdictional limits including cut and fill below the top of delineated banks, removal or modification to wetlands, or trimming and clearing of riparian vegetation. Therefore, implementation of the Plan would have a potentially significant impact on riparian habitat.

As such, projects involving ground disturbance in or directly adjacent to riparian communities, would be required to implement Mitigation Measures BIO-3 and BIO-4 prior to final design approval of projects. The projects at Josephine Waugh Soroptimist Park and Lions Park would be required to implement these mitigation measures. However, other projects listed in the Plan may also require

implementation of Mitigation Measures BIO-3 and BIO-4 to ensure avoidance of impacts or mitigate those impacts to less than significant through a project-level analysis to delineate sensitive aquatic environments, and design or modify the project to avoid direct and indirect impacts on these areas through compensatory mitigation.

## **Mitigation Measures**

### *BIO-3 Riparian Communities*

For projects listed in the Plan located within or immediately adjacent to natural areas, if the initial screening of biological resources under Mitigation Measure BIO-1 identifies the presence of riparian communities within or adjacent to a project site, the following development standard shall be added to the proposed Plan prior to final design approval:

The City shall design or modify the project to avoid direct and indirect impacts on riparian communities, if feasible. Additionally, the City shall minimize the loss of riparian vegetation by trimming rather than removal where feasible.

Prior to construction, the City shall install orange construction barrier fencing to identify environmentally sensitive areas around the riparian area (50 feet from edge) and other sensitive natural communities (50 feet from edge), or as defined by the agency with regulatory authority over the resource(s). The location of the fencing shall be marked in the field with stakes and flagging and shown on the construction drawings. The fencing shall be installed before construction activities are initiated and shall be maintained throughout the construction period. The following paragraph shall be included in the construction specifications:

The Contractor's attention is directed to the areas designated as "environmentally sensitive areas." These areas are protected, and no entry by the Contractor for any purpose will be allowed unless specifically authorized in writing by lead agency overseeing the bicycle improvement project. The Contractor will take measures to ensure that the Contractor's forces do not enter or disturb these areas, including giving written notice to employees and subcontractors.

Temporary fences around the environmentally sensitive areas shall be installed as the first order of work. Temporary fences shall be furnished, constructed, maintained, and removed as shown on the plans, as specified in the special provisions, and as directed by the project engineer. The fencing shall be commercial-quality woven polypropylene, orange in color, and at least 4 feet high (Tensor Polygrid or equivalent). The fencing shall be tightly strung on posts with maximum 10-foot spacing.

Immediately upon completion of construction activities, the contractor shall stabilize exposed soil/slopes. On highly erodible soils/slopes, the contractor shall use a non-vegetative material that binds the soil initially and breaks down within a few years. If more aggressive erosion control treatments are needed, geotextile mats, excelsior blankets, or other soil stabilization products shall be used. All stabilization efforts should include habitat restoration efforts.

### *BIO-4 Compensatory Mitigation*

If proposed projects listed in the Plan are located within or immediately adjacent to natural areas and will involve the disturbance of riparian communities during construction, the following development standard shall be added to the proposed Plan:

The City shall compensate for the disturbance to ensure no net loss of habitat functions and values. Compensatory mitigation ratios shall be determined on a project-by-project basis during the site-specific biological survey, once project impacts have been determined. Compensatory mitigation shall be at a minimum ratio of two acres restored, created, and/or preserved for each acre disturbed. Compensation may comprise on-site restoration/creation, off-site restoration, preservation, or mitigation credits (or a combination of these elements). The City shall develop and implement a restoration and monitoring plan that describes how the habitat shall be created, the success criteria that will be used to quantify mitigation success, and the frequency and duration of monitoring.

By delineating, avoiding, and/or compensating for the loss of sensitive habitats, implementation of Mitigation Measures BIO-3 and BIO-4 would reduce the impact on sensitive habitats to a less than significant level.

#### **LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

- c. *Would the project 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?*

Proposed projects listed in the Plan may be located in or adjacent to wetlands and several creeks, canals, and drainages. Most of the projects listed in the Plan would not be located in or near wetlands and therefore, would not require direct removal, fill, or interruption during construction activities. Additionally, Lions Park is not located in or adjacent to wetlands, creeks, canals, or drainages. Therefore, impacts due to the construction of most of the projects listed in the Plan and the proposed project in Lions Park would be less than significant.

However, the shared-use path planned to cut through Josephine Waugh Soroptimist Park would be constructed adjacent to or over a culverted creek which may be a potentially jurisdictional feature (USFWS 2021c). Implementation of the Plan has the potential to impact federal and state Jurisdictional Waters under Sections 401 and 404 of the Clean Water Act and Sections 1600-1616 of the CFGC. Cut and fill activity below the top of delineated banks, removal or modification to wetlands, or trimming and clearing of riparian vegetation could affect state or federally regulated aquatic resources in several ways including disturbances to the hydrologic structure, increased siltation, and modifications to bed and bank.

A formal Jurisdictional Delineation would be required to assess the extent of impacts to waters of the state and waters of the U.S., at the Josephine Waugh Soroptimist Park site, and to support Clean Water Act and Sections 1600-1616 permitting for projects that could directly impact USACE, CDFW, or Regional Water Quality Control Board (RWQCB) jurisdictional areas. If it is determined that this proposed project would impact wetland resources, the appropriate permits under Sections 401 and 404 of the Clean Water Act, the Porter-Cologne Water Quality Control Act, and Sections 1600-1616 of the CFGC would be required. Mitigation Measures BIO-5 and BIO-6 would ensure avoidance of impacts or mitigate those impacts to less than significant through a project-level analysis to delineate jurisdictional waters and wetlands and perform restoration if necessary.

## Mitigation Measures

### *BIO-5 Jurisdictional Delineation and Restoration for Impacts to Waters and Wetlands*

If waters of the state or waters of the U.S. are present within or immediately adjacent to the area of construction for projects listed in the Plan, including but not limited to the proposed project at the Josephine Waugh Soroptimist Park, the following development standard shall be added to the proposed Plan:

A qualified wetlands biologist shall perform a wetland delineation following the 1987 Army Corps of Engineers Wetlands Delineation Manual and any applicable regional supplements to the Delineation Manual. The jurisdictional delineation shall determine the extent of the jurisdiction for CDFW, USACE, and/or RWQCB, and shall be conducted in accordance with the requirement set forth by each agency. The result shall be a preliminary jurisdictional delineation report to be submitted to the implementing agency, USACE, RWQCB, and CDFW, as appropriate, for review and approval. Jurisdictional areas shall be avoided to the maximum extent possible.

Impacts to waters and wetlands shall be mitigated through one or more options to meet the required amount of mitigation based on direct impacts from project development under the mitigation ratios outlined below. Mitigation for impacts to waters and wetlands can be achieved through the acquisition and in-perpetuity management of similar habitat or through the in-lieu funding of such through an existing mitigation bank. Funding and management of internal mitigation areas can be managed internally. Funding and management of off-site mitigation lands shall be provided through purchase of credits from an existing, approved mitigation bank or land purchased by implementing entity and placed into a conservation easement or other covenant restricting development (e.g., deed restriction). Internal mitigation lands, or in lieu funding sufficient to acquire lands shall provide habitat at a minimum 2:1 ratio for impacted lands, comparable to habitat to be impacted by individual project activity. Compensatory mitigation for wetlands communities can be combined with other compensatory mitigation (e.g., sensitive vegetation communities) as applicable.

### *BIO-6 General Avoidance and Minimization*

For projects listed in the Plan located within or immediately adjacent to potential jurisdictional features as identified in the jurisdictional delineation report required by Mitigation Measure BIO-5, the following development standard shall be added to the proposed Plan: Waters of the state, waters of the U.S., or wetlands, potential jurisdictional features identified in jurisdictional delineation reports as within or adjacent to project sites shall be avoided. Identified jurisdictional features shall be documented in a report detailing how all identified jurisdictional features should be avoided.

- Material/spoils generated from project activities shall be located away from jurisdictional areas or special-status habitat and protected from storm water run-off using temporary perimeter sediment barriers such as berms, silt fences, fiber rolls (non- monofilament), covers, sand/gravel bags, and straw bale barriers, as appropriate.
- Materials shall be stored on impervious surfaces or plastic ground covers to prevent any spills or leakage from contaminating the ground and generally at least 50 feet from the top of bank.

- Spillage of material shall be stopped if it can be done safely. The contaminated area shall be cleaned, and any contaminated materials properly disposed. For all spills, the project foreman or designated environmental representative shall be notified.

Implementation of Mitigation Measures BIO-5 and BIO-6 would reduce the level of impact on wetlands to a less than significant level.

#### **LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

- d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Wildlife movement corridors, or habitat linkages, are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as providing a linkage between foraging and denning areas, or they may be regional in nature. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Others may be important as dispersal corridors for young animals. A group of habitat linkages in an area can form a wildlife corridor network.

Wildlife movement corridors can be both large and small scale. Regionally, Millbrae is not located within an Essential Connectivity Area as mapped in the report California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California (Spencer et al. 2010). Essential Connectivity Areas represent principle connections between Natural Landscape Blocks. Essential Connectivity Areas are regions in which land conservation and management actions should be prioritized to maintain and enhance ecological connectivity. Essential Connectivity Areas are mapped based on coarse ecological condition indicators, rather than the needs of particular species and thus serve the majority of species in each region.

One Essential Connectivity Area runs along the southern border of the city and connects the San Francisco Peninsula south to the Santa Cruz Mountain range. Locally, both Lions Park and Josephine Waugh Soroptimist Park may serve as smaller scale movement corridors for terrestrial species throughout the city, as they are mostly continuous vegetated areas connected by the Spur Trail. However, these parks as well as most vegetated areas throughout the city are intersected by city streets and are highly disturbed by both human and domestic animal use and are surrounded by residential development.

The proposed Plan is not anticipated to affect wildlife movement in areas of paved and disturbed rights-of-way. Although some proposed projects such as shared-use paths and path extensions would be adjacent to riparian corridors and waterways, the location of these projects would not disrupt a critical wildlife movement corridor as described above. Wildlife can cross a pedestrian or bicycle path with relative ease, and the level and speed of path use is not a substantial overall deterrent to wildlife moving across the proposed path. Adverse effects on the movement of terrestrial species would be temporary and limited to specific activities including installation of temporary fencing, night lighting, construction noise, construction of multi-use paths, and the presence of construction personnel during working hours. Pedestrian and bicycle path development is not expected to result in significant changes to the genetic connectivity among local populations of wildlife, or within a broader regional context, and is not expected to prevent local wildlife movement. Impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The City has established the City of Millbrae Tree Protection and Urban Forestry Program in MMC Chapter 8.60. This chapter establishes policies, regulations and standards necessary to ensure the city continues to realize the benefits provided by the urban forest. This chapter adopts the City's Master Tree Plan prescribing regulations on the care, preservation and proliferation of street trees within the city. Under this chapter, the planting, pruning, removal, alteration or any other work on a street tree without an authorized permit is prohibited. The City requires a permit for the removal of street trees, and specific bicycle and pedestrian projects proposed under the Plan would be subject to the City's requirements.

Tree trimming and the removal of some streetscape trees may be required for some of the individual projects that involve street modifications. Proposed projects involving tree trimming or removal of protected or street trees would be required to comply with permitting requirements set forth in MMC Chapter 8.60. Additionally, if a permit is issued for removal, the director of parks and recreation may attach as a condition the City's replacement of the street tree and designate on the permit the type of tree required for replacement. With adherence to the City's Tree Protection and Urban Forestry Program, proposed projects would not conflict with local policies and ordinances and impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- f. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

There are no adopted Habitat Conservation Plans or Natural Community Conservation Plans within the City limits (CDFW 2021b; USFWS 2021d). Therefore, there are no habitat conservation plans or natural community conservation plans applicable to the Plan. The proposed project would have no impacts related to conflicts with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

#### **NO IMPACT**



## 5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This cultural resources analysis draws from a review of the City of Millbrae's Existing Conditions Report (City of Millbrae 2016a) and a records search of the California Historical Resources Information System (CHRIS) completed at the Northwest Information Center (NWIC) in May 2021 for Josephine Waugh Soroptimist Park and Lions Park, the only two areas where new ground disturbance is proposed. The rest of the proposed projects listed in the Plan would be limited to striping on public rights-of-way and signal installations.

### Methodology and Significance Thresholds

The significance of a cultural resource and, subsequently, the significance of any impact is determined by, among other things, consideration of whether that resource can increase our knowledge of the past. The determining factors are site content and degree of preservation. A finding of archaeological significance follows the criteria established in the CEQA Guidelines.

CEQA Guidelines Section 15064.5 (Determining the Significance of Impacts to Archaeological Resources) states:

(a)(3) [...] Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR (Public Resources Code, Section 5024.1, Title 14 CCR, Section 4852).

(a)(4) The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

(b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

A substantial adverse change in the significance of a historical resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired. Generally, impacts to historical resources can be mitigated to below a level of significance by following the Secretary of the Interior's Guidelines for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Standards) [Guidelines Section 15064.6(b)]. In some circumstances, documentation of an historical resource by way of historic narrative photographs or architectural drawings will not mitigate the impact of demolition below the level of significance [Guidelines Section 15126.4(b)(2)].

Preservation in place is the preferred form of mitigation for archaeological resources as it retains the relationship between artifact and context and may avoid conflicts with groups associated with the site [Guidelines Section 15126.4 (b)(3)(A)].

## **Impact Analysis**

*a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

According to the California Office of Historic Preservation, any physical evidence of human activities over 45 years of age can be recorded and evaluated for consideration as historical resources (California Office of Historic Preservation 1995). This includes not only buildings, but also structures, objects, sites, and districts. As identified in the CHRIS records search and City's Existing Conditions Report, there are three known properties within the City of Millbrae which meet the definition of a historical resource under CEQA as defined in PRC Section 21084.1. These include the site of the 1769 Portolá Expedition Camp (California Historical Landmark No. 27), the Southern Pacific Railway Depot at 21 E. Millbrae Avenue (listed in the National Register of Historic Places [NRHP] and therefore the CRHR), and a residence at 1 Lewis Avenue, which has been previously determined eligible for listing in the NRHP and listed in the CRHR. No project activities are proposed which would directly or indirectly impact any of these resources such that their significance would be materially impaired pursuant to CEQA Guidelines Section 15064.5(b).

The City's Existing Conditions Report (City of Millbrae 2016a) also identifies Josephine Waugh Soroptimist Park as a Millbrae Historical Society Point of Interest. This designation does not qualify the park as a historical resource per PRC Section 21084.1 and the park does not appear to have been formally evaluated for historical resources eligibility. However, as detailed above, any physical evidence of human activity over 45 years of age, including parks or engineering structures, may have potential to qualify as a historical resource per the California Office of Historic Preservation. Although striping and other signal improvements would have limited potential to adversely impact a historical resource, the development of new trail alignments could impact a historical resource through the removal or alteration of historic landscaping features, or the introduction of new street features which are incompatible to the historic character of a property.

The CEQA Guidelines recognize impacts to a historical resource are generally mitigated below a level of significance if a project is consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (the Standards). Projects listed in the Plan can reasonably be assumed to comply with the Standards, thereby avoiding significant impacts, if designed in a manner which is compatible with the physical features which convey the significance of a historical resource. To ensure impacts to historical resources would be less than significant, Mitigation

Measure CUL-1 is included below to identify historical resources and if needed, support the development of project plans which comply with the Standards.

## **Mitigation Measure**

### *CUL-1 Historical Resources Built Environment Assessment*

Prior to approval of specific projects within Josephine Waugh Soroptimist Park and Lions Park, the City shall determine if there are designed built environment features which are over 45 years of age and proposed to be altered. If historical-age features are present, a historical resources assessment shall be performed by an architectural historian or historian who meets the National Park Service Professional Qualification Standards (PQS) in architectural history or history. The qualified architectural historian or historian shall conduct an intensive-level survey in accordance with the California Office of Historic Preservation guidelines. All evaluated properties shall be evaluated within their historic context and documented in a technical memorandum with Department of Parks and Recreation Series 523 Forms. Should evaluated properties be determined ineligible for historical resources qualification, the report will be submitted to the City for review and approval.

Should a property be found to qualify as a historical resource, it shall be carried forward for Standards review and compliance to ensure the project does not impair the resource's significance. For all identified historical resources, during the project planning phase (prior to any construction activities), input shall be sought from a qualified architectural historian or historic architect. This input will ensure the avoidance of any direct/indirect physical changes to historical resources. The findings and recommendations of the architectural historian or historic architect shall be documented in the technical memorandum, at the schematic design phase. This memorandum shall analyze all project components for compliance with the Standards. Project components to be analyzed shall include direct and indirect changes to historical resources and their setting. Should design modifications be necessary to bring projects into compliance with the Standards, the memorandum will document those recommendations. The report will be submitted to the City for review and approval.

By implementing Mitigation Measure CUL-1, which would design projects in compliance with the Standards, impacts to historical resources would be reduced to less than significant pursuant to CEQA Guidelines Section 15064.5(b)(3).

### **LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

- b. Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?*

Previous archaeological sites have been identified within the Plan area. Archaeological materials associated with Native American and early Euro-American occupation may exist throughout the city, including where proposed projects are located, and have the potential to provide important scientific information regarding history and prehistory. Therefore, the Plan could affect known and unknown cultural resources. As discussed above, the Plan is being analyzed on a programmatic level so the majority of projects do not yet have complete design plans nor have they been identified as requiring ground disturbance, with the exception of the projects that would be constructed through the existing Lions Park and Josephine Waugh Soroptimist Park. In anticipation of these projects, a records search of the California Historical Resources Information System was completed by the Northwest Information Center (NWIC) in May 2021. The records search identified one site within 0.5 miles of Lions Park. This site consists of a prehistoric shell mound which has not been evaluated for

the CRHR or NRHP. The site is located over 0.4 miles from Lions Park and will not be impacted by any planned ground disturbing activities. The records search also identified three sites within 0.5 miles of Josephine Waugh Soroptimist Park, including two prehistoric shell mounds and one prehistoric artifact scatter/midden. None of these sites have been evaluated for the CRHR or NRHP. All three sites are located over 0.4 miles from Josephine Waugh Soroptimist Park and will not be impacted by any planned ground disturbing activities. The remainder of the proposed projects would occur in already disturbed corridors in an urban environment. However, ground-disturbing activities associated with implementation of the Plan would still have the potential to damage or destroy archaeological resources, especially if they occur below the existing road base or in less disturbed sediments. Consequently, mitigation would be required for projects involving ground disturbance activities that may include, but are not limited to, pavement removal, potholing, grubbing, tree removal, and grading, to ensure that potential impacts to cultural resources are reduced to a less-than-significant level.

## **Mitigation Measures**

### *CUL-2 Archaeological Resources Assessment*

The following development standard shall be added to the proposed Plan:

“Prior to approval of a project listed in the Plan that will involve ground disturbance activities that may include, but are not limited to, pavement removal, potholing, grubbing, tree removal, and grading, an archaeological resources assessment shall be performed under the supervision of an archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards (PQS) in either prehistoric or historic archaeology. Assessments shall include a CHRIS records search at the NWIC and of the Sacred Lands File Search maintained by the NAHC. The records searches shall characterize the results of previous cultural resource surveys and disclose any cultural resources that have been recorded and/or evaluated in and around the project site. A Phase I pedestrian survey shall be undertaken in proposed project areas that are undeveloped to locate any surface cultural materials. By performing a records search, consultation with the NAHC, and a Phase I survey, a qualified archaeologist shall be able to classify the project area as having high, medium, or low sensitivity for archaeological resources.

If the Phase I archaeological survey identifies resources that may be affected by the project, the archaeological resources assessment shall also include Phase II testing and evaluation. If resources are determined significant or unique through Phase II testing and site avoidance is not possible, appropriate site-specific mitigation measures shall be identified in the Phase II evaluation. These measures may include, but would not be limited to, a Phase III data recovery program, avoidance, or other appropriate actions to be determined by a qualified archaeologist. If significant archaeological resources cannot be avoided, impacts may be reduced to less than significant by filling on top of the sites rather than cutting into the cultural deposits. Alternatively, and/or in addition, a data collection program may be warranted, including mapping the location of artifacts, surface collection of artifacts, or excavation of the cultural deposit to characterize the nature of the buried portions of sites. Curation of the excavated artifacts or samples would occur as specified by the archaeologist.”

### *CUL-3 Unanticipated Discoveries*

The following development standard shall be added to the proposed Plan:

“If cultural resources are encountered during ground-disturbing activities for a proposed project listed in the Plan, work in the immediate area shall be halted and an archaeologist meeting the Secretary of the Interior’s Professional Qualification Standards for archaeology in either prehistoric or historic archaeology shall be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work such as excavating the cultural deposit to fully characterize its extent, and collecting and curating artifacts may be warranted to mitigate any significant impacts to cultural resources. In the event that archaeological resources of Native American origin are identified during project construction, a qualified archaeologist will consult with the City to begin Native American consultation procedures.”

By implementing Mitigation Measures CUL-1 and CUL-2, the City would evaluate and protect significant archaeological resources if encountered during construction, resulting in a less than significant impact.

#### **LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

##### *c. Disturb any human remains, including those interred outside of formal cemeteries?*

Ground disturbing activities during implementation of the Plan could potentially encounter human remains. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance occur until the county coroner has made the necessary findings as to the origin and disposition pursuant to the Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site and make recommendations to the landowner within 48 hours of being granted access. With adherence to these existing regulations, impacts to human remains would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

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## 6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Energy Supply Setting

Energy use relates directly to environmental quality, since it can adversely affect air quality and can generate GHG emissions that contribute to climate change. Fossil fuels are burned to create electricity that powers residences and commercial/industrial buildings, heats and cools buildings, and powers vehicles. Transportation energy use is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes such as auto, carpool, and public transit; and miles traveled by these modes. Construction and routine operation and maintenance of transportation infrastructure also consume energy.

#### *Electricity & Natural Gas*

The California Public Utilities Commission and the CEC are constantly assessing population growth, electricity demand, and reliability. The CEC is tasked with conducting assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices (CEC 2021). The CEC uses these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety (PRC Section 25301(a)).

In 2019, California used 277,704 gigawatt hours of electricity, of which approximately 31 percent of electricity generated was from renewable resources (CEC 2019a). In 2019, California used 86,136 gigawatt hours of natural gas, approximately 34 percent of the total California power mix (CEC 2019a). San Mateo County used 4,352 gigawatt hours of electricity and 214 million Therms (MMthm) of natural gas (CEC 2019b; 2019c).



## Regulatory Setting

### State

#### SENATE BILL 1078

The California Renewables Portfolio Standard Program (RPS) required electrical corporations to procure 20 percent of their energy supply from renewable sources by increasing its total procurement at least one percent each year to reach the 20 percent goal.

#### SENATE BILL X1-2

The California Renewable Energy Resources Act built on the RPS program by requiring retail sellers of electricity to procure at least 33 percent of their electricity supply from renewable sources by 2020.

#### SENATE BILL 350

The Clean Energy and Pollution Reduction Act of 2015 required the electricity generated and sold to retail customers to come from 50 percent eligible renewable energy sources by December 31, 2030. This act also required the doubling of energy efficiency savings through energy efficiency practices and conservation by December 31, 2030.

#### ASSEMBLY BILL 1007

The State Alternative Fuels Plan required the CEC to prepare a state plan to increase the use of alternative fuels in California. The State Alternative Fuel Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

## Impact Analysis

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Construction of the proposed projects listed in the Plan would result in short-term consumption of energy from the use of construction equipment and processes. Energy use during construction would be primarily from fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. Construction activities, as discussed in the *Project Description*, would include activities such as restriping of existing paved rights-of-way and the construction of a new alignment that could require some grading and paving activities which would result in a minimal amount of energy use. It is reasonable to assume contractors would avoid wasteful, inefficient, and unnecessary fuel consumption during construction to reduce construction costs. Therefore, the project would not result in wasteful or inefficient use of energy during construction.

Operation of the projects within the Plan would provide a safe and better connected non-motorized transportation system in Millbrae, facilitating an increase in the number of bicyclists and pedestrians and a decrease in the number of motor vehicle trips. A decrease in the number of personal vehicles on roadways would reduce overall energy consumption in Millbrae, mainly from fuel consumption. Some proposed projects could include light fixtures that would require energy

use at nighttime. However, energy for lighting would be minimal relative to existing lighting in Millbrae and offset by the reduced use of fossil fuels for vehicle transport. Therefore, the Plan would have a less than significant impact from wasteful, inefficient, or unnecessary consumption of energy resources.

**LESS THAN SIGNIFICANT IMPACT**

- b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

The City of Millbrae's Climate Action Plan (CAP) was adopted in October 2020 and provides energy efficiency goals for the city. The Plan would be consistent with energy efficiency Goal 3.2.1 of the City of Millbrae's CAP.

**Goal 3.2.1** Encourage Smart Development and Programs that Support Alternative Modes of Transportation.

The Plan would facilitate greater connectivity and safe routes for bicyclists and pedestrians to access key destinations within Millbrae. Improving bicyclist and pedestrian access throughout Millbrae would encourage residents, employees, and visitors to walk or bicycle through the city. Therefore, the proposed project would be consistent with applicable energy efficiency goals and policies.

By improving the active transportation network in Millbrae, the Plan would result in an overall reduction in motor vehicle trips and an improvement in energy efficiency. In addition, as described in Section 3, *Air Quality*, and Section 8, *Greenhouse Gas Emissions*, the project would be consistent with the 2017 Clean Air Plan and the City of Millbrae's CAP. Therefore, the Plan would not conflict with any state or local plans for energy efficiency, and this impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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## 7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Setting

Active faults are defined by the State of California to be a fault that has surface displacement within the Holocene time (approximately the last 10,000 years). Potentially active faults as defined by the State of California to be a fault that has shown evidence of surface displacement during the Quaternary (last 1.6 million years). Any fault that is sufficiently active describes a fault that has some evidence of Holocene displacement on one or more of its segments or branches. Associated issues with earthquakes include liquefaction, which is the rapid transformation of sediment to a fluid-like state. It occurs when water-saturated, loose to medium dense, relatively clay-free sands and silts are subjected to earthquake ground motion.

Expansive soils are soils that swell in density and volume as they absorb water and contract as they lose water. Associated problems include cracking and deterioration of roadway surface, as they expand and contract during seasonal wet and dry cycles.

### *Paleontological Resource Potential*

The Society of Vertebrate Paleontology (SVP) (2010) describes sedimentary rock units as having a high, low, undetermined, or no potential for containing significant nonrenewable paleontological resources. This criterion is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. While these standards were written specifically to protect vertebrate paleontological resources, all fields of paleontology have adopted these guidelines, which are given here verbatim:

- I. **High Potential (sensitivity)** – Rock units from which significant vertebrate or significant invertebrate fossils or significant suites of plant fossils have been recovered are considered to have a high potential for containing significant non-renewable fossiliferous resources. These units include but are not limited to, sedimentary formations and some volcanic formations that contain significant nonrenewable paleontological resources anywhere in their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils. Sensitivity comprises both (a) the potential for yielding abundant or significant vertebrate fossils or for yielding a few significant fossils, large or small, vertebrate, invertebrate, or botanical; and (b) the importance of recovered evidence for new and significant taxonomic, phylogenetic, ecologic, or stratigraphic data. Areas that contain potentially datable organic remains older than Recent, including deposits associated with nests or middens, and areas which may contain new vertebrate deposits, traces, or trackways are also classified as significant.
- II. **Low Potential (sensitivity)** – Sedimentary rock units that are potentially fossiliferous, but have not yielded fossils in the past, or contain common and/or widespread invertebrate fossils of well documented and understood taphonomic, phylogenetic species and habitat ecology. Reports in the paleontological literature or field surveys by a qualified vertebrate paleontologist may allow determination that some areas or units have low potential for yielding significant fossils prior to the start of construction. Generally, these units will be poorly represented by specimens in institutional collections and will not require protection or salvage operations. However, as excavation for construction proceeds, it is possible that significant and unanticipated paleontological resources might be encountered and require a change of classification from Low to High Potential and, thus, require monitoring and mitigation if the resources are found to be significant.

- III. **Undetermined Potential (sensitivity)** – Specific areas underlain by sedimentary rock units for which little information is available are considered to have undetermined fossiliferous potentials. Field surveys by a qualified vertebrate paleontologist to specifically determine the potentials of the rock units are required before programs of impact mitigation for such areas may be developed.
- IV. **No Potential** – Rock units of metamorphic or igneous origin are commonly classified as having no potential for containing significant paleontological resources.

#### *Existing Conditions*

The City of Millbrae is underlain by eleven mapped geologic units. Holocene aged deposits are generally considered to have low sensitivity because the units are too young (i.e. less than 5,000 years) to contain fossils, but Holocene deposits can be as old as 12,000 years, and therefore, paleontological sensitivity increases with depth as the sediments may exceed 5,000 years. Pleistocene units in the City of Millbrae are considered to have high paleontological sensitivity and igneous rock units in Millbrae are considered to have low to no paleontological sensitivity (City of Millbrae 2016a).

### **Regulatory Setting**

#### *Federal and State*

#### **ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT**

Following the 1989 Loma Prieta earthquake, the Seismic Hazards Mapping Act (SHMA) was passed by the California legislature in 1990. The SHMA (PRC Chapter 7.8, Section 2690-2699.6) directs the Department of Conservation, California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides and amplified ground shaking. It also requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the identified hazard is present and the inclusion of appropriate mitigation to reduce earthquake-related hazards.

#### **SEISMIC HAZARDS MAPPING ACT**

The Seismic Hazards Mapping Act of 1990 was enacted, in part, to address seismic hazards not included in the Alquist-Priolo Act, including strong ground shaking, landslides, and liquefaction. Under the Alquist-Priolo Act, the State Geologist is responsible for identifying and mapping seismic hazards. CGS Special Publication 117, adopted in 1997 by the State Mining and Geology Board, constitutes guidelines for evaluating seismic hazards other than surface faulting and for recommending mitigation measures as required by PRC Section 2695(a). In accordance with the mapping criteria, the CGS seismic hazard zone maps identifies areas with the potential for a ground shaking event that corresponds to 10 percent probability of exceedance in 50 years.

The purpose of the Seismic Hazards Mapping Act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. Cities, counties, and state agencies are directed to use seismic hazard zone maps developed by CGS in their land-use planning and permitting processes. The Seismic Hazards Mapping Act requires site-specific geotechnical investigations prior to permitting most urban development projects in seismic hazard zones.

## Impact Analysis

- a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

The proposed projects listed in the Plan would be located in the San Francisco Bay Area, a region of intense seismic activity. As shown in Figure 8.2 of the City's Existing Conditions Report, the City of Millbrae is in close proximity to several regional faults (City of Millbrae 2016a). The San Andreas Fault is within 1 mile of the western city limits. Additionally, the San Gregorio, Hayward, and Calaveras faults are all active and within 30 miles of the City of Millbrae. The Serra Fault, which nearly bisects the city, is also considered active by the City of Millbrae (City of Millbrae 2016a). Individual projects listed in the Plan would involve restriping of existing paved rights-of-way and the construction of a new alignment. Fault rupture may result in breakage or cracks in the proposed bicycle and pedestrian facilities but would not cause a potentially adverse risk to trail users. This impact would be less than significant.

### LESS THAN SIGNIFICANT IMPACT

- a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*

Major earthquakes have occurred in the vicinity of Millbrae in the past and can be expected to occur again in the near future (City of Millbrae 2016a). Strong ground shaking at any of the proposed projects could result from a rupture of faults near Millbrae or of the major regional earthquake faults in the Bay Area. Such strong ground shaking could damage pavement at proposed bicycle and pedestrian facilities listed in the Plan. The Plan also does not include proposed bridges or habitable structures that could be vulnerable to collapse during ground shaking. Therefore, the Plan would not expose people or structures to substantial adverse effects of seismic ground shaking. In the event that groundshaking results in damage to pavement along bicycle and pedestrian facilities, the City would resurface pavement that is substantially damaged by ground shaking to prevent a long-term risk of injury. This impact would be less than significant.

### LESS THAN SIGNIFICANT IMPACT

- a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*

Liquefaction, which is primarily associated with unconsolidated, saturated materials, is most common in areas of sand and silt or on reclaimed lands. In these areas, ground failure and differential settlement could result from a severe earthquake, damaging paved surfaces and elevated structures. Liquefaction potential is highest in areas underlain by poorly engineered Bay fills, Bay mud, and unconsolidated alluvium. As mapped in Figure 8-1 in the City's Existing Conditions Report, soils in the eastern portion of Millbrae have been identified as having a very high susceptibility to liquefaction during an earthquake (City of Millbrae 2016a). Proposed projects listed in the Plan would primarily overlie very low liquefaction hazard areas, with the exception of proposed projects in the southeastern and easternmost portions of the City which would overlie high liquefaction hazard areas. However, proposed projects would not include habitable structures



that could expose people to adverse effects from seismic-related ground failure, including liquefaction. This impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*

The City of Millbrae has experienced multiple landslides in the past including landslides in the areas of Crestview, Sleepy Hollow, Clearfield, and Morningside (City of Millbrae 2016a). Unstable slopes that may be susceptible to landslides induced by heavy rainfall events within the city limits are primarily in the western portions of the Millbrae. While proposed bicycle and pedestrian projects would be located near the city's western city limits, the City has implemented mitigation measures to prevent future slide events through the re-grading of the hillside and installation of new drainage ditches and geo-mat materials. Proposed projects in the western portion of the city would not involve construction activities that would require additional geotechnical mitigation. Therefore, the projects listed in the Plan would not have the potential to cause loss, injury, or death from landslide events. The impact from exposure to landslides would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- b. Would the project result in substantial soil erosion or the loss of topsoil?*

The proposed projects listed in the Plan that would be constructed within existing paved rights-of-way are unlikely to cause substantial soil erosion or loss of topsoil. However, construction of the new alignments within public parks would involve minimal ground disturbance of unpaved areas. This construction activity could cause erosion and sedimentation. Grading activities within city limits are subject to the erosion control requirements of MMC Chapter 9.45. Pursuant to MMC Section 9.45.250, the project would be required to implement erosion control measures approved by the director of public works. In addition to local erosion control regulations, in the event that a proposed bicycle or pedestrian facility would involve disturbance of an area over one acre in size, it would be required to comply with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit Requirements, which would limit peak post-project runoff levels to pre-project levels. The City would also be required to prepare a Storm Water Pollution Prevention Plan (SWPPP), a sediment and erosion control plan that describes the activities to prevent stormwater contamination, control sedimentation and erosion, and comply with the requirements of the statewide permit. Therefore, the Plan would have a less than significant impact from soil erosion or the loss of topsoil.

**LESS THAN SIGNIFICANT IMPACT**

- c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*
- d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

According to the City of Millbrae's Existing Conditions Report, most of the soils underlying Millbrae are not considered to be expansive. However, small pockets of soils in the western portion of the city are considered to have low to moderate expansive potential. Soils with low to moderate expansive potential include Candlestick-Kron-Buriburi Complex, the Los Gatos Loam, and the Fagan

Loam Soils. In areas underlain by expansive soils, the shrinking and swelling of soil can disrupt or damage paved surfaces. Proposed bicycle and pedestrian projects located within existing paved rights-of-way would be unlikely to experience substantial shrink-swell from soil movement. However, construction of new alignments on unpaved areas could endanger path users, if expansive soils are present and cause pavement to crack. However, bicyclists and pedestrians would be on the path briefly as they travel, and cracks would not be a significant hazard. Furthermore, the City would maintain the bicycle and pedestrian paths and pavement cracks on the bicycle and pedestrian paths would be the responsibility of the City to maintain for the safety of bicyclists and pedestrians.

The proposed projects that would be constructed within existing paved rights-of-way would not result in landslides, lateral spreading, subsidence, liquefaction, or collapse because they would occur on previously developed land. Proposed projects within Lions Park and Josephine Waugh Soroptomist Park could be located on expansive soils. However, hazards related to expansive soils would be limited to cracks in the pavement which the City would be required to maintain. Therefore, the Plan would not result in unstable geologic units or soils and impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

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

None of the projects listed in the proposed Plan would involve the construction of septic tanks or alternative wastewater disposal systems. No impact would occur.

#### **NO IMPACT**

- f. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Significant paleontological resources are fossils or assemblages of fossils that are unique, unusual, rare, uncommon, diagnostically important, or are common but have the potential to provide valuable scientific information for evaluating evolutionary patterns and processes, or which could improve our understanding of fossil chronologies, the ecology and geographic distribution of fossil organisms, or the history of geologic layers. Evaluating the potential for impacts to paleontological resources from implementing the Plan involves three distinct steps: 1) identify the geologic units that occur (i.e., are mapped at the surface or may be directly underlying mapped units) within the study area; 2) determine the paleontological sensitivity of mapped or underlying geologic units; and 3) determine if the proposed projects listed in the Plan have the potential to disturb paleontologically sensitive geologic units.

According to the City of Millbrae Existing Conditions Report, the city is underlain by geologic units such as younger alluvium (Qys), Coarse-grained alluvium (Qac), Slope wash, ravine fill, and colluvium, Bay mud, Undivided Sedimentary Deposits (QTs), Colma Formation, Merced Formation, Greenstone, Chert, Sheared rock, and artificial fill (City of Millbrae 2016a). The age of geologic units within Millbrae range from Holocene, with some Holocene to Pliocene, Pleistocene, Upper Pliocene, and Cretaceous and Jurassic. Areas with Moderate to High paleontological sensitivity include Upper Pliocene Merced Formation, Pleistocene Colma Formation, Holocene to Pliocene QTs, Holocene Qac, and Holocene Qys.

The proposed projects listed in the Plan that would be constructed within developed areas (i.e., existing paved rights-of-way) are unlikely to impact paleontological resources of high sensitivity. Although the new alignments within public parks would involve ground disturbance outside existing paved surfaces, all of these projects would be located in corridors where the ground has already been disturbed and graded (e.g., utility corridors, landscaped or ruderal strips adjacent to streets). It is assumed that the maximum depth of grading for new alignments would not exceed one foot below the ground surface. This depth of grading would be shallower than the estimated five-foot depth at which Quaternary sediments that may have intact fossil resources could begin to occur. Disturbed sediments at less than five feet below the ground surface would not likely yield paleontological resources, and any such resources if present would not be found in intact sedimentary formations that provide historical context. Although Plan implementation is not expected to uncover paleontological resources, a remote possibility for such resources to be uncovered exists, and therefore impacts would be potentially significant.

Mitigation Measure GEO-1 would be required to avoid impacts to paleontological resources in the case of unanticipated fossil discoveries. This measure would apply to construction projects in the Plan and would reduce the potential for impacts to unanticipated fossils present on project sites by providing for the recovery, identification, and curation of paleontological resources.

## **Mitigation Measure**

### *GEO-1 Unanticipated Discovery of Paleontological Resources*

In the event an unanticipated fossil discovery is made during the course of construction of proposed projects that would involve ground disturbance, construction activity shall be halted within 50 feet of the fossil, and a qualified professional paleontologist shall be notified and retained to evaluate the discovery, determine its significance, and determine if additional mitigation or treatment is warranted. Work in the area of the discovery will resume once the find is properly documented and authorization is given to resume construction work. Any significant paleontological resources found during construction monitoring shall be prepared, identified, analyzed, and permanently curated in an approved regional museum repository under the oversight of the qualified paleontologist.

Implementation of Mitigation Measure GEO-1 would reduce impacts to paleontological resources to less than significant.

## **LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

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## 8 Greenhouse Gas Emissions

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

### Overview of Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of greenhouse gas (GHG) emissions contributing to the "greenhouse effect," a natural occurrence which takes place in Earth's atmosphere and helps regulate the temperature of the planet. Most radiation from the sun hits Earth's surface and warms it. The surface, in turn, radiates heat back towards the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions.

GHG emissions occur both naturally and as a result of human activities, such as fossil fuel burning, decomposition of landfill wastes, raising livestock, deforestation, and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO<sub>2</sub>) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO<sub>2</sub>e), which is the amount of GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 28, meaning its global warming effect is 28 times greater than CO<sub>2</sub> on a molecule per molecule basis (IPCC 2014).<sup>4</sup>

Anthropogenic activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the concentration of GHGs in the atmosphere that trap heat. Since the late 1700s, estimated concentrations of CO<sub>2</sub>, methane, and nitrous oxide in the atmosphere have increased by over 43 percent, 156 percent, and 17 percent,

<sup>4</sup> The IPCC's (2014b) *Fifth Assessment Report* determined that methane has a GWP of 28. However, the 2017 Climate Change Scoping Plan published by the California Air Resources Board uses a GWP of 25 for methane, consistent with the IPCC's (2007) *Fourth Assessment Report*. Therefore, this analysis utilizes a GWP of 25.

respectively, primarily due to human activity (U.S. Environmental Protection Agency 2020). Emissions resulting from human activities are thereby contributing to an average increase in Earth's temperature. Potential climate change impacts in California may include loss of snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (State of California 2018).

## **Regulatory Framework**

In response to climate change, California implemented AB 32, the "California Global Warming Solutions Act of 2006." AB 32 required the reduction of statewide GHG emissions to 1990 emissions levels (essentially a 15 percent reduction below 2005 emission levels) by 2020 and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. On September 8, 2016, the Governor signed SB 32 into law, extending AB 32 by requiring the State to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program and the Low Carbon Fuel Standard, and implementation of recently adopted policies and legislation, such as SB 1383 (aimed at reducing short-lived climate pollutants including methane, hydrofluorocarbon gases, and anthropogenic black carbon) and SB 100 (discussed further below). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends local governments adopt policies and locally-appropriate quantitative thresholds consistent with a statewide per capita goal of 6 metric tons (MT) of carbon dioxide equivalents (CO<sub>2</sub>e) by 2030 and 2 MT of CO<sub>2</sub>e by 2050 (CARB 2017).

Other relevant state laws and regulations include:

- **SB 375:** The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state's ability to reach AB 32 goals by directing the CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. Metropolitan Planning Organizations are required to adopt a Sustainable Communities Strategy, which allocates land uses in the Metropolitan Planning Organization's Regional Transportation Plan. On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The ABAG was assigned targets of a 10 percent reduction in per capita GHG emissions from passenger vehicles from 2005 levels by 2020 and a 19 percent reduction in per capita GHG emissions from passenger vehicles from 2005 levels by 2035. ABAG adopted Plan Bay Area 2040/Sustainable Communities Strategy in July 2017, which meets the requirements of SB 375.
- **SB 100:** Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

City of Millbrae Climate Action Plan (CAP) The City of Millbrae adopted a Climate Action Plan in October 2020 which addresses the major sources of GHG emissions in the City and sets a GHG reduction target and implementation measures to achieve that target. It outlines strategies to achieve a GHG reduction target of 49 percent below baseline 2005 levels by 2030, with an interim

target of 32 percent below baseline levels by 2025. Key goals of the CAP include encouraging Smart Growth, energy efficiency, active transportation projects, and water and waste reduction strategies.

## **Significance Thresholds**

Most individual projects do not generate sufficient GHG emissions to create significant project-specific environment effects. However, the environmental effects of a project's GHG emissions can contribute incrementally to cumulative environmental effects that are significant, contributing to climate change, even if an individual project's environmental effects are limited (CEQA Guidelines Section 15064[h][1]). The issue of a project's environmental effects and contribution towards climate change typically involves an analysis of whether or not a project's contribution towards climate change is cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]).

According to CEQA Guidelines Section 15183.5, projects can tier off of a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals (AEP) in their white paper, *Beyond Newhall and 2020*, to be the most defensible approach presently available under CEQA to determine the significance of a project's GHG emissions (AEP 2016).

### *City of Millbrae Climate Action Plan*

The City of Millbrae's CAP provides emission reduction measures to reduce GHG emissions through year 2030 and includes goals and emissions reduction measures to meet the State's SB 32 target by 2030. The City's CAP provides a CEQA GHG Emissions Compliance checklist which identifies applicable regulations, applicability, requirements, and monitoring and reporting required by regulations within the CAP (City of Millbrae 2020). The 2020 CAP is consistent with SB 32 and BAAQMD guidelines and is therefore, considered a qualified GHG reduction plan as defined by CEQA Guidelines Section 15183.5.

## **Impact Analysis**

- a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*
- b. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The City of Millbrae adopted a CAP in October 2020, the purpose of which is to reduce greenhouse gases and promote sustainable development in the city. As described above in Significance Thresholds, the City's CAP provides a CEQA GHG Emissions Compliance checklist which identifies applicable regulations, applicability, requirements, and monitoring and reporting required by regulations within the CAP (City of Millbrae 2020). The completed checklist for the Plan is included as Appendix GHG. ABAG adopted Plan Bay Area 2040 in July 2017, the key goals of which are to build on and better an existing transportation network, add housing, and manage growth in a financially and economically responsible way. The Metropolitan Transportation Commission's Climate Initiatives Program key goals are to reduce transportation related emissions and VMT and encourage the use of cleaner fuels, which would reduce regional GHG emissions. Additionally, the



BAAQMD’s 2017 Clean Air Plan sets goals to reduce vehicle emissions and contribute to protecting the climate. The 2017 Clean Air Plan also contains 85 control strategies aimed at reducing air pollution and protecting the climate in the Bay Area. As shown in Table 5,, the Plan would be consistent with the goals of the City of Millbrae CAP. Table 6 describes the Plan’s consistency with Plan Bay Area 2040 and MTC’s Climate Initiatives Program. Table 7 outlines how the Plan would be consistent with control measures identified in the 2017 Clean Air Plan. Therefore, impacts related to consistency with GHG emissions reduction plans would be less than significant.

**Table 5 City of Millbrae Climate Action Plan Consistency for GHG Emissions**

Goals	Consistency
<b>Walkable/Bikeable Street Landscape.</b> Remake urban landscape to make walking and biking more desirable such as bike lanes, bike parking, traffic calming, beautification, etc.	<b>Consistent</b> The proposed Plan would provide increased bicycle and pedestrian access to trails in the surrounding area through the development of safer bicycle and pedestrian routes. Furthermore, the Plan would reduce VMT by encouraging active transportation within the city. Therefore, the Plan would be consistent.
<b>Safe Routes to School.</b> Continue to support the City’s Safe Route to Schools program by establishing bike trails and safe pedestrian routes to local schools (infrastructure) and educating the community about the program.	<b>Consistent</b> The proposed projects listed in the Plan would provide bicyclists and pedestrians safer routes to key destinations within the City, including schools. Therefore, the Plan would be consistent.
<b>Bike Sharing.</b> Explore bike sharing program to have bikes located at the BART Station, downtown and elsewhere.	<b>Consistent</b> The proposed projects listed the Plan would encourage active transportation throughout the city and would encourage the development of bicycle sharing programs. Therefore, the Plan would be consistent.
<b>Shared Electric Bikes and Scooters.</b> Modify existing City infrastructure to accommodate shared electric bikes and scooters that provide last-mile solutions to residents and commuters. Infrastructure enhancements including dedicated off-street parking spaces and on-street corrals to accommodate shared electric bike and scooter parking and prevent conflicts with pedestrians.	<b>Consistent</b> The proposed projects listed in the Plan would develop a continuous bicycle and pedestrian network which would encourage electric bicyclists and scooter-users to share new bicycle lanes. Therefore, the Plan would be consistent.
Source: City of Millbrae 2020	

**Table 6 ABAG/MTC Plan Bay Area 2040 Consistency for GHG Emissions**

Goals	Consistency
<b>Housing and Transportation.</b> Lower the share of income spent on housing and transportation costs, lessen displacement risk, and increase the availability of housing affordable to low- and moderate-income households.	<b>Consistent</b> The proposed Plan would provide increased bicycle and pedestrian access to trails in the surrounding area and would increase connectivity from housing to key destinations within the City. Furthermore, the Plan would reduce VMT by encouraging active transportation within the city. Therefore, the Plan would be consistent with Plan Bay Area 2040's Housing and Transportation objective.
<b>Economic Development.</b> Improve transportation access to jobs, increase middle-wage job creation, and maintain the region's infrastructure.	<b>Consistent</b> The proposed projects listed in the Plan would provide bicyclists and pedestrians access to key destinations, which include business and commercial corridors, within the city. Additionally, the proposed projects would provide greater access to local and regional transit options including BART, Caltrain, and SamTrans. Therefore, the Plan would be consistent with Plan Bay Area 2040's Economic Development objective.
<b>Resilience.</b> Enhance climate protection and adaptation efforts, strengthen open space protections, create healthy and safe communities, and protect communities against natural hazards.	<b>Consistent</b> The proposed projects listed the Plan would encourage active transportation throughout the city and would grant greater access to existing parks and recreational areas and recreational trails. Therefore, the Plan would be consistent with Plan Bay Area 2040's Resilience objective.
ABAG = Association of Bay Area Governments MTC = Metropolitan Transportation Commission BART = Bay Area Rapid Transit SamTrans = San Mateo County Transportation Authority Source: ABAG 2017	

**Table 7 2017 Clean Air Plan Consistency for GHG Emissions**

Control Measure	Consistency
<b>TR2 - Trip Reduction Programs.</b> Implement the regional Commuter Benefits Program (Rule 14-1) that requires employers with 50 or more Bay Area employees to provide commuter benefits. Encourage trip reduction policies and programs in local plans (e.g., general and specific plans), while providing grants to support trip reduction efforts. Encourage local governments to require mitigation of vehicle travel as part of new development approval, to adopt transit benefits ordinances in order to reduce transit costs to employees, and to develop innovative ways to encourage rideshare, transit, cycling, and walking for work trips. Fund various employer-based trip reduction programs.	<b>Consistent</b> The proposed projects listed in the Plan would create opportunities for residents, employees, and visitors to use active transportation methods to navigate through the city. The Plan would encourage residents, employees, and visitors to bicycle or walk to destinations within the city through clearly identified and connected bicycle and pedestrian paths. By improving connectivity and safety for pedestrians and bicyclists, the Plan would make active transportation a more viable alternative to driving for people who work locally. The Plan would be consistent with the 2017 Clean Air Plan Control Measure TR2.
<b>TR7 – Safe Routes to School and Safe Routes to Transit.</b> Provide funds for the regional Safe Routes to School and Safe Routes to Transit Programs.	<b>Consistent</b> The Plan identifies school and transit connections as key destinations within the city. The proposed projects listed in the Plan would facilitate safe travel to school and transit within the city via proposed projects such as shared-use paths or signalized intersections. The Plan would be consistent with the 2017 Clean Air Plan Control Measure TR7.
<b>TR9 – Bicycle and Pedestrian Access to Facilities.</b> Encourage planning for bicycle and pedestrian facilities in local plans (e.g., general and specific plans, fund bicycle lanes, routes, paths and bicycle parking facilities).	<b>Consistent.</b> The Plan is a part of the General Plan Update for the City of Millbrae. As of the date of this document, the General Plan is currently undergoing an update and would incorporate goals and policies that support the development of the Millbrae Active Transportation Plan. The Plan would be consistent with the 2017 Clean Air Plan Control Measure TR9.
Source: BAAQMD 2017a	

The Plan would be consistent with these goals because it would facilitate walking and biking as substitute modes of travel for driving motorized vehicles. Currently an estimated 71 percent of Millbrae residents drive alone to work, and another 9 percent carpool (City of Millbrae 2016a). By contrast, it is estimated that only 2 percent of residents walk or bicycle to work. By improving connectivity and safety for pedestrians and bicyclists, the Plan would make active transportation a more viable alternative to driving for people who work locally. The proposed improvements also would make it easier for people to reach local BART, Caltrain, and SamTrans stations without driving and then commute to regional work sites in the greater Bay Area. This would address the “first-mile/last-mile” issue where it is difficult for people to move between a transit stop and an origin or destination. Furthermore, a long-term increase in walking and bicycling behavior in Millbrae would offset any emissions from constructing active transportation projects or from additional electricity use for light fixtures. Therefore, the Plan would be consistent with the City’s CAP and GHG reduction goals and policies as set forth by the City.

As discussed in Section 3, *Air Quality*, the Plan would be consistent with the primary goals of the 2017 Clean Air Plan. Implementation of the Plan also would not preclude any planned transit or bicycle pathways, and would not otherwise disrupt regional planning efforts to reduce VMT and meet federal and State air quality standards. Therefore, the Plan would not hinder implementation of any 2017 Clean Air Plan’s control measures.

The Plan also would be consistent with State targets for reducing GHG emissions. California's 2017 Climate Change Scoping Plan to achieve the target of cutting statewide emissions 40 percent from 1990 baseline levels encourages using streets for active transportation as one measure to reduce emissions from transportation (CARB 2017). As stated in the 2017 Scoping Plan, policies that increase active transportation "will need to play a greater role as California strives to achieve its 2030 and 2050 climate targets." The Plan would implement this approach at a local level, consistent with State policy to reduce GHG emissions in compliance with SB 32 and Executive Order B-55-18, eventually achieving statewide carbon neutrality by 2045.

Therefore, the Plan would have a less than significant impact on the environment from GHG emissions, and would not conflict with applicable plans to reduce GHG emissions.

**LESS THAN SIGNIFICANT IMPACT**

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## 9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located in 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 checked="" 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"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## **Setting**

Hazardous materials storage in Millbrae is generally limited to fuels in underground tanks at service stations and chemicals at light industrial sites. The City of Millbrae, as of February 2016, has 10 open or active hazardous waste sites which includes six leaking underground storage tanks (LUST) clean-up sites and four other hazardous waste sites (City of Millbrae 2016a).

## **Regulatory Setting**

### *Federal and State*

#### **DEPARTMENT OF TOXIC SUBSTANCES CONTROL**

As a department of the California Environmental Protection Agency, the Department of Toxic Substances Control (DTSC) is the primary agency in California that regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of Resource Conservation and Recovery Act and the California Health and Safety Code.

DTSC also administers the California Hazardous Waste Control Law to regulate hazardous wastes. While the California Hazardous Waste Control Law is generally more stringent than Resource Conservation and Recovery Act, until the USEPA approves the California program, both state and federal laws apply in California. The California Hazardous Waste Control Law lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

Government Code Section 65962.5 requires the DTSC, the State Department of Health Services, the SWRCB, and the California Department of Resources, Recycling, and Recovery (CalRecycle) to compile and annually update lists of hazardous waste sites and land designated as hazardous waste sites throughout the state. The Secretary for Environmental Protection consolidates the information submitted by these agencies and distributes it to each city and county where sites on the lists are located. Before the lead agency accepts an application for any development project as complete, the applicant must consult these lists to determine if the site at issue is included.

If any soil is excavated from a site containing hazardous materials, it is considered a hazardous waste if it exceeds specific criteria in Title 22 of the CCR. Remediation of hazardous wastes found at a site may be required if excavation of these materials is performed, or if certain other soil disturbing activities would occur. Even if soil or groundwater at a contaminated site does not have the characteristics required to be defined as hazardous waste, remediation of the site may be required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking jurisdiction.

#### **GOVERNMENT CODE SECTION 65962.5 (CORTESE LIST)**

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

## Impact Analysis

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

None of the proposed projects listed in the Plan would involve the transport, use, or disposal of hazardous materials other than the routine use of chemicals during construction (e.g., fuel and engine fluids for equipment, paint, and asphalt) and would not create conditions which could lead to the release of hazardous substances. Users of active transportation facilities would be subject to a very small risk of exposure to upset and accident conditions from the release of hazardous materials being transported on adjacent travel lanes for motor vehicles. However, this is not a reasonably foreseeable risk to pedestrians and bicyclists. These impacts would be less than significant.

### LESS THAN SIGNIFICANT IMPACT

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

As shown in Figure 4, many bicycle and pedestrian projects listed in the Plan would be located within 0.25 mile of schools. These are considered “safe route to school” projects, which improve connectivity and safety for students traveling to and from schools. Striping activities during project construction could temporarily expose students and staff to fumes from paint. However, construction activity would be temporary, which would reduce the time of exposure to paint fumes. Bicycle projects near schools would be constructed in linear pathways, which would reduce the amount of construction time near schools as construction proceeds along the proposed alignment. Therefore, construction within 0.25 mile of schools would be short term and would result in minimal paint fumes. In addition, the proposed projects listed in the Plan would not involve hazardous emissions or handling of hazardous materials beyond the routine temporary use of fuel and engine fluids for construction equipment and the application of materials like asphalt and paints. The impact to schools would be less than significant.

### LESS THAN SIGNIFICANT IMPACT

- d. *Would the project be located on a site that is included on a list of hazardous material 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?*

According to databases of hazardous material sites maintained by DTSC (EnviroStor) and the California State Water Resources Control Board (GeoTracker), Millbrae has the following types of hazardous sites that are still active or need further investigation: leaking underground storage tanks (LUSTs), school investigation sites, voluntary cleanup sites, cleanup program sites, LUST cleanup sites, evaluation sites, and closed sites (DTSC 2021, SWRCB 2021). Many of these sites are at gas stations or light industrial facilities that would not be affected by the construction of projects on public rights-of-way. Nevertheless, proposed projects that would involve minimal disturbance of soil at or near listed hazardous materials sites could potentially expose people and the environment to hazardous substances. Therefore, Mitigation Measure HAZ-1 would be necessary to reduce impacts from hazardous materials.



## Mitigation Measures

Mitigation Measure HAZ-1 would be required to identify listed hazardous material sites on and near proposed bicycle and pedestrian improvements located near hazardous materials releases, to mitigate for hazardous contaminants where necessary.

### *HAZ-1 Hazardous Material Sites Investigation and Remediation*

Prior to construction of projects listed in the Plan that require ground disturbance, the City shall consult lists of hazardous material sites maintained by the California Department of Toxic Substances Control (DTSC), the State Water Resources Control Board (SWRCB), and the County of San Mateo Environmental Health Department. Where a proposed improvement is located on an identified site, follow up Phase I, and as appropriate, Phase II hazardous waste site investigations shall be completed, and any contaminants shall be remediated to concentrations below applicable screening-level thresholds for human health. No disturbance of contaminated soil shall be permitted unless an approved site cleanup and remediation plan has been implemented for the identified hazardous waste sites.

By implementing Mitigation Measure HAZ-1, the City would investigate hazardous material sites and remediate contaminants, where applicable, so that people are not exposed to concentrations exceeding screening-level thresholds. This would reduce the impact to a less-than-significant level.

### **LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

- 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?*

SFO is located northwest of the City of Millbrae. According to the SFO Airport Land Use Compatibility Plan (ALUCP), the eastern portion of the city is in safety compatibility zones one through four. The ALUCP establishes policies and guidelines for land use compatibility to local jurisdictions affected by airport activities. It is anticipated that none of the proposed bicycle and pedestrian projects, due to their limited height and population, would be in conflict with the SFO ALUCP. Therefore, impacts would be less than significant.

### **LESS THAN SIGNIFICANT IMPACT**

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

The proposed projects listed in the Plan would enhance the City of Millbrae's existing circulation system, which would give people more multi-modal options to escape from a hazard. Although construction could temporarily close travel lanes, no streets would be permanently closed or blocked under the Plan. Therefore, the Plan would not impair the implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan.

### **NO IMPACT**

- g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

As shown in Figure 8-4 in the City's Existing Conditions Report, the western edge of Millbrae is partly located in a Moderate to High fire hazard severity zone in a local responsibility area (City of Millbrae 2016a). However, the remainder of the city is not located within a designated fire hazard zone. As discussed in Section 20, *Wildfire*, the Plan would not result in the exposure of people to significant risks associated with very high fire hazard severity zones. Furthermore, the proposed projects listed in the Plan would almost entirely be located in urbanized or low-lying parts of Millbrae that are not prone to high fire risk. Therefore, the Plan would not result in a significant risk of loss, injury, or death involving wildland fires.

**LESS THAN SIGNIFICANT IMPACT**

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# 10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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 checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river 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 checked="" 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 off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>

## **Regulatory Setting**

### *Clean Water Act*

Congress enacted the CWA, formerly the Federal Water Pollution Control Act of 1972, with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the U.S. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and non-point source discharges to surface water. The NPDES permit process regulates those discharges (CWA Section 402). NPDES permitting authority is administered by the SWRCB and its nine RWQCBs.

### *California Porter Cologne Water Quality Control Act*

The Porter Cologne Water Quality Control Act of 1967 requires the SWRCB and the nine RWQCBs to adopt water quality criteria to protect State waters. These criteria include the identification of beneficial uses, narrative and numerical water quality standards, and implementation procedures. The criteria for state waters in the region are contained in the *Water Quality Objectives* Chapter of the Basin Plan for the San Francisco Bay RWQCB (San Francisco Bay RWQCB 2017). The Water Quality Control Plan, or Basin Plan, protects designated beneficial uses of State waters through the issuance of Waste Discharge Requirements and through the development of TMDL. Anyone proposing to discharge waste that could affect the quality of the waters of the State must make a report of the waste discharge to the RWQCB or SWRCB, as appropriate, in compliance with Porter-Cologne.

### *National Pollutant Discharge Elimination System*

The primary regulatory control relevant to the protection of water quality is the NPDES permit administered by the SWRCB. The SWRCB establishes requirements prescribing the quality of point sources of discharge and water quality objectives. These objectives are established based on the designated beneficial uses (e.g., water supply, recreation, and habitat) for a particular surface waterbody. The NPDES permits are issued to point source dischargers of pollutants to surface waters pursuant to Water Code Chapter 5.5, which implements the federal CWA. Examples include, but are not limited to, public wastewater treatment facilities, industries, power plants, and groundwater cleanup programs discharging to surface waters (SWRCB, Title 23, Chapter 9, Section 2200). The RWQCB establishes and regulates discharge limits under the NPDES permits.

## **Impact Analysis**

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The proposed projects listed in the Plan that would be constructed within existing paved rights-of-way would not degrade ground water quality because they would not result in additional runoff or pollutants. However, ground disturbance outside existing paved rights-of-way, especially grading and vegetation removal for new alignments, may result in soil erosion. In addition, converting pervious surfaces into paved facilities could increase the amount of runoff from urban areas and thus decrease water quality.

The proposed projects may be subject to stormwater requirements under the NPDES Permit (Order Number R2-2015-0049) for the San Francisco Bay Area. This permit is intended to reduce the discharge of pollutants in the City's municipal separate storm sewer system (MS4). The MS4 permit

was issued jointly to the City and other local agencies in the regional San Mateo Countywide Water Pollution Prevention Program (Flows to Bay 2015). To achieve compliance with the regional program, and thus with the conditions of the most recently issued MS4 permit, the City has adopted local regulations. Specifically, Chapter 8.70 of the MMC establishes discharge requirements for all water entering the storm drain system generated on any developed and undeveloped lands lying within city limits.

Under MMC Section 8.70.110, the City would require that best management practices (BMPs) be implemented to control the volume, rate, and potential pollutant load of stormwater runoff from new development and redevelopment projects to minimize the discharge and transport of pollutants or supplemental runoff. Such BMPs include, where appropriate, Low Impact Development techniques to be implemented at New Development and Significant Redevelopment project sites. These techniques include infiltrating, storing, detaining, evapotranspiring (the release of water vapor from soil, other surfaces, and plants), and biotreating stormwater runoff close to its source (Flows to Bay 2015). If a proposed project listed in the Plan would create 10,000 square feet or more of impervious surface, it would constitute “New Development” under the MS4 permit and would be required to implement BMPs.

Compliance with existing regulatory requirements would ensure that the proposed projects would not violate water quality standards or waste discharge requirements and would not create substantial runoff water or otherwise degrade water quality. Impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*
- e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Proposed projects listed in the Plan that would be constructed within the existing paved rights-of-way would not result in new impermeable surfaces and thus, would not decrease groundwater supplies. However, proposed projects constructed outside of existing paved rights-of-way, such as new alignments within the Josephine Waugh Soroptomist Park and Lions Park, would increase the volume of impermeable surfaces. Consequently, the proposed projects may incrementally reduce groundwater recharge and increase the amount of surface runoff. However, as per the NPDES Construction General Permit, the projects would be required to implement BMPs to maintain or replicate the pre-development hydrologic regime. Implementation of required BMPs would minimize impacts related to groundwater recharge. Impacts related to groundwater recharge would be less than significant.

The City of Millbrae is under the jurisdiction of the San Francisco RWQCB, which is responsible for preparing the Water Quality Control Plan for the region (Basin Plan). The Basin Plan designates beneficial uses of water in the region and establishes narrative and numerical water quality objectives. The State has developed total maximum daily loads (TMDLs), which are a calculation of the maximum amount of a pollutant that a water body can have and still meet water quality objectives established by the region. As discussed under checklist Item a, proposed projects listed in the Plan that would disturb at least one acre would be required to comply with the State’s Construction General Permit, which would minimize and avoid water quality impacts associated with soil erosion and stormwater runoff from project sites. Implementation of proposed projects

would not violate water quality objectives for beneficial uses in the vicinity of the project site or exceed TMDLs. Therefore, the Plan would not conflict with a water quality control plan.

The City does not use groundwater to supplement its water supply purchases from the San Francisco Public Utilities Commission (SFPUC) and does not have a groundwater source within the city's boundaries (City of Millbrae 2016b). Therefore, the Plan would not conflict with any sustainable groundwater management plan. Impacts related to groundwater would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- c.(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?*
- c.(ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
- c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would 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?*

Proposed projects listed in the Plan that would be constructed within existing paved rights-of-way would not alter existing drainage patterns. Proposed projects located outside of existing paved rights-of-way, such as new alignments within the Josephine Waugh Soroptomist Park and Lions Park could alter existing drainage patterns by introducing new impervious surfaces. However, proposed bicycle facilities would comply with erosion control systems and construction BMPs per the City's MS4 permit. BMPs may include directing runoff to permeable areas, maximizing stormwater storage for reuse, and incorporating porous materials into the project design. Compliance with these requirements would ensure that stormwater would be captured and retained on-site, and would minimize the risks of erosion, flooding, or excess stormwater in the local stormwater drainage system. No bridges or stream and river crossings are proposed in the Plan. Proposed projects would cross drainages using existing infrastructure. Therefore, the Plan would have a less than significant impact related to drainage patterns.

#### **LESS THAN SIGNIFICANT IMPACT**

- c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?*
- d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

As discussed above, proposed projects constructed outside of existing paved rights-of-way would result in the addition of new impervious surfaces. However, the proposed projects would not include any new structures such as bridge abutments that could impede or redirect flood flows. Therefore, implementation of the Plan would not impede or redirect flood flows.

The City's Existing Conditions Report, Figure 8-3 indicates that the areas around Landing Lane and San Anselmo Avenue between Lomita Park Elementary School and Center Street and a segment of the BART line immediately east of Landing Lane are located in a 100-year flood zone (Millbrae 2016a). The areas between Milwood Drive and Paramount Drive from Magnolia Avenue across El Camino Real, downtown from Taylor Drive to Victoria Avenue between Broadway and El Camino Real, and south of Millbrae Avenue to the city limits from California Avenue to the San Francisco Bay are located in a 500-year flood zone (City of Millbrae 2016a). Some proposed projects in the Plan would be located in the 100-year and 500-year flood zone, but the operation of bikeways and pedestrian facilities would not involve the use of pollutants that could be released during inundation. While some of the proposed projects would be located near the San Francisco Bay, which could be subject to a tsunami or seiche, they would not involve the use of pollutants that could be released during inundation (DOC 2021). Therefore, this impact would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**



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# 11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Impact Analysis

### a. Would the project physically divide an established community?

The purpose of the proposed projects listed in the Plan would be to increase connectivity in the City by improving bicycle and pedestrian access. Although the Plan would redesign existing streets for improved multi-modal access, no new roads or other large or linear facilities that would physically divide existing neighborhoods would be constructed. Therefore, the Plan would not divide an established community. No impact would occur.

#### NO IMPACT

### b. Would the project 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?

The Plan was developed in coordination with the City's General Plan, which is currently undergoing an update, and the projects would be consistent with and comply with the existing General Plan and updated General Plan to avoid or mitigate an environmental effect. Goals and policies of the Plan would be incorporated into the City's General Plan Update. The Plan would also be consistent with the resilience objectives in ABAG's Plan Bay Area (2040): to enhance climate protection and adaptation efforts, strengthen open space protections, create healthy and safe communities, and protect communities against natural hazards. The Plan would provide additional opportunities for biking and walking throughout the city, which would increase climate protection and encourage bicycling riding resulting in a healthy community.

As discussed in Section 3, *Air Quality*, and Section 8, *Greenhouse Gas Emissions*, the Plan would facilitate a reduction in long-term air quality GHG emissions by encouraging people to substitute bicycling and walking for driving motor vehicles. The Plan would also further public health goals of increasing physical activity through bicycling. Therefore, the Plan would be consistent with applicable local and regional plans and policies. There would be no impact.

#### NO IMPACT

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## 12 Mineral Resources

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

### Regulatory Setting

#### *Surface Mining and Reclamation Act of 1975*

Pursuant to the mandate of the Surface Mining and Reclamation Act of 1975, the State Mining and Geology Board requires all cities to incorporate into their general plans mapped mineral resources designations approved by the State Mining and Geology Board. Some mineral resources can be found within San Mateo County. However, there are no mineral resources in the Millbrae area subject to the Surface Mining and Reclamation Act (City of Millbrae 2016a).

### Impact Analysis

- Would the project 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?*
- Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

There are no significant mineral deposits or active mining operations in the City's Planning Area (City of Millbrae 2016a). Therefore, the Plan would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site. No impact would occur.

**NO IMPACT**

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# 13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
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"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<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"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Noise Fundamentals

Noise is unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). Because of the way the human ear works, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Typically, noise levels attenuate (drop off) at a rate of 6 dBA per doubling of distance from point sources (such as construction equipment). Noise from lightly traveled roads typically attenuates at a rate of approximately 4.5 dBA per doubling of distance. Largely, noise from heavily traveled roads attenuates at a rate of 3 dBA per doubling of distance; while usually noise from a point source attenuates at a rate of 6 dBA per doubling of distance. Noise levels may also be reduced by the introduction of intervening structures. For example, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA. The construction style for dwelling units in

California generally provides a reduction of exterior-to-interior noise levels of about 20-25 dBA with closed windows (Federal Transit Administration [FTA] 2018).

In addition to the instantaneous measurement of sound levels, the duration of sound is important because sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics considers both duration and sound power level and is called the equivalent noise level ( $L_{eq}$ ). The  $L_{eq}$  is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over time (essentially, the average noise level). Typically,  $L_{eq}$  is summed over a one-hour period.  $L_{max}$  is the highest root mean squared sound pressure level within the measurement period, and  $L_{min}$  is the lowest root mean squared sound pressure level within the measurement period.

The period during which noise occurs is also important since nighttime noise tends to disturb people more than daytime noise. Community noise is usually measured using a Day-Night Average Level (DNL or  $L_{dn}$ ), which is the 24-hour average noise level with a 10 dBA penalty for noise occurring during nighttime (10 p.m. to 7 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7 p.m. to 10 p.m. and a 10 dBA penalty for noise occurring from 10 p.m. to 7 a.m. Noise levels described by DNL and CNEL usually do not differ by more than 1 dB and are used interchangeably in practice.

## **Vibration**

Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas sound is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise (e.g., the rattling of windows from passing trucks). This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as peak particle velocity (PPV) in inches per second (PPV [in/sec]) and is measured in vibration decibels (VdB).

Although PPV is appropriate to evaluate potential building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude/decibels (FTA 2018). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources inside buildings such as the operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads.

Construction vibration is generally assessed in terms of PPV. The relationship of PPV to VdB is expressed in terms of the “crest factor,” defined as the ratio of the PPV amplitude to the VdB amplitude. Typically, PPV is a factor of 1.7 to 6 times greater than VdB (FTA 2018).

Neither CEQA, City, nor other state laws specify acceptable vibration levels from construction activities. For the purposes of this assessment, the methodology described by the FTA for assessing potential damage to structures is used (FTA 2018). These construction vibration damage criteria for typical buildings range from a PPV of 0.5 inches/sec for reinforced concrete, steel or timber structures to 0.2 inches/sec for non-engineered timber and masonry buildings. Construction

vibration is also assessed against criteria for annoyance which is much more stringent than criteria for structural damage. The FTA specifies vibration impact criteria of 80 VdB for residences. These criteria are for “infrequent” events (i.e., transit train pass-bys). Although more stringent criteria are recommended for “frequent” or “occasional” events, these are not used since construction activities would occur during the daytime and would not be permanent.

## **Regulatory Setting**

### *City of Millbrae General Plan*

The City of Millbrae’s Noise Element identifies sources of noise in the city and provides objectives and policies that would ensure that noise from various sources would not create an unacceptable noise environment. The Noise Element also maintains land uses with compatible environmental noise levels. The City’s Noise Element includes the following goals and policies, relevant to the Plan, intended to preserve the existing noise environment and mitigate potential noise sources and impacts within the city:

**Goal NS1:** Preserve and improve the “Quiet Ambiance” in Existing Neighborhoods

**Policy NS1.1. Noise ordinance.** Establish and enforce a City Noise Ordinance, applying quantitative noise ordinance standards throughout the City.

**Policy NS1.2. Protection of Residential Areas.** Protect the noise environment in existing residential areas, requiring the evaluation of mitigation measures for projects under the following circumstances:

- The project would cause the Ldn to increase 3 dBA or more
- Any increase would result in an Ldn greater than 60 dBA
- The Ldn already exceeds 60 dBA
- The project has the potential to generate significant adverse community response.

**Policy NS1.4. Construction Noise.** Regulate construction activity to reduce noise between 7:00 p.m. and 7:00 a.m.

**Policy NS1.6. Street Improvements.** Design city street improvements to reduce noise levels in adjacent areas, and work with the State to address noise impacts from highway traffic through construction of sound walls and other noise buffering devices.

**Goal NS2:** Enforce noise standards for new development and redevelopment projects.

**Policy NS2.5. Noise Sensitive Uses.** The City will protect schools, hospitals, libraries, churches, convalescent homes and other noise sensitive uses from noise levels exceeding those allowed in residential areas. Projects located near noise sensitive uses should be oriented away from noise sources unless mitigation measures are included in development plans and regulation occurs of the activities or uses generating noise that might cause noise disturbances for noise sensitive uses.



## Impact Analysis

- a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

This analysis covers temporary increases in ambient noise from construction activity and permanent increases from noise generated during project operation.

## Construction Noise

Construction of the projects listed in the Plan would generate elevated noise levels on a temporary basis in the immediate vicinity. As shown in Table 8, average noise levels associated with using heavy equipment at construction sites can range from approximately 76 to 88 dBA at 50 feet from the source, depending upon the types of equipment in operation at any given time and the phase of construction. The highest noise levels generally occur during excavation and grading, which involve using such equipment as backhoes, bulldozers, shovels, and front-end loaders. Although many proposed projects listed in the Plan would simply require restriping and signage, some projects would require heavy equipment for site preparation and grading.

**Table 8 Typical Construction Noise Levels**

Equipment	25 feet from Source (dBA L <sub>eq</sub> )	50 feet from Source (dBA L <sub>eq</sub> )	100 feet from Source (dBA L <sub>eq</sub> )	200 feet from Source (dBA L <sub>eq</sub> )	500 feet from Source (dBA L <sub>eq</sub> )
Air Compressor	86	80	74	68	60
Backhoe	86	80	74	68	60
Concrete Mixer	91	85	79	73	65
Grader	91	85	79	73	65
Jack Hammer	94	88	82	76	68
Paver	91	85	79	73	65
Roller	91	85	79	73	65
Saw	82	76	70	64	56
Scraper	91	85	79	73	65
Truck	90	84	78	72	64

Note: pile drivers will not be used for proposed projects listed in the Plan.

Source: Noise level at 50 feet from Federal Transit Administration, 2018. Noise levels at 25 feet, 100 feet, 200 feet, and 500 feet were extrapolated using a 6 dBA attenuation rate per doubling of distance. Each noise level assumes the piece of equipment is operating at full power for the expected duration to complete the construction activity. The duration varies widely between each piece of equipment. Noise levels also depend on the model and year of the equipment used.

Noise levels from point sources such as equipment at construction sites typically attenuate at a rate of 6 dBA per doubling of distance. Therefore, only areas within several hundred feet of construction sites would typically be exposed to perceptible construction noise levels. The MMC Chapter 9.10 identifies specific restrictions, exemptions, and variances for sources of noise within the city. Additionally, Section 9.10.050 of the MMC establishes limits on the hours of construction to between the hours of 7:30 a.m. and 7:00 p.m., Monday through Friday, 8:00 a.m. to 6:00 p.m., Saturday; and 9:00 a.m. to 6:00 p.m., Sunday and holidays. Neither the MMC nor the City's General Plan establish numeric standards for construction noise. However, construction noise that substantially exceeds existing ambient noise levels could disturb sensitive receivers, such as residences and schools.

Construction activity under the Plan would be required to comply with the MMC Section 9.05.020 and Policy NS1.4 in the City's Noise Element, which would "regulate construction activity to reduce noise between 7:00 p.m. and 7:00 a.m." This policy would prevent loud construction activity during evening and nighttime hours when nearby residences are most sensitive to noise. However, as discussed above, daytime construction noise could still disturb noise sensitive receivers. Therefore, the construction of projects could have a potentially significant impact on sensitive receivers from temporary increases in ambient noise levels and Mitigation Measures NOI-1, NOI-2, and NOI-3 would be required.

## **Mitigation Measures**

### *NOI-1 Noise Reduction Measures Near Sensitive Receptors*

The following development standard shall be added to the proposed Plan for construction of proposed projects that would generate noise greater than 60 dBA near noise sensitive receivers as identified by the City of Millbrae:

"The City shall ensure that, where residences, schools, or other noise-sensitive uses are located within 500 feet of construction sites for projects listed in the Plan, appropriate measures shall be implemented to reduce noise exposure to the extent feasible. Specific techniques may include locating stationary noise-generating construction equipment at a distance greater than 100-feet from sensitive receivers or as far as feasible; or using noise mufflers on construction equipment."

### *NOI-2 Noise Control Equipment*

The following development standard shall be added to the proposed Plan:

"The City shall ensure that equipment and trucks used for construction of projects listed in the Plan use the best available noise control techniques (including mufflers, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds)."

### *NOI-3 Impact Equipment*

The following development standard shall be added to the proposed Plan:

"The City shall ensure that impact equipment (e.g., jack hammers, pavement breakers, and rock drills) used for construction of projects listed in the Plan be hydraulically or electrically powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, use of an exhaust muffler on the compressed air exhaust can lower noise levels from the exhaust by up to about 10 dBA. When feasible, external jackets on the impact equipment can achieve a reduction of 5 dBA. Whenever feasible, use quieter procedures, such as drilling rather than impact equipment operation."

With implementation of local noise control requirements and Mitigation Measures NOI-1, NOI-2 and NOI-3, temporary construction noise would be reduced to the extent feasible. Therefore, this impact would be less than significant with mitigation incorporated.

## Operational Noise

The operation of proposed projects could generate temporary, intermittent noise from human conversations and the use of bicycles near sensitive residential uses. Conversational noise from operation of proposed projects would be brief as bicyclists and pedestrians travel along paths and would not generate a substantial increase in ambient noise levels. These noise sources would not substantially increase ambient noise levels relative to existing roadway traffic. The substitution of bicyclist and pedestrian trips for motor vehicle trips on proposed facilities also would incrementally reduce traffic noise. Additionally, the Plan would not add any new trips to local roadways, rather it would reduce vehicle trips and would thus, reduce traffic noise in the city. Therefore, the impact from permanent increases in noise would be less than significant.

### LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

The use of heavy construction equipment can generate substantial vibration near the source. It is expected that construction of some proposed projects would generate temporary vibration from bulldozers for earthmoving, trucks loaded with construction materials, and vibratory rollers to even out the surface of new asphalt.

Similar to construction noise, vibration levels would vary depending on the type of construction project and related equipment use. In general, project construction would be unlikely to generate substantial vibration. Table 9 estimates vibration levels from equipment that may be used during construction of the proposed projects listed in the Plan.

**Table 9 Vibration Levels for Construction Equipment**

Equipment	PPV (in/sec)		
	25 Feet	50 Feet	100 Feet
Vibratory Roller	0.210	0.098	0.046
Large Bulldozer	0.089	0.042	0.019
Loaded Trucks	0.076	0.035	0.017
Jackhammer	0.035	0.016	0.008
Source: Caltrans 2013			

As shown in Table 9, construction activity would generate vibration levels reaching an estimated 0.098 PPV at a distance of 50 feet, during paving of new alignments. Because this vibration level would not exceed 0.25 PPV, Caltrans' recommended criterion for distinctly perceptible vibration from transient sources, it would not result in substantial annoyance to people of normal sensitivity. Construction activity that generates loud noises (and therefore vibration) also would be limited to normal business hours, which would prevent the exposure of sensitive receptors to vibration during evening and nighttime hours. Furthermore, maximum vibration levels would not exceed the Caltrans criteria of 0.5 PPV for potential damage of historic and old buildings from transient vibration sources. If construction activity generated vibration as close as 25 feet from sensitive receptors, vibration levels reaching 0.21 PPV (as shown in Table 9) would still not exceed applicable

Caltrans criteria for human annoyance and structural damage. Therefore, vibration would not be excessive, and this impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- 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?*

Some of the proposed projects listed in the Plan would be located within 2 miles of SFO. However, users of the proposed bicycle and pedestrian facilities in SFO area would only be exposed to temporary and intermittent operational noise generated from the airports as people move along the proposed bikeways. Therefore, airport-related noise impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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# 14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>	<input checked="" type="checkbox"/>

## Setting

According to the California Department of Finance, Millbrae has an estimated population of 22,832 as of 2020. This population is housed in an estimated 8,628 housing units. The average number of persons per household is estimated at 2.77 (California Department of Finance 2020). ABAG projections estimate that the City of Millbrae will grow to a population of 27,055 by 2040 (ABAG 2017).

## Impact Analysis

- Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*
- Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

Implementation of the Plan would not involve the construction of infrastructure that could induce substantial population growth, such as new or increased capacity sewer or water lines, or the construction of new streets and roads, but rather would serve existing populations. While these local improvements would make the area more attractive to tourists, this would not be a substantial growth-inducing effect in Millbrae. Proposed on-street bicycle facilities and crosswalk enhancements also would be located within existing road corridors and would not require the extension of roads. In addition, because the proposed projects would be located in existing roadway corridors or public parks, they would not displace housing or people. No impact related to population and housing would occur.

## NO IMPACT

*This page intentionally left blank.*

## 15 Public Services

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

### Setting

The Central County Fire Department (CCFD) provides fire and medical services for the City of Millbrae. There are two CCFD fire departments located within the Millbrae city limits – Station 37 located at 511 Magnolia Avenue and Station 38 located at 785 Crestview Drive (City of Millbrae 2016a). Daily staffing of the stations includes seven captains, seven firefighters and paramedics, eight firefighters, and one battalion chief.

The Millbrae Police Bureau is comprised of officers from the San Mateo County Sheriff's Office which provide police protection services to the City. San Mateo Sheriff's Office provides the city with one captain, four sergeants, and two deputies for police protection of the city.

The Millbrae Elementary School District (MESD) governs most of the schools within the City and the San Mateo Union High School District provides a high school in the City.

The City of Millbrae Parks Division administers and maintains 13 parks in the city. The City of Millbrae Recreation Department administers recreational programs for children, teens, adults, and seniors in the city. In addition, the County of San Mateo Parks Department operates the Junipero Serra County Park and the Crystal Springs Regional Trail within the city's boundaries.



## Impact Analysis

- a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*
- a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*
- a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*
- a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*
- a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

Proposed projects listed in the Plan that would be located outside existing rights-of-way would provide public access to areas that are not currently accessible and could require expanded police and fire protection service in these corridors. However, these proposed projects would also increase access for police and fire providers into areas lacking existing access. In addition, proposed projects would be located in the urbanized community of Millbrae, which is already served by police and fire protection. The proposed projects would not involve residential, commercial, or other development that could substantially increase demand for police or fire protection services in Millbrae. Therefore, the Plan would have a less than significant impact related to these public services.

The Plan would facilitate construction of active transportation projects and improvements, not the construction of residences or places of employment. Therefore, the project would not result in an increase in the population of school-age children in Millbrae and would not result in an increased demand for school facilities.

The Plan would not increase the population of residents or employees within the City that would increase the service population for park facilities. However, it would improve public access to existing public parks and recreational facilities. Projects listed in the Plan would complete bicycle connections and improve pedestrian access to existing public parks. Therefore, the Plan would not result in an adverse environmental impact from the construction of the proposed projects. Impacts would be less than significant.

### **LESS THAN SIGNIFICANT IMPACT**

# 16 Recreation

	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"/>	<input checked="" type="checkbox"/>	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Setting

The City of Millbrae Parks Division administers and maintains 13 parks in the city. The City of Millbrae Recreation Department administers recreational programs for children, teens, adults, and seniors in the city. In addition, the County of San Mateo Parks Department operates the Junipero Serra County Park and the Crystal Springs Regional Trail within the city's boundaries.

## Impact Analysis

- 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?*

As discussed in Section 15, *Public Services*, projects listed in the Plan would complete bicycle connections and improve pedestrian access to public parks and recreational trails within the City of Millbrae. Therefore, the Plan would improve access to local parks in Millbrae. Improved access to local and regional parks could incrementally increase the number of visitors at these recreational facilities. However, the proposed projects would mainly serve existing residents and employees in the city, and they would not increase the service population for local parks. Therefore, it is not anticipated that improved access to parks would increase public use to the extent that would significantly accelerate or cause the physical deterioration of parks, requiring repair or expansion. This impact would be less than significant.

### LESS THAN SIGNIFICANT IMPACT

- 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?*

Certain projects proposed in the Plan, particularly new alignments, would serve as new recreational facilities. The construction of these projects could have adverse environmental impacts, as described elsewhere in this IS-MND, before the implementation of mitigation measures. As

discussed in Section 4, *Biological Resources*, impacts to special-status species, nesting birds, and wetlands and riparian communities during construction would be potentially significant. Section 5, *Cultural Resources*, notes that impacts to historical and archaeological resources from ground disturbance could be significant. As discussed in Section 7, *Geology and Soils*, new bicycle paths on undisturbed soil could be subject to unstable conditions from expansive soils. Section 9, *Hazards and Hazardous Materials*, also indicates that soil disturbance could expose people to hazardous contaminants. Section 18, *Tribal Cultural Resources*, notes that impacts to Native American resources from ground disturbance could be significant. Mitigation measures in these respective sections would reduce potential environmental impacts to a less-than-significant level.

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

# 17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Regulatory Setting

### *SB 743 and Vehicle Miles Traveled*

SB 743 was signed into law by Governor Brown in 2013 and tasked the State Office of Planning and Research (OPR) with establishing new criteria for determining the significance of transportation impacts under CEQA. SB 743 requires the new criteria to “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” It also states that alternative measures of transportation impacts may include “vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated.”

On September 27, 2013, California Governor Jerry Brown signed SB 743 into law and started a process that changes transportation impact analysis as part of CEQA compliance. SB 743 requires the Governor’s OPR to identify new metrics for identifying and mitigating transportation impacts within CEQA. In January 2018, OPR transmitted its proposed CEQA Guidelines implementing SB 743 to the California Natural Resources Agency for adoption, and in January 2019 the Natural Resources Agency finalized updates to the CEQA Guidelines, which incorporated SB 743 modifications, and are now in effect. SB 743 changed the way that public agencies evaluate the transportation impacts of projects under CEQA, recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (Public Resource Code, Section 21099 (b)(2)). In addition to new exemptions for projects consistent with specific plans, the CEQA Guidelines replaced congestion-based metrics, such as auto delay and level of service (LOS), with VMT as the basis for determining significant impacts, unless the Guidelines provide specific exceptions.

## **Impact Analysis**

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- b. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

The Plan has been developed in coordination with the Transportation element of Millbrae's existing General Plan and with the City's General Plan update process, taking into consideration multiple modes of circulation including transit, roadway, bicycle, and pedestrian facilities.

### *Transit Facilities*

The proposed projects listed in the Plan would improve multi-modal access to transit facilities. In addition, proposed crosswalk enhancements would improve safety for pedestrians accessing bus stops. The Plan would not affect the capacity of transit facilities to accommodate public demand. Therefore, the Plan would not conflict with policies in the City's Circulation Element (City of Millbrae 2009b) to improve transit access.

### *Roadway Facilities*

The projects listed in the Plan, by their nature, would have little to no impact on roadway circulation for motor vehicles in Millbrae. One of the Plan's core objectives is to reduce VMT by improving access for pedestrians and bicyclists, allowing people to substitute active transportation for driving. While increased bicycle activity on area roadways could incrementally increase travel times for motorized vehicles having to pass bicyclists or wait for them to cross intersections, this increase would be negligible and potentially offset by the reduction of local vehicle trips. Therefore, the Plan would not conflict with policies related to roadway facilities in the City's Circulation Element (City of Millbrae 2009b), and it would not conflict with statewide policy to reduce VMT under CEQA Guidelines section 15064.3, subdivision (b).

### *Bicycle Facilities*

The City's Existing Conditions Report identifies gaps in Millbrae's bicycle lane network and higher stress for bicyclists even where bicycle lanes are provided adjacent to high volume roadways and high-speed vehicles (City of Millbrae 2016a). In addition, key constraints to bicycling in Millbrae include limited rights-of-way along key roadways. The Plan proposes improvements to address these deficiencies in connectivity and safety. As shown in Figure 3, the Plan would provide for a citywide network of shared-use paths, bicycle lanes, and bicycle routes. This would implement the City's goal, stated in the City's Circulation Element, of creating a system of bikeways that interconnect these areas, land uses, and amenities but avoids steep grades and busy intersections as much as possible. Therefore, the Plan would not conflict with applicable policies for bicycle facilities.

### *Pedestrian Facilities*

While the pedestrian network is generally well developed in Millbrae, there are some locations where gaps or barriers limit pedestrian circulation, including the Highway 101 interchange at Millbrae Avenue and the Caltrain railroad tracks. In addition, Millbrae Avenue provides the only direct access to the Bay Trail, and bicyclists and pedestrians much cross high volume freeway ramps

to use this connection; and portions of the Bay Trail provide discontinuous connections from the Millbrae Station to residential subdivisions (City of Millbrae 2016a). Proposed pedestrian facilities in the Plan would comprehensively improve pedestrian access and safety in Millbrae, consistent with applicable policies. Therefore, the Plan would not conflict with goals and policies related to pedestrian facilities.

**NO IMPACT**

- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*

According to the City's Existing Conditions Report, pedestrians and bicyclists are typically the most vulnerable users to roadway hazards (City of Millbrae 2016a). When collisions do occur, the extent of their injuries is typically greater and increases exponentially with the speed of the roadway. The Plan would add geometric design features at existing intersections for the purpose of improving public safety for pedestrians and bicyclists. Instead of introducing hazards to the circulation system, proposed geometric features would decrease existing hazards identified in the Existing Conditions Report. Potentially incompatible uses such as farm equipment also are not proposed in the Plan. Therefore, no impact related to roadway hazards would occur.

**NO IMPACT**

- d. *Would the project result in inadequate emergency access?*

Proposed projects listed in the Plan would have to conform to local, State, and national standards and manuals, as applicable, regarding safety, proper design, emergency access, and construction. These standards would require proper emergency access as part of the design and through project construction. Adherence to these required design and construction standards would reduce potential impacts related to emergency access to a less-than-significant level.

**LESS THAN SIGNIFICANT IMPACT**

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# 18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or 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:				
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), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PRC Section 21074 (a)(1)(A) and (B) define tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe.” These resources are:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
2. 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 these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

Assembly Bill (AB) 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

The City of Millbrae prepared and mailed letters to local Native Americans who have requested notification under AB 52 on May 24, 2021. Under AB 52, tribes have 30 days to respond and request



consultation. The 30-day window for requesting consultation on the Plan elapsed in late June. No tribes responded during the 30-day period to request consultation.

## **Impact Analysis**

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is 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 2024.1?*

Because no tribes have requested AB 52 consultation over the Plan, the City assumes that no known tribal cultural resources are present within Millbrae. However, it is possible that ground disturbance during construction of the proposed project would encounter unknown tribal cultural resources or known cultural resources that may be identified as tribal cultural resources. Therefore, the Plan has the potential to significantly impact tribal cultural resources through ground disturbance and looting or vandalism of encountered resources. Mitigation is required to ensure that any unanticipated discoveries of tribal cultural resources are avoided or, where avoidance is infeasible, mitigated to a less than significant level.

## **Mitigation Measures**

### *TCR-1 Suspension of Work Around Tribal Cultural Resources*

The following development standard shall be added to the proposed Plan:

“In the event that cultural resources of Native American origin are identified during construction of a proposed project listed in the Plan, all earth-disturbing work in the vicinity of the find shall be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find as a cultural resource and an appropriate local Native American representative is consulted. If the City, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with local Native American group(s). The plan shall include avoidance of the resource or, if avoidance of the resource is infeasible, the plan shall outline the appropriate treatment of the resource in coordination with the appropriate local Native American tribal representative and, if applicable, a qualified archaeologist. Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.”

Implementation of Mitigation Measure TCR-1 would protect tribal cultural resources in the event of their discovery on construction sites, reducing the potential impact on such resources to a less-than-significant level.

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

## 19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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"/>	<input checked="" type="checkbox"/>	<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"/>	<input checked="" type="checkbox"/>	<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"/>	<input type="checkbox"/>	<input checked="" 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"/>	<input checked="" type="checkbox"/>	<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"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Setting

#### Potable Water

Potable water is provided to the City through purchased SFPUC, delivered through the City's Regional Water System (RWS). According to the City of Millbrae's Urban Water Management Plan, the total annual water supply available to the City is set forth in a Water Supply Agreement and subsequent Water Sales Contract, agreed upon between the City and SFPUC (City of Millbrae 2016b). During normal water years, the City's Individual Supply Guarantee (ISG) is 3.15 million gallons per day (MGD), which corresponds to an annual volume of 1,1150 million gallons (City of Millbrae 2016b).

### *Wastewater*

The City of Millbrae operates a Water Pollution Control Plant (WPCP), which treats wastewater generated within the City. The WPCP is located on the eastern edge of the city limits, adjacent to Highway 101 and near the San Francisco Bay. Wastewater reaches the WPCP through a network of approximately 57 miles of sanitary sewer lines, which are primarily under gravity flow conditions. The City also operates three sanitary sewer pumping stations. The WPCP is designed for a dry-weather operation of 3 MGD, with a wet-weather peak capacity of 9 MGD (City of Millbrae 2016b).

### *Stormwater*

The City of Millbrae's topography results in stormwater drainage into various waterways. The area west of I-280 drains into the San Andreas Lake, and I-280 and the areas east of I-280 generally drain through the City to the Bay (City of Millbrae 2018). The City's drainage system consists of a network of 21 miles of storm drains, three pump stations, and approximately 3 miles of open creeks and open ditches that route stormwater runoff through the City to the San Francisco Bay (City of Millbrae 2018).

### *Solid Waste*

The South San Francisco Scavenger Company (SSFSC) manages the trash and recycling services for the City of Millbrae (City of Millbrae 2021). SSFSC collects, receives, processes, and recycles (or transfers for landfill disposal) an average of 250,000 tons of waste a year (SSFSC 2021). Solid waste transferred for landfill disposal would be sent to the Corinda Los Trancos Landfill (Ox Mtn). Table 10 provides the permitted and remaining capacity of the Corinda Los Trancos Landfill.

**Table 10 Estimated Landfill Capacities and Closure Dates**

<b>Landfill Facility</b>	<b>Permitted Capacity (cubic yards)</b>	<b>Remaining Capacity (cubic yards)</b>	<b>Anticipated Closure Date</b>
Corinda Los Trancos Landfill (Ox Mtn)	60,500,00	22,180,000	2034

Source: CalRecycle 2021

### *Other Utilities*

Electric utilities would be provided to the project site by PG&E and supplemented by Peninsula Clean Energy (PCE), as described in Section 6, *Energy*. Telecommunication services including telephone and internet services are provided by Verizon, T-Mobile, Metro PCS, Comcast, and AT&T.

## **Impact Analysis**

- a. *Would the project 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?*

Proposed projects listed in the Plan that would be constructed within existing paved rights-of-way, such as most bicycle lanes, routes, and boulevards, and crosswalk enhancements, would be located on existing roadways and would not impact stormwater drainage. However, as discussed in Section 10, *Hydrology and Water Quality*, proposed projects that would be constructed outside existing paved rights-of-way, such as new alignments, would increase the volume of impermeable surfaces in Millbrae. In compliance with the NPDES Construction General Permit, such projects would be

required to implement BMPs to maintain or replicate the pre-development hydrologic regime. Implementation of required BMPs would minimize impacts related to stormwater drainage.

Some proposed projects would be located in utility corridors or in roadway rights-of-way that may overlay utility infrastructure. Such facilities would not require trenching or excavation to the extent that relocation of existing utility infrastructure would be necessary. In addition, although some proposed projects could include pedestrian-scale lighting that uses electricity, they would not exert substantial demand on utilities such as electric power and natural gas. Therefore, they would not result in the need to build new utility infrastructure. The Plan would have a less than significant impact related to the relocation or construction of utility infrastructure.

#### **LESS THAN SIGNIFICANT IMPACT**

- b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Water demand in the City of Millbrae is projected to outpace supply by the year 2035 if actions to increase conservation and expand recycled water sources are not pursued (City of Millbrae 2016a).

During the construction of proposed projects listed in the Plan, water may be required on a temporary basis to wet down disturbed areas and minimize emissions of fugitive dust. However, water use would be temporary occurring only during construction activities. Therefore, the Plan would have a less than significant impact on water supplies.

#### **LESS THAN SIGNIFICANT IMPACT**

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

Project construction would not include new restrooms or septic systems that could generate additional wastewater. Therefore, implementation of the Plan itself would not affect the ability of wastewater treatment providers to accommodate wastewater generated in Millbrae. No impact would occur.

#### **NO IMPACT**

- d. Would the project 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?*
- e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

The proposed projects would not lead to a permanent increase in solid waste generated in Millbrae. During construction, waste would be limited to debris from the removal of linear strips of existing pavement or subsurface material. Most individual facilities would involve surface treatments like the painting of stripes for bicycle lanes or sharrows<sup>5</sup> for bicycle routes, and the installation of crosswalk enhancements, the construction of which would not generate a substantial amount of solid waste. Furthermore, the long-term use of proposed projects would not generate solid waste. Although trash cans may be installed on planned shared-use path segments, the disposal of waste

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<sup>5</sup> A sharrow is a sign showing a bicycle under two wide arrows that is painted on a road to show that people riding bicycles and those driving cars must share the road (Cambridge Dictionary 2021).

by trail users would generate minimal additional solid waste for disposal at a landfill. The construction and operation of proposed projects would not substantially increase solid waste generation. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

## 20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<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"/>	<input checked="" type="checkbox"/>	<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"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Setting

The western edge of Millbrae is partly located in a Moderate to High fire hazard severity zone in a local responsibility area (City of Millbrae 2016a). However, the remainder of the city is not located within a designated fire hazard zone.

### Impact Analysis

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

No proposed projects listed in the Plan would be located in a very high fire hazard severity zone. Projects in the western portion of the City would be located in a high fire hazard severity zone. The proposed projects would involve striping and signage for motor vehicles to share the road with bicyclists, and would not alter the roadway's capacity to accommodate emergency response

vehicles or evacuations from Millbrae. Therefore, the Plan would not impair an adopted emergency response plan or emergency evacuation plan related to wildfire. This impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

As discussed above, the Plan would not be located in or near a very high fire hazard severity zone. Therefore, the proposed projects would not exacerbate wildfire risks related to slope, prevailing winds, or the addition of flammable material. This impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

Proposed projects listed in the Plan would not be located in or near a very high fire hazard severity zone. Furthermore, proposed projects would not require the installation of new infrastructure such as roads, fuel breaks, emergency water sources, or power lines that may exacerbate fire risk or result in other environmental impacts. No impact would occur.

**NO IMPACT**

- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

Because proposed projects listed in the Plan would not be located in or near a very high fire hazard severity zone, they would not expose people to significant risks as a result of runoff, post-fire slope instability, or drainage changes. This impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

## 21 Mandatory Findings of Significance

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

- 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?*

As discussed in Section 4, *Biological Resources*, some of the proposed projects listed in the Plan could reduce the habitat of special-status species, disrupt nesting birds, and impair wetlands and riparian habitat. Potential impacts to biological resources would be reduced to a less-than-significant level with implementation of Mitigation Measures BIO-1 through BIO-6 to study, protect, and compensate for the loss of sensitive biological resources. As discussed in Section 5, *Cultural Resources*, the construction of proposed projects would not impact historical resources; however, they may impact unanticipated archaeological resources. Impacts to cultural resources would be



reduced to a less-than-significant level with implementation of Mitigation Measures CUL-1, CUL-2, and CUL-3 for the protection and recovery of historical, archaeological, and cultural resources if discovered on construction sites. As discussed in Section 7, *Geology and Soils*, proposed projects listed in the Plan could result in the unanticipated discovery of paleontological resources. Potential impacts to paleontological resources would be reduced to a less than significant level with implementation of Mitigation Measure GEO-1 for the protection and recovery of paleontological resources if discovered on construction sites. Potential impacts to tribal cultural resources would be reduced to a less than significant level with implementation of Mitigation Measure TCR-1 for the protection and recovery of tribal cultural resources if discovered on construction sites. Therefore, impacts to biological, cultural, and paleontological resources would be reduced to less-than-significant levels with implementation of identified mitigation measures.

#### **LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

- 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)?*

As described in the discussion of environmental checklist Sections 1 through 20, the Plan would have no impact, a less than significant impact, or a less than significant impact with mitigation incorporated, with respect to all environmental issues. Cumulative impacts of several resource areas have been addressed in the individual resource sections above: Air Quality, Greenhouse Gases, Noise, and Transportation/Traffic (See CEQA Guidelines Section 15064(h)(3)). Proposed projects would reduce VMT and GHG emissions while improving overall air quality. Therefore, the Plan would not result in a cumulative traffic impact. Cumulative noise impacts would be less than significant because proposed facilities would not increase traffic on area roadways. Other resource areas (population/housing and mineral) were determined to have no impact. Therefore, the Plan would not contribute to cumulative impacts related to these issues. Several resource issues (e.g., geology, hazards and hazardous materials) are by their nature project-specific and impacts at one location do not add to impacts at other locations or create additive impacts. As such, cumulative impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

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

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As detailed in Section 3, *Air Quality*, proposed projects would not result in a direct or indirect air quality impact. Mitigation Measure AQ-1 would reduce possible impacts from fugitive dust emissions during project construction. As discussed in Section 7, *Geology and Soils*, proposed projects could be located on areas on expansive soils. Implementation of Mitigation Measure GEO-1 would reduce impacts of expansive soils by requiring a geotechnical investigation for proposed projects that would involve ground disturbance. As discussed in Section 13, *Noise*, project construction may affect nearby sensitive receptors, but implementation of Mitigation Measures NOI-1 through NOI-3 would reduce construction noise impacts by requiring noise control measures to the extent feasible, such as locating stationary construction equipment as far from sensitive receptors as feasible and using the best available noise control techniques on equipment. Similarly, as discussed in Section 9, *Hazards and Hazardous Materials*, project

construction could occur on or near listed hazardous material sites, but implementation of Mitigation Measure HAZ-1 would reduce impacts by requiring assessment and remediation for any such active sites. Impacts to human beings would be less than significant with mitigation incorporated.

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

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Rincon Consultants, Inc. prepared this IS-MND under contract to the City of Millbrae. Persons involved in data gathering analysis, project management, and quality control are listed below.

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# Appendix ATP

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Active Transportation Plan



City of Millbrae  
**Active  
Transportation  
Plan**  
PUBLIC REVIEW DRAFT



July 2021



KITTELSON & ASSOCIATES, INC.  
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# INTRODUCTION

The City of Millbrae (City) and its consultant team have developed the City of Millbrae Active Transportation Plan to improve the bicycling and walking environment in Millbrae and to achieve the benefits of an active transportation network. This plan serves as a comprehensive action plan for the City to provide a safe and comfortable bicycle and pedestrian network for its residents, employees, and visitors. This plan builds upon and supersedes the City of Millbrae Bicycle and Pedestrian Transportation Plan that was adopted in August 2009. Recognizing that bicycle and pedestrian facilities form an important component of the larger transportation and recreation networks, this plan was developed in conjunction with the updates to the Millbrae General Plan and Parks Master Plan.

The Active Transportation Plan is intended to achieve the mobility, environmental, and health benefits of bicycling and walking, from both a recreation and transportation standpoint, that Millbrae and other cities recognize are important to a thriving 21<sup>st</sup> century city. The development of this plan is a concerted effort to improve the bicycle and pedestrian network in Millbrae to:

- ▶ Provide more transportation choices;
- ▶ Reduce vehicle traffic and its resultant noise, pollution, and greenhouse gas emissions; and
- ▶ Promote physical activity and improve public health.

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## VISION

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The City of Millbrae Active Transportation Plan is guided by the following vision:

**The City of Millbrae Active Transportation plan envisions a safe, interconnected, and accessible environment for bicyclists, pedestrians, and users of evolving modes of mobility of all ages and abilities. The plan's vision consists of a network that is complete and provides convenient walking and biking facilities to local and regional destinations and amenities.**

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## PLAN PURPOSE

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This plan serves as a guiding document for the City to improve bicycling and walking conditions in Millbrae. It also is a guide to create a local bicycle and pedestrian network that is integrated into the regional active transportation network and transit systems. This plan sets a course of action for the City to create a safer and more comfortable bicyclist and pedestrian environment for residents, employees, and visitors by:

- ▶ **Providing an understanding of the existing active transportation conditions.** Understanding current conditions in the city is essential to determine needs and areas for improvement. This plan describes existing bicycle and pedestrian facilities, the current regulatory framework, commute patterns, and mode choice trends that inform the City's goals and actions.
- ▶ **Assessing bicyclist and pedestrian needs in the city.** This plan examines the bicycle and pedestrian needs across the city, including the needs of different user groups and for various destinations. These bicycling and pedestrian needs are identified and then used to shape the City's goals and actions.
- ▶ **Presenting a set of goals and actions to achieve the City's vision.** The goals and actions set forth in this plan provide guidance for the City as it works to improve existing facilities and construct new facilities to provide a safer and more comfortable active transportation system in Millbrae.
- ▶ **Identifying priority bicycle and pedestrian projects.** This plan provides a list of priority bicycle and pedestrian projects based on the needs identified through development of this plan. By implementing projects from the list, the City can implement improvements with confidence that users' needs will be met.

- ▶ **Developing cost estimates for key priority projects.** Accurately understanding the level of effort and resources required to enhance the active transportation network is essential to implement the priority projects. Therefore, this plan includes preliminary cost estimates for the priority bicycle and pedestrian projects identified in the plan.
- ▶ **Identifying funding opportunities to augment local funds.** Recognizing the realities of funding constraints, this plan identifies other sources that the City can utilize to complement its funds (e.g., county, regional, state, and/or federal funding sources). Securing additional resources will help the City implement the improvements identified in this plan to address users' needs.

# CONTEXT AND REGULATORY FRAMEWORK

## PLAN CONTEXT

The City of Millbrae developed this active transportation plan to identify bicyclist and pedestrian needs across the city, develop a set of goals and actions to address those needs, and create an active transportation network that provides safe and comfortable facilities to encourage biking and walking in the city. An understanding of current conditions for bicyclists and pedestrians in Millbrae is essential to create a bicycle and pedestrian network that addresses the City's goals. Multimodal volumes and crash data were collected and analyzed, and existing mode share and facilities were evaluated to identify the bicycling and pedestrian needs in the city. Analysis of these data supports the development of planned bicycle and pedestrian improvements for the City of Millbrae.

## SETTING

Millbrae is in northern San Mateo County. It is bordered by (clockwise from the northeast) San Francisco International Airport, San Francisco Bay, the City of Burlingame, unincorporated San Mateo County, and the City of San Bruno. Millbrae and the surrounding regional setting are shown on Figure 1:. This city has an area of 3.26 square miles and a population of 22,394 people, according to the 2019 U.S. Census estimates. Approximately 4,300 residents (19 percent) are under the age of 18, and an additional approximately 4,300 residents (19 percent) are 65 years of age or older. These groups represent a substantial proportion of Millbrae's population that may have limited mobility or mobility choices and could benefit the most from safe and comfortable active transportation facilities.

According to 2019 American Community Survey (ACS) Five-Year Estimates, approximately 5 percent of households in Millbrae do not own a car and instead depend on other modes of transportation (such as bicycling, walking, or taking transit) to reach their destinations.

Selected socioeconomic data for the city, county, state, and national level are presented in Table 1. As presented in the table, the proportion of households without a vehicle is slightly lower in Millbrae when compared to state and national data. While the proportion of the population under 18 years of age is lower in Millbrae than across the county, state, and nation, the proportion of people 65 years of age or older is slightly higher than the county, state, and nation.

Table 1: Select Socioeconomic Data

	Millbrae	San Mateo County	California	United States
Under 18 years of age <sup>1</sup>	19%	20%	23%	22%
65 years of age or older <sup>1</sup>	19%	17%	15%	17%
Households without vehicles <sup>2</sup>	5%	5%	7%	9%

Sources: 2010 U.S. Census; 2012-2016 American Community Survey Five-Year Estimates

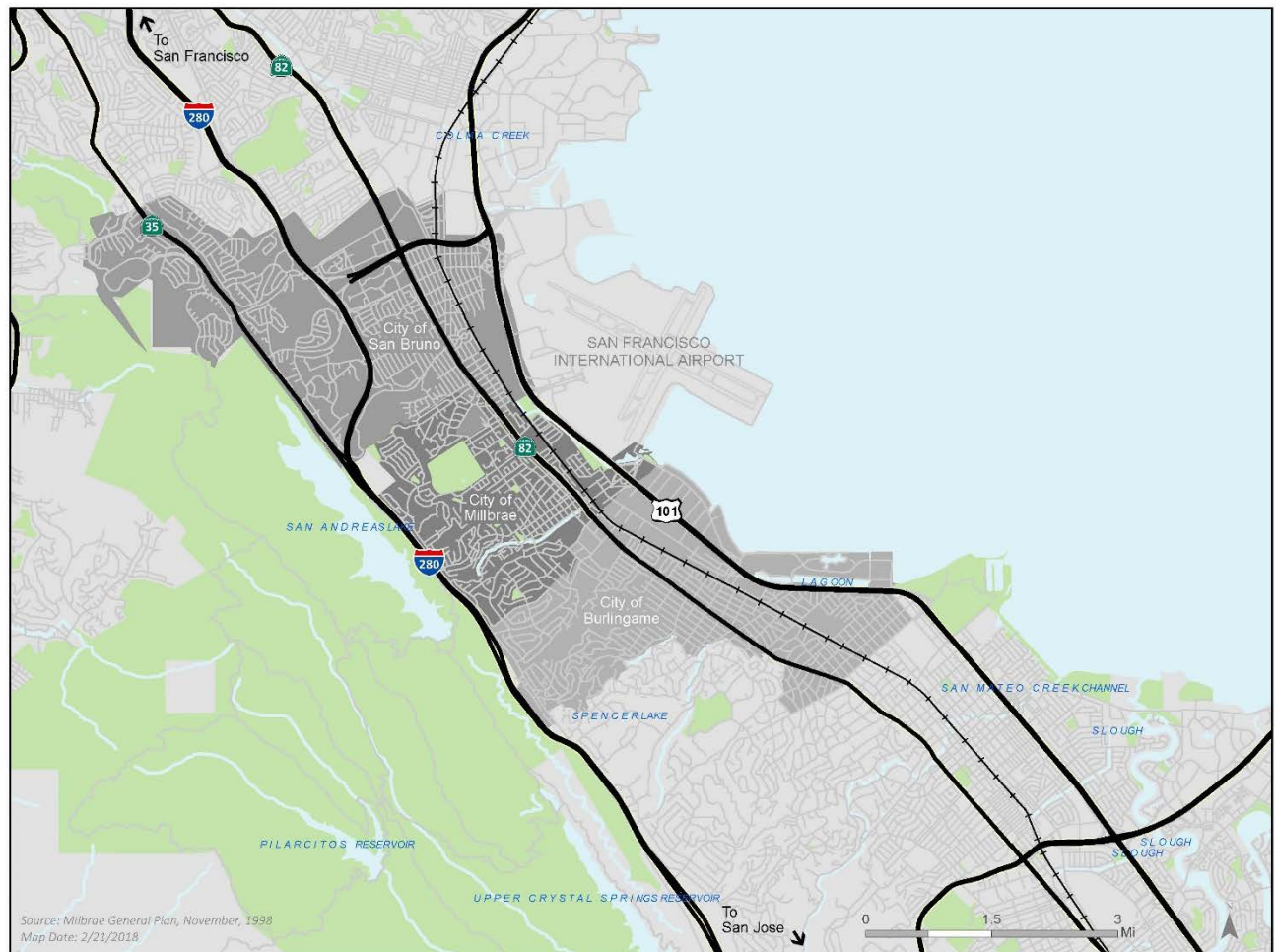
Millbrae has a temperate climate. Its topography ranges from the relatively flat terrain of the San Francisco Bay shoreline to the steep hills and ravines of the western neighborhoods, to the Sawyer Camp Trail and San Andreas Trail in the San Andreas Reservoir area parallel to Interstate 280 (I-280). El Camino Real runs north-south and bisects the city. A curvilinear street network and low-density residential neighborhoods compose the area to the west of El Camino Real. The downtown area along Broadway and El Camino Real forms the commercial core of the city. The surrounding areas are primarily residential, except for the Millbrae Intermodal Terminal and commercial uses along Millbrae Avenue.

Key bicycle and pedestrian destinations in the city are shown on Figure 2:, and include:

- ▶ **Downtown Core:** Employment centers and businesses are concentrated in Millbrae’s downtown area, primarily along Broadway. Millbrae City Hall, Millbrae Police Department, Central County Fire Station 37, Millbrae Library, and the Millbrae History Museum to the west of Broadway are in downtown. A U.S. Postal Service office is in downtown on Broadway at Taylor Boulevard.
- ▶ **El Camino Real Commercial Corridor:** Businesses and other commercial facilities exist along El Camino Real to the east of downtown.
- ▶ **Schools:** Schools in Millbrae consist of Millbrae Nursery School, Glen Oaks Montessori, Green Hills Elementary School, Lomita Park Elementary School, Meadows Elementary School, Spring Valley Elementary School, Taylor Middle School, St. Dunstan’s School, Mills High School, and Capuchino High School (located in the City of San Bruno but surrounded by the City of Millbrae).
- ▶ **Parks and Recreational Areas:** Parks and recreational facilities in Millbrae include Bayfront Park, Bayside Park, Central Park, and Spur Trail Park. In addition, neighborhood parks are dispersed throughout the city.
- ▶ **Recreational Trails:** Recreational trails consist of trails that are conducive to bicycling and walking and can connect people to other recreational facilities in the region. Trails within and adjacent to Millbrae are the Bay Trail, San Andreas Trail, Sawyer Camp Trail, and Spur Trail.
- ▶ **Regional Transit:** The Millbrae Intermodal Terminal is northeast of the intersection of El Camino Real and Millbrae Avenue. The station provides access to BART and Caltrain and is a future stop on the California High Speed Rail line. It is also a regional transit hub for SamTrans.
- ▶ **Local Transit:** Millbrae residents, employees, and visitors can access the SamTrans Route ECR bus (providing express service) from any of several bus stops along El Camino Real. Running north-south between Daly City and Palo Alto, Route ECR serves destinations along El Camino Real, with stops within walking distance of downtown Millbrae and the Millbrae Intermodal Terminal.



Figure 1: Regional Setting



Source: Kittelson & Associates Inc. (Kittelson), 2021.

Figure 2: Bicycle and Pedestrian Destinations in Millbrae



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## REGULATORY FRAMEWORK AND RELATED PLANS

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The City of Millbrae Active Transportation Plan will guide the City's efforts to create a safe and comfortable bicycling and walking environment. As the active transportation plan is being developed, it is important to be aware of other plans, programs, and regulations that can inform the planning and design of transportation facilities.

### FEDERAL

#### Americans with Disabilities Act

The Americans with Disabilities Act (ADA) provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to assure equality of opportunity, full participation, independent living, and economic self-sufficiency. To implement this goal, the United States Access Board has created accessibility guidelines for public rights-of-way. The guidelines address various issues, including roadway design practices, slope and terrain issues, pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

### STATE

#### California Bicycle Transportation Act

California Streets and Highways Code section 890-894.2 is known as the California Bicycle Transportation Act. This legislation, adopted in 1994, establishes the responsibilities of state and local agencies regarding bicycle safety, signage, traffic control, right-of-way, and other matters related to non-motorized transportation. The California Bicycle Transportation Act establishes minimum efforts in data collection and planning that local governments must accomplish to remain compliant with state law. The legislation seeks "to establish a bicycle transportation system designed and developed to achieve the functional commuting needs of the employee, student, businessperson, and shopper as the foremost consideration in route selection, to have the physical safety of the bicyclist and bicyclist's property as a major planning component, and to have the capacity to accommodate bicyclists of all ages and skills."

A city or county may complete a bicycle transportation plan pursuant to section 891.2 for their project to be considered by the California Department of Transportation (Caltrans) for funding. In cooperation with county and city governments, Caltrans establishes minimum safety design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted. Caltrans also establishes uniform specifications and symbols for signs, markers, and traffic control devices to designate bikeways, regulate traffic, improve safety and convenience for bicyclists, and alert pedestrians and motorists of the presence of bicyclists on bikeways and on roadways where bicycle travel is permitted.

#### Caltrans Deputy Directive 64

On March 6, 2001, Caltrans adopted Deputy Directive 64 (DD-64), a policy directive related to non-motorized travel that applies to state highways. The directive reads:

"[Caltrans] fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products."

In support of this directive, Assembly Concurrent Resolution No. 211, which became effective in 2002, encourages local jurisdictions to implement the policies in the directive when constructing transportation projects. In 2008, Caltrans issued DD-64-R1, which supersedes DD-64. DD-64-R1 reiterates the policy to provide



for all travelers of all ages and abilities in all activities and products on the state highway system and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

## California Complete Street Act of 2008

The California Complete Streets Act of 2008 (AB 1358) requires Cities and Counties to include in the circulation elements of their general plans policies and programs supporting the development of a well-balanced, connected, safe, and convenient multimodal transportation network. This network should consist of complete streets, which are designed and constructed to serve all users of local streets and highways, regardless of individuals' age or ability, or whether they are driving, walking, bicycling, or taking transit. The network should allow for all users to travel effectively by motor vehicle, foot, bicycle, and transit to reach key destinations within their community and the larger region.

## REGIONAL AND LOCAL

### Metropolitan Transportation Commission Policies and Programming

The Metropolitan Transportation Commission (MTC) is the agency responsible for transportation planning and funding for the nine-county Bay Area, which includes San Mateo County. MTC's policy on complete streets states that projects funded, all or in part, by MTC (e.g., using federal, State Transportation Improvement Program, or bridge toll funds) must consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans Deputy Directive 64. The policy requires submittal of a Routine Accommodations checklist evaluating bicycle facility needs as part of the planning and design of each transportation project. These checklist evaluation does not replace locally adopted policies regarding transportation planning, design, and construction. Instead, the evaluation facilitates the accommodation of bicyclists and pedestrians into all projects where bicycle and pedestrian travel may be expected.

### San Mateo County Comprehensive Bicycle and Pedestrian Plan

The City/County Association of Governments of San Mateo County (C/CAG) adopted the San Mateo County Comprehensive Bicycle and Pedestrian Plan (CBPP) in September 2011. The plan includes a policy framework, a countywide bikeway network with existing and proposed bikeway facilities, and pedestrian focus areas. The plan identified the following six focus areas in Millbrae for prioritizing pedestrian improvements:

- ▶ Downtown Area
- ▶ El Camino Real Corridor
- ▶ Major Barrier Crossings
- ▶ Safe Routes to School
- ▶ Safe Routes to Transit
- ▶ Regional Recreational Trails

### Safe Routes to School San Mateo County

Millbrae participates in Safe Routes to School (SRTS) San Mateo County, which is a countywide program offered by the San Mateo County Office of Education (SMCOE). The program is funded by C/CAG. The goal of the program is to encourage and enable school children to bike and walk to school; to implement projects and activities that improve the health, well-being, and safety of children; and to reduce traffic congestion and emissions caused by school-related travel.

The SMCOE prepared a Safe Routes to School Report in 2012. The report presents programmatic and infrastructure improvements based on community input and walking audit observations for the following five schools:

- ▶ Green Hills Elementary School
- ▶ Lomita Park Elementary School
- ▶ Meadows Elementary School
- ▶ Spring Valley Elementary School
- ▶ Taylor Middle School

The report provides detailed recommendations for each school site, including physical improvements, operational changes, and educational programs.

## City of Millbrae General Plan

Concurrent with the development of this active transportation plan, the City of Millbrae updated the Mobility Element of the general plan (Mobility Element). The updated general plan is intended to guide development in the city through the year 2040. This includes creating a multimodal transportation system that will meet the needs of residents, employees, and visitors in the coming decades. Several findings from the update to the general plan about bicyclist and pedestrian mobility in Millbrae include:

- ▶ Bicycling is the least used mode of travel for commuting with a mode share of 0.3 percent among Millbrae residents and employees.
- ▶ Constrained right-of-way along key roadways limits opportunities to provide class II bike lanes.
- ▶ Recreational trails, such as the Spur Trail and Bay Trail, provide off-street connections for bicyclists and pedestrians.
- ▶ Pedestrians have limited opportunities to cross El Camino Real, both due to large distances between crossing locations and lack of marked crossings, which make people feel safer than do legal, unmarked crossings.
- ▶ US 101 and the interchange at Millbrae Avenue are barriers for bicycle and pedestrian access to Bayfront Park and the Bay Trail along San Francisco Bay.
- ▶ The destinations, amenities, and proximity of residential neighborhoods make downtown easily accessible by bike and by foot (with topography being the only limiting factor to western neighborhoods).
- ▶ From 2010 to 2014, 21 percent of crashes in the city involved pedestrians and 7 percent involved bicyclists.
- ▶ Between 2010 and 2014, pedestrian- and bicyclist-related crashes resulting in an injury or fatality averaged about 12 crashes per year. Three pedestrian fatalities occurred during this period.

## City of Millbrae El Camino Real and Downtown Area Plan

Concurrent with the development of this active transportation plan, the City of Millbrae prepared the El Camino Real and Downtown Area Plan which develops a vision to create vibrant and connected mixed-use centers for the El Camino Real corridor and Downtown district. The updated general plan is intended to guide development in the city through the year 2040. This includes creating a multimodal transportation system that will meet the needs of residents, employees, and visitors in the coming decades.

## Millbrae Bicycle and Pedestrian Transportation Plan

In August 2009, the City amended the circulation element of the Millbrae General Plan to include the Bicycle and Pedestrian Transportation Plan. The plan's purpose was to create a safe bikeway and pedestrian trail network with linkages to other cities and other regional recreational assets. It recognized the potential for Millbrae to be a regional bikeways hub due to its pleasant climate, the presence of the Millbrae Intermodal Station, and its proximity to major transportation corridors and recreational bike trails. To help create a safe bikeway and pedestrian trail network, the plan includes recommendations for bikeways routes, bikeway design, and implementation of projects.

## City of Millbrae Parks and Facilities Master Plan Update

The City of Millbrae updated its Parks and Facilities Master Plan concurrent with the development of the Active Transportation Plan. The master plan update includes recommendations and an implementation plan for improving the City's parks and recreation facilities. This includes recommendations for improving the City's Spur Trail recreational bicycle and pedestrian path. The Active Transportation Plan was developed in coordination with the Parks and Facilities Master Plan to ensure consistency in findings, needs, and recommendations.

## Millbrae Station Area Specific Plan

In 2016, the City prepared the Millbrae Station Area Specific Plan (MSASP). The MSASP includes improvements to mitigate potential impacts to the transportation network as the area redevelops. Some of the planned improvements include:

- ▶ Rollins Road reconfiguration
- ▶ California Drive extension and realignment
- ▶ Rollins Road/Garden Lane intersection improvements
- ▶ Millbrae Avenue/El Camino Real intersection improvements
- ▶ Millbrae Avenue/Rollins Road intersection improvements
- ▶ Rollins Road/Adrian Road intersection improvements
- ▶ South Station Road reconfiguration
- ▶ El Camino Real/Victoria Avenue pedestrian crossing enhancement
- ▶ California Drive/Murchison Drive intersection signalization
- ▶ Aviator Avenue improvements

These improvements would be implemented through a phased program in conjunction with the phased implementation of land use development.

## EXISTING CONDITIONS

This section examines the existing active transportation conditions in Millbrae, including:

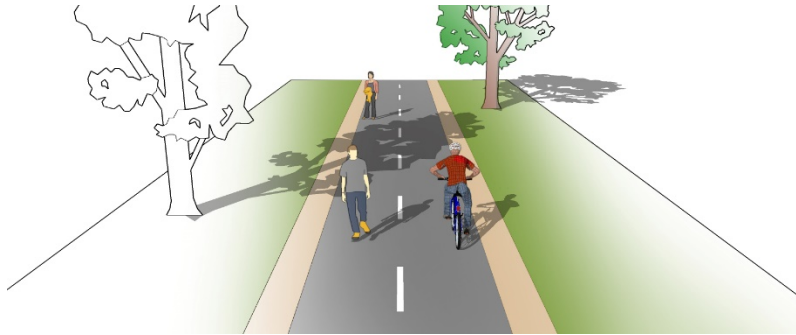
- ▶ Existing facilities,
- ▶ Volume of bicyclist and pedestrian activity,
- ▶ Commute patterns, and
- ▶ Crash history.

## EXISTING BIKEWAY NETWORK

Bicycle facilities can be categorized into one of four facility types:

- ▶ **Bike Path or Shared-Use Path (Class I).** A paved right-of-way for bicycle travel that is separate from any street or highway.

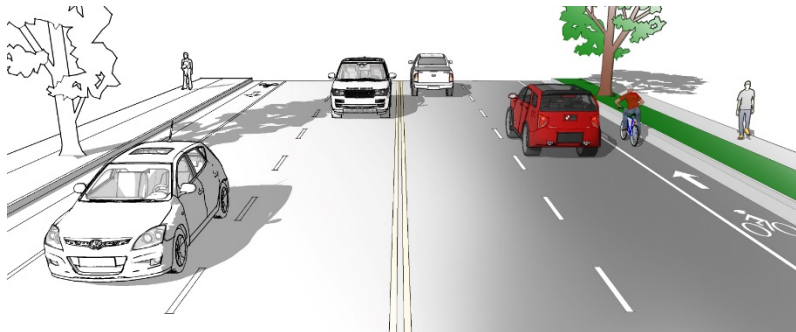
Bike or Shared-Use Path Typical Cross Section



Source: Kittelson, 2021.

- ▶ **Bike Lane (Class II).** A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane.

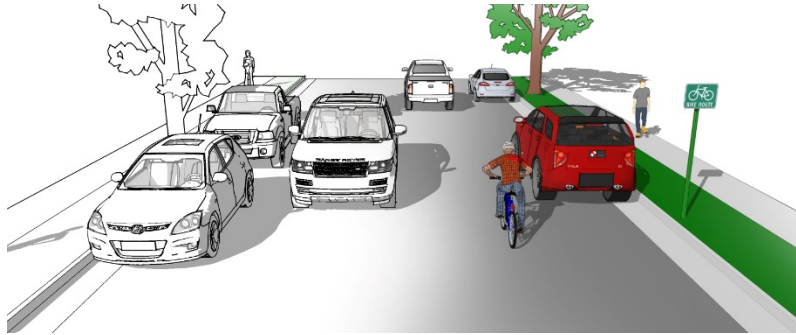
Bike Lane Typical Cross Section



Source: Kittelson, 2021.

- **Bike Route (Class III).** A signed route along a street or highway wherein the bicyclist shares the right-of-way with motor vehicles.

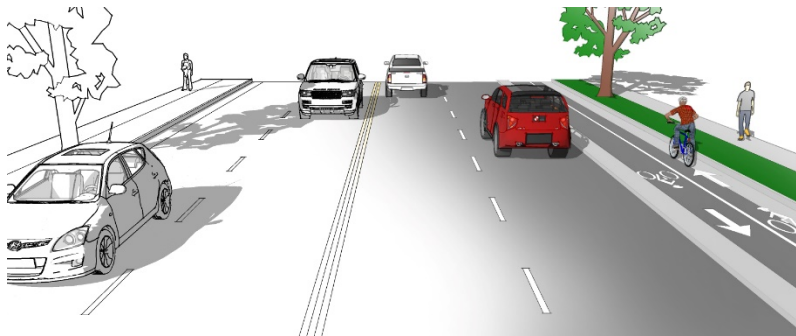
Bike Route Typical Cross Section



Source: Kittelson, 2021

- **Separated Bike Lane (Class IV).** A bikeway for the exclusive use of bicycles including a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. Class IV facilities may be located on both sides of the street or on one side of the street.

Two-Way Separated Bike Lane Typical Cross Section

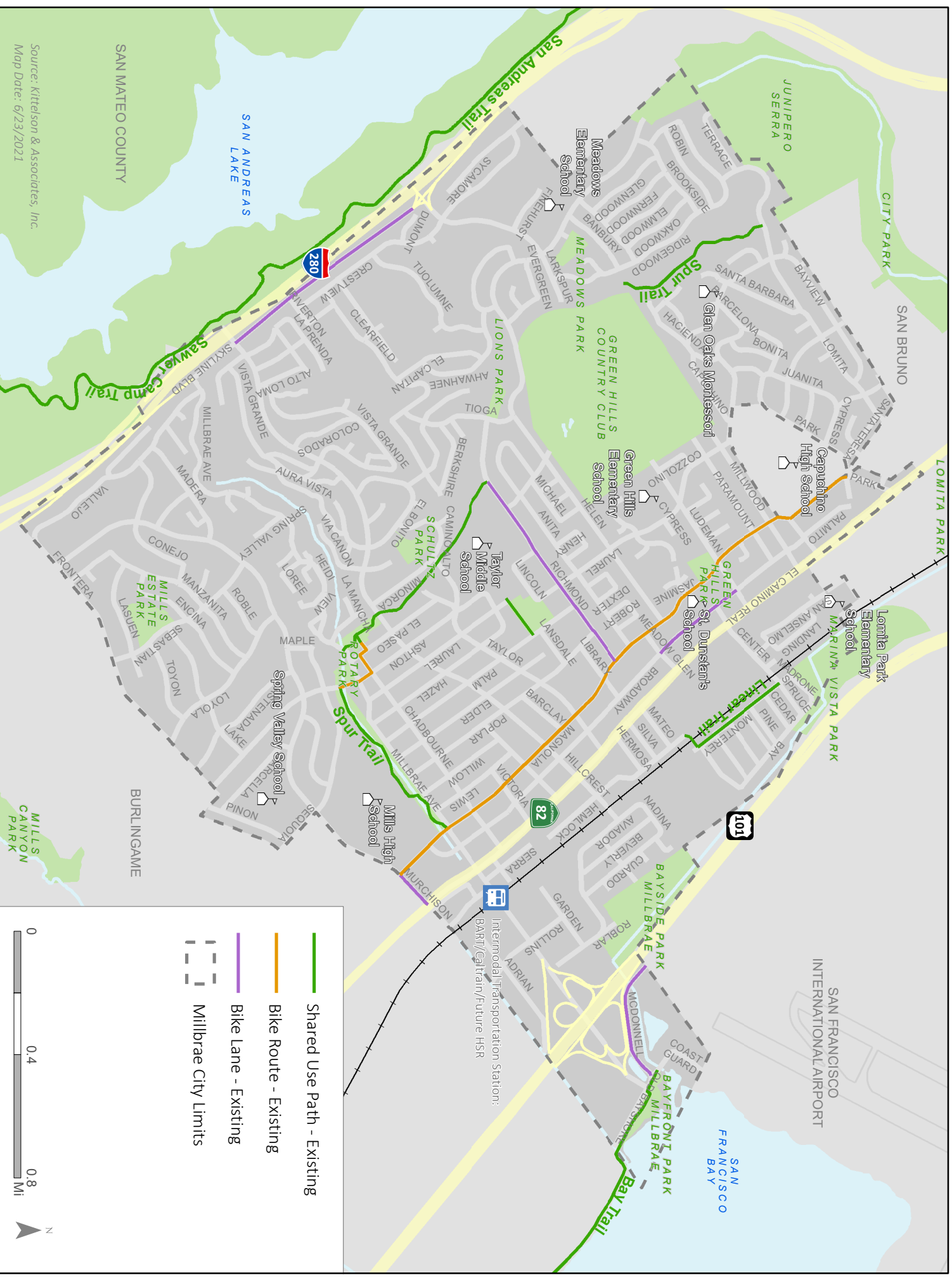


Source: Kittelson, 2021.

Existing bikeways in Millbrae are described below and are presented in Figure 3.

- ▶ **Bike Paths (Class I).** These recreational trails provide off-street connections for both bicyclists and pedestrians:
  - **Spur Trail:** The primary class I facility within the city of Millbrae is the Spur Trail, which runs parallel to Millbrae Avenue from Magnolia Avenue to Ashton Avenue before continuing north to terminate at Richmond Drive. The Spur Trail has a gap between Ashton Avenue and El Paseo.
  - **Bay Trail:** The Bay Trail runs along the San Francisco Bay to destinations east of the city.
  - **San Andreas Trail and Sawyer Camp Trail:** The San Andreas Trail and the Sawyer Camp Trail, located just outside the western city limits, provide connections to San Andreas Lake and other open spaces to the west of the city. These trails are accessible via Larkspur Drive and Hillcrest Boulevard beyond the city limits.
  - **Monterey Linear Park:** A bike path extends the length of the Monterey Linear Park between Cedar Street and Santa Paula Avenue. A walking and biking railroad crossing allows for a connection between the Monterey Linear Park path and Hemlock Avenue.
  - **Central Park:** A short bike trail exists in the Central Park.
- ▶ **Bike Lanes (Class II).** Bicycle lanes are provided on the following streets:
  - McDonnell Road between Bayfront Park and the city limits. These bicycle lanes are continuous along McDonnell Road until South San Francisco;
  - Skyline Boulevard between Larkspur Drive and Hillcrest Boulevard;
  - Richmond Drive between the Spur Trail and Magnolia Avenue
  - Murchison Drive between El Camino Real and Magnolia Avenue; and,
  - Broadway between Ludeman Lane and Meadow Glen Avenue.
- ▶ **Bike Routes (Class III).** The following bike routes are designated in the City:
  - El Camino Real south of Center Street is a class III facility and is designated using shared-lane markings (sharrows).
  - Magnolia Avenue from Murchison Avenue to Park Boulevard connecting the city to the City of Burlingame to the south and City of San Bruno to the north.

### Figure 3: Existing Bikeways





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## EXISTING PEDESTRIAN NETWORK

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Pedestrian facilities can include sidewalks, paths, trails, curb ramps, and crossings. Amenities such as street furniture, pedestrian-scale lighting, and landscaping serve to create an environment that is conducive to walking and is inviting for pedestrians.

- ▶ **Sidewalks and Crosswalks.** Sidewalks are available consistently in Millbrae on most streets. This includes neighborhood streets and major streets, such as El Camino Real, Broadway, and Millbrae Avenue. These major streets have sidewalks on both sides of the street, except for a few sections of Millbrae Avenue between El Camino Real and Old Bayshore Highway. Major intersections have marked crosswalks. High-visibility crosswalks are present at some intersection and are concentrated mainly near schools.
- ▶ **Trails.** In addition to on-street facilities, pedestrians in Millbrae can use the trails shown on Figure 3. These trails provide off-street connections for both bicyclists and pedestrians. Trails that connect Millbrae residents to destinations throughout the city include the Spur Trail and the Bay Trail.
- ▶ **Amenities in Downtown.** Millbrae's downtown area is accessible by foot and is a key pedestrian destination. In addition to the traditional city street grid, small blocks, and sidewalks, pedestrian amenities in downtown include palm trees, curb extensions, and thematic banners on light poles, all of which create a sense of place that supports walking. Older residential neighborhoods lie immediately to the west and are within walking distance to the shops and restaurants in downtown.
- ▶ **El Camino Real and Victoria Avenue Crossing.** In 2013, the City installed marked crosswalks, curb extensions, new sidewalk, a bus stop, and landscape enhancements at the signalized intersection of El Camino Real and Victoria Avenue. This signalized crossing provides pedestrians with a safe opportunity to cross El Camino Real when walking to and from the Millbrae Intermodal Station.
- ▶ **Pedestrian Crossing Signals.** As part of the San Mateo County Crosswalk Safety Improvement Project, Caltrans installed pedestrian crossing signals at five previously unsignalized intersections along El Camino Real in Millbrae in 2017. The improvements included high visibility crosswalk markings, ADA curb ramps, curb extensions, crosswalk lighting, signs, and pedestrian hybrid beacons (PHBs), which provide a pedestrian-activated crossing signal. Various pedestrian improvements were installed at or along:
  - Park Boulevard/San Diego Avenue intersection
  - Santa Helena Avenue
  - Ludeman Lane
  - Taylor Boulevard
  - La Cruz Avenue

## BARRIERS TO WALKING

Barriers to walking continue to exist in the downtown area and other parts of Millbrae. These include:

- ▶ **El Camino Real.** Crossing El Camino Real is a challenge for pedestrians due to the high volume and high speed of vehicles, particularly during morning and evening commute periods. El Camino Real is an eight-lane highway/regional arterial. Crossing such a wide street can be particularly uncomfortable for pedestrians.
- ▶ **US 101/Millbrae Avenue Interchange.** US 101 and its partial cloverleaf interchange at Millbrae Avenue create a barrier for pedestrian access to the San Francisco Bay. Sidewalks and crosswalks are limited at the interchange and along Millbrae Avenue between the interchange and Bayfront Park.
- ▶ **Rail Lines.** The Caltrain and BART rail lines are barriers for pedestrian travel. They restrict east-west access from the Bayside Manor Subdivision and Marina Vista Subdivision, which are east of the tracks and west of US 101.



- ▶ **Lack of Sidewalks and Crosswalks.** In the western part of the city, limited sidewalks and crosswalks are present for pedestrians crossing the two I-280 interchanges to access the San Andreas and Sawyer Camp Trails.
- ▶ **Grade.** Steep changes in grade can be a barrier for pedestrian activity in neighborhoods in the western part of the city.

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## BICYCLIST AND PEDESTRIAN COUNTS

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Bicyclist and pedestrian counts were collected at key intersections on a weekday during the AM and PM peak hours. The bicyclist and pedestrian volumes are presented on Figures 4 and 5, respectively. As shown on Figure 4, there are high concentrations of bicyclists in the southwestern portion of the city adjacent to I-280 and in the northeastern portion of the city along the San Francisco Bay. This is likely due to bicyclists accessing the San Andreas Trail and Sawyer Camp Trail to the west and the Bay Trail to the east. There is also some concentration of bicyclists in downtown Millbrae and along El Camino Real.

As shown on Figure 5, there are high concentrations of pedestrians in downtown Millbrae and along El Camino Real. This is likely due to the more walkable characteristics of these areas and the presence of key destinations, such as governmental/institutional uses, schools, commercial uses, and transit stops.

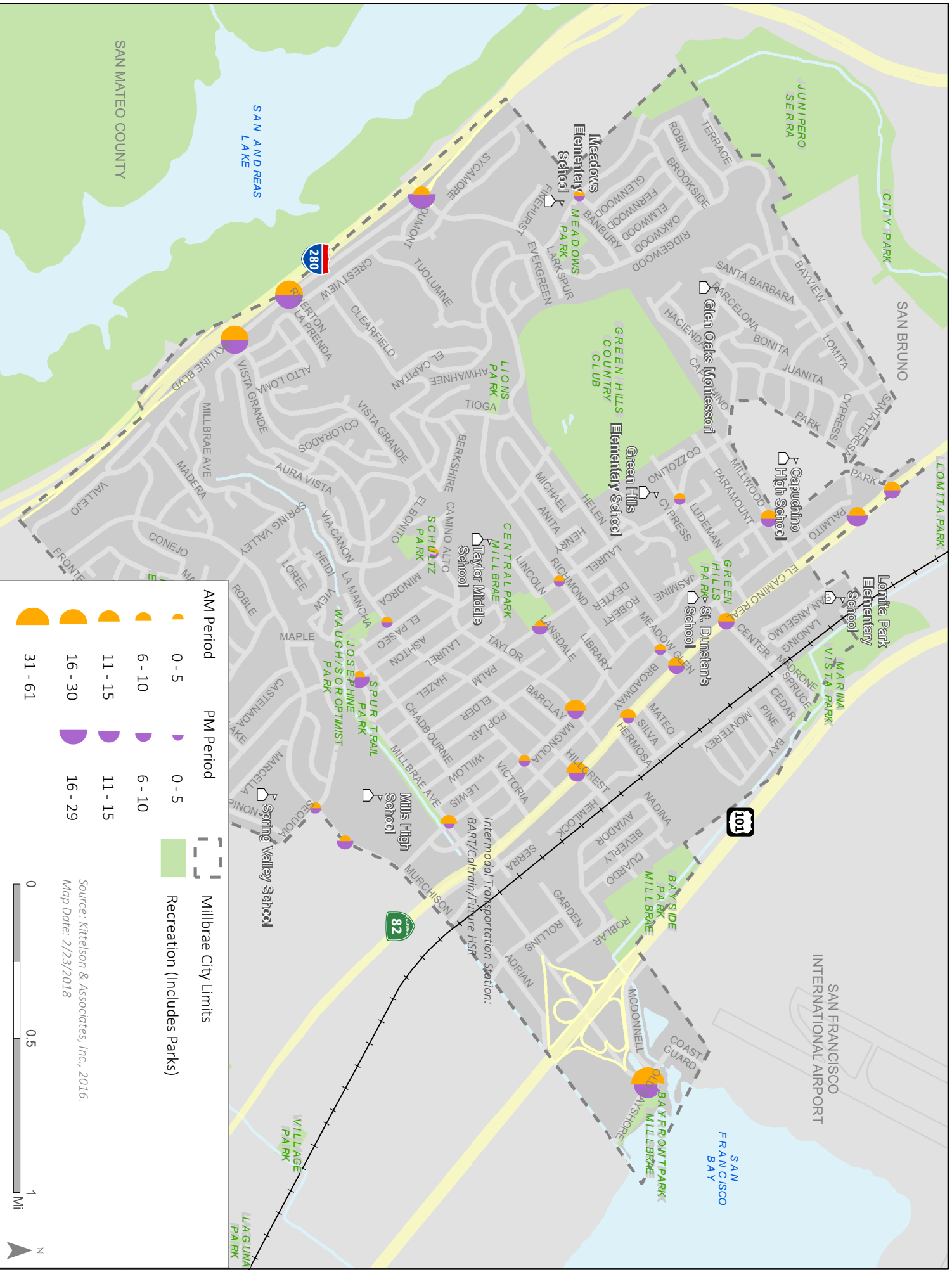
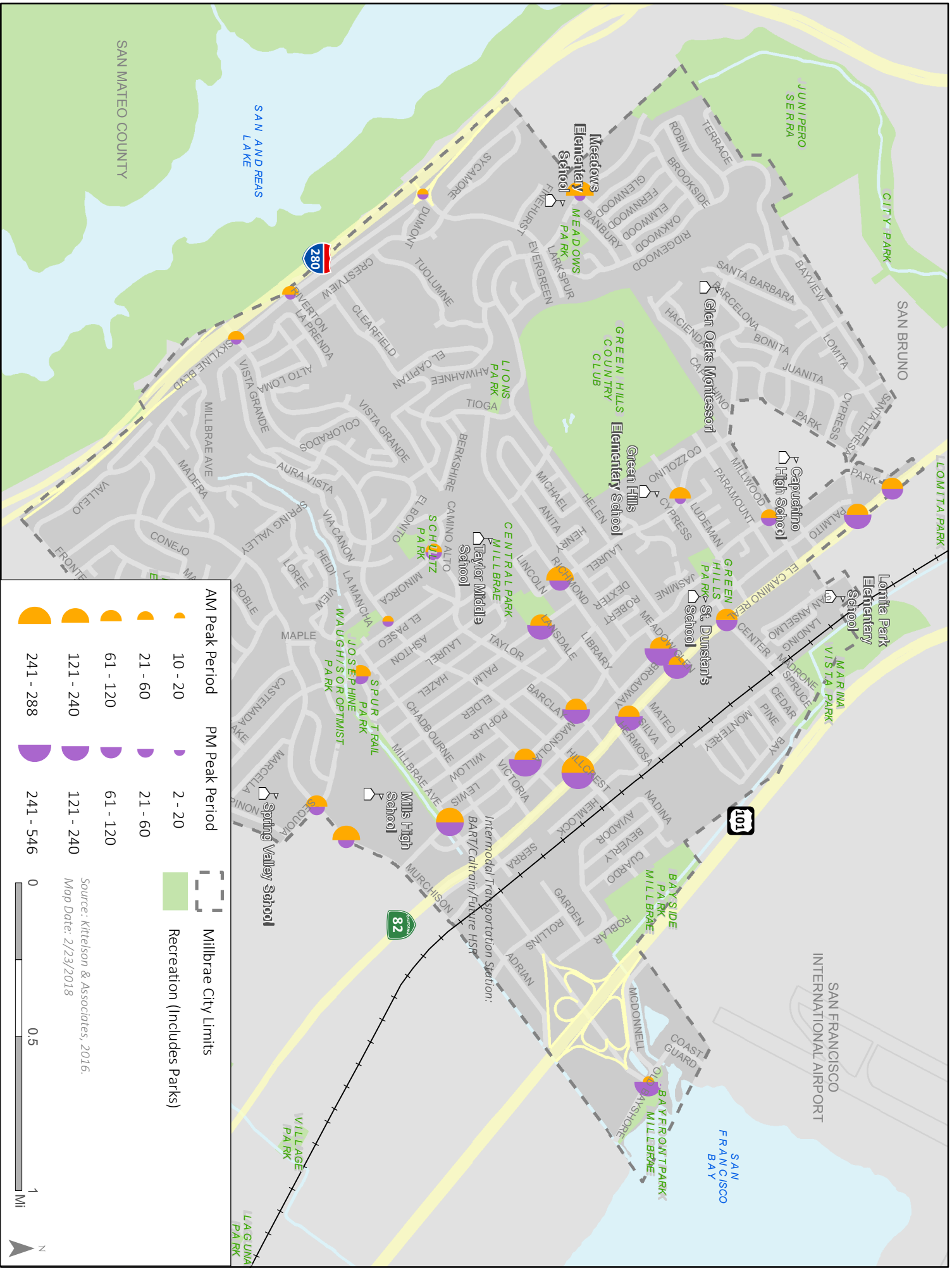
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Figure 5: Peak Period Pedestrian Counts



## COMMUTE MODE SHARE

The commute mode shares from the 2019 American Community Survey 5-Year Estimates for workers in Millbrae and San Mateo County are summarized in Table 2. With 1.1 percent of workers biking to work, a smaller share of people living and/or working in Millbrae bike to work than do people living and/or working countywide. The lower rate of bicycle travel may be related to the hilly terrain in many of the residential areas in Millbrae.

Residents and employees in Millbrae tend to walk to work at rates similar to the rates of people throughout San Mateo County, with walking composing 2 percent to 2.7 percent of mode share for residents and employees. Millbrae residents and employees use transit at higher rates than the county averages (approximately 1 percent and 2 percent higher, respectively). This likely is due to the proximity of the Millbrae Intermodal Terminal to major activity centers along El Camino Real.

Table 2: Commute Mode Share, City of Millbrae and San Mateo County

Travel Mode	Workers	
	Millbrae	San Mateo County
Drive Alone	63.3%	67.8%
Carpool	10.2%	10.2%
Public Transit	16.8%	11.0%
Bike	1.1%	1.5%
Walk	1.9%	2.6%
Telecommute	4.8%	5.3%
Other	2.0%	1.7%
<b>Total</b>	<b>100%</b>	<b>100%</b>

Source: 2019 American Community Survey.

## BICYCLE AND PEDESTRIAN CRASHES

Crash data for the City of Millbrae for the five-year period between 2014 and 2018 from were compiled from the Transportation Injury Mapping System (TIMS) based on the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) consistent with the City of Millbrae's Local Road Safety Plan Collision Data Analysis technical memorandum (February 2021). TIMS data include the number, type, and severity of crashes, possible contributing factors, and involvement of bicyclists or pedestrians. The locations of crashes also are noted. TIMS datasets do not include property damage only (PDO) crashes.

## BICYCLIST AND PEDESTRIAN INVOLVEMENT

Crashes resulting in a fatality or injury are summarized by year and party involved in Table 3.

Table 3: Annual Fatal or Injury Crashes by Party Involved, City of Millbrae, 2014-2018

Vehicle Involvement	2014	2015	2016	2017	2018	Total	Percent
Bicycle Crash	3	3	3	3	2	14	4.5%
Pedestrian Crash	10	13	24	15	10	72	23.2%
Motorcycle Crash	2	6	3	1	2	14	4.5%
Truck Crash	1	2	1	2	2	8	2.6%
Auto Only	25	38	46	44	49	202	65.2%
<b>Total</b>	<b>41</b>	<b>62</b>	<b>77</b>	<b>65</b>	<b>65</b>	<b>310</b>	<b>100%</b>

Source: TIMS, SWITRS, Kittelson, 2021.

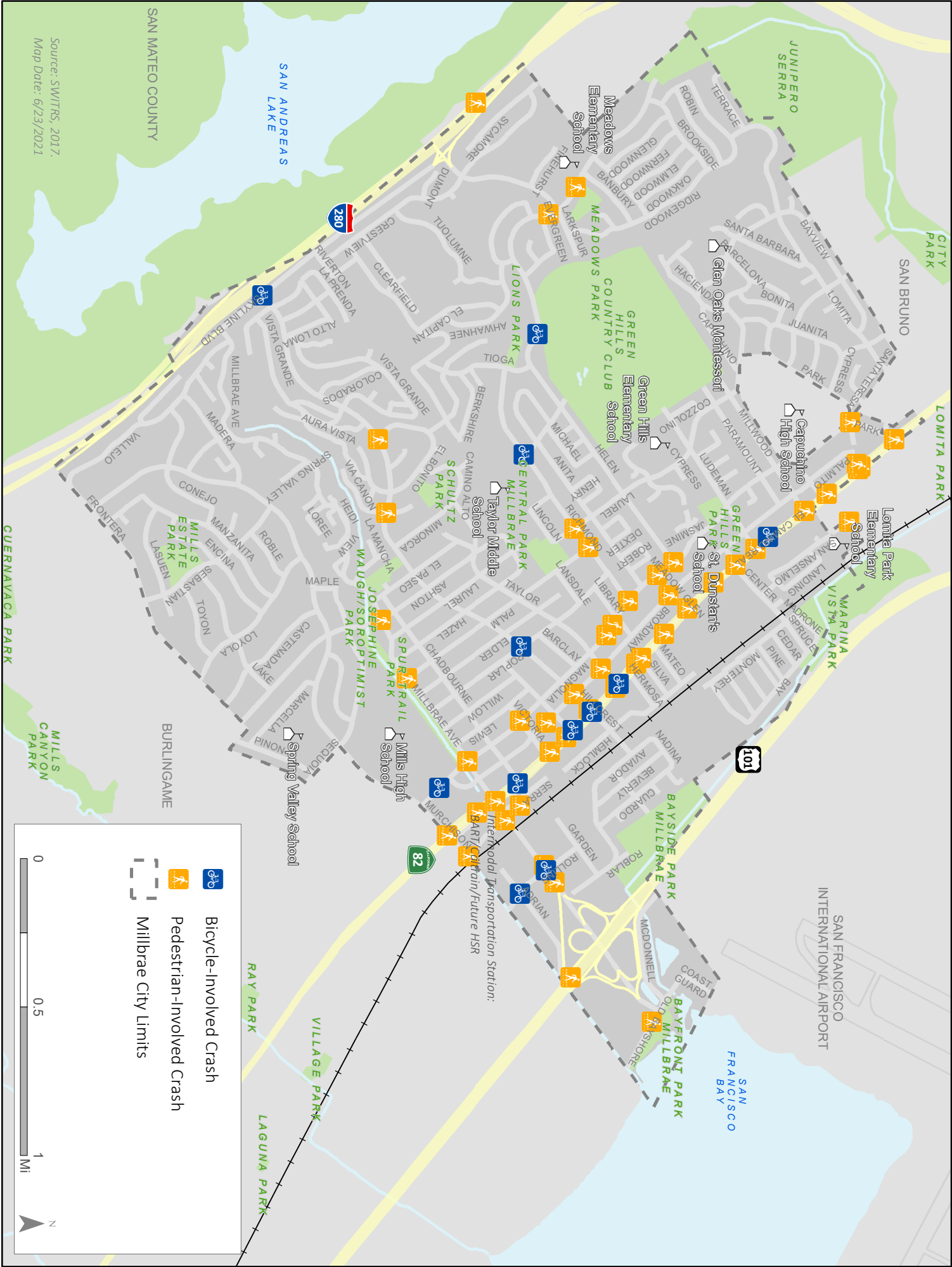
During the five-year period, there were 72 crashes involving pedestrians (23 percent) and 14 crashes involving bicyclists (5 percent). One crash involved both a bicyclist and a pedestrian. The number of fatality and injury crashes involving a bicyclist or pedestrian was relatively consistent from year to year except for pedestrian crashes in 2016 when pedestrian crashes rose to 24 crashes.

## CRASHES BY LOCATION

The locations of bicyclist and pedestrian crashes resulting in a fatality or injury are presented in Figure 6. As shown, crashes are concentrated along El Camino Real and at intersections near and within the downtown area. This concentration of crashes likely is due to the high number of people walking along El Camino Real and in and around downtown to access employment, commercial, and governmental facilities in the area. Fatal pedestrian crashes occurred on El Camino Real at Millwood Drive, El Camino Real at Ludeman Lane, and at the intersection of Rollins Road & Adrian Road. Other locations where several bicyclist and pedestrian crashes occurred are along El Camino Real near downtown, as well as along Broadway, Magnolia Avenue, Millbrae Avenue, Rollins Road, and Richmond Drive. Five of the thirteen bicyclist-involved crashes occurred at intersections with or along El Camino Real.

The City of Millbrae and Caltrans installed five new pedestrian hybrid beacons (PHBs) along El Camino Real in late 2017 and early 2018 to improve walking and biking crossings at the intersections of Park Avenue, Santa Helena Avenue, Ludeman Lane, Taylor Boulevard, and La Cruz Avenue. These improvements represent an excellent first step toward enhancing walking and biking safety in Millbrae. Additional improvements are planned along Millbrae Avenue and the City is comprehensively reviewing safety for all road users as part of the Local Road Safety Plan currently under development.

Figure 6: Bicycle- and Pedestrian-Involved Crashes (2014-2018)





## CRASH SEVERITY

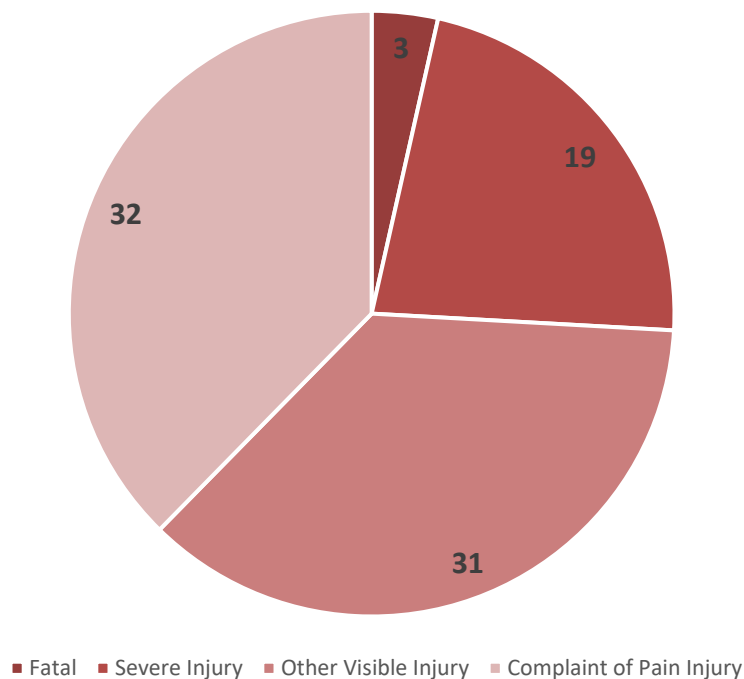
The number of annual crashes involving bicyclists and pedestrians and resulting in a fatality or injury are presented by severity in Table 4. Figure 7 presents the proportion of crashes by severity for the full five-year period. There were 62 bicyclist and pedestrian crashes resulting in a fatality or injury between 2014 and 2018. Of these, three crashes resulted in a fatality.

Table 4: Annual Bicyclist and Pedestrian Crashes by Severity, City of Millbrae, 2014-2018

Vehicle Involvement	2014	2015	2016	2017	2018	Total	Percent
Fatal	1	0	2	0	0	3	3.5%
Injury (Severe)	2	3	7	4	3	19	22.4%
Injury (Other Visible)	3	4	7	9	8	31	36.5%
Injury (Complaint of Pain)	7	9	10	5	1	32	37.6%
<b>Total</b>	<b>13</b>	<b>16</b>	<b>26</b>	<b>18</b>	<b>12</b>	<b>85</b>	<b>100%</b>

Source: TIMS, SWITRS, Kittelson, 2021.

Figure 7: Bicycle and Pedestrian Crashes by Severity, City of Millbrae, 2014-2018



Sources: TIMS, SWITRS, Kittelson, 2021.

## NEEDS

Millbrae has several bicyclist and pedestrian destinations, including schools, parks, trails, commercial and employment centers, and transit stations and stops. Each has unique needs shaped by their surrounding physical environment and the groups they serve. In addition, there are several barriers for bicyclists and pedestrians. This section outlines the needs for bicyclists and pedestrians in the city. The needs discussed in this section inform the recommended bicyclist and pedestrian improvements in this active transportation plan.

## SCHOOLS

A key aspect of a citywide active transportation network is providing safe and comfortable routes for children walking and biking to school. In addition to providing routes to and from neighborhood schools, it is important to create facilities throughout the city that accommodate less experienced and less assertive bicyclists. Children may not be as comfortable or attentive to their surroundings as adults. Therefore, children can be more vulnerable to safety issues. Facilities that accommodate and encourage walking and biking to school can improve children's familiarity with their community and can improve their overall health. Facilities that accommodate and encourage walking and biking to school include sidewalks, crosswalks, bulb-outs, low-stress bikeways, and traffic calming measures on surrounding neighborhood streets.

According to the 2010 U.S. Census, approximately 20 percent of Millbrae residents (4,300) are under 18 years of age. These children are served by the following nine public and private schools within the city limits:

- ▶ Millbrae Nursery School
- ▶ Glen Oaks Montessori
- ▶ Green Hills Elementary School
- ▶ Lomita Park Elementary School
- ▶ Meadows Elementary School
- ▶ Spring Valley Elementary School
- ▶ Taylor Middle School
- ▶ St. Dunstan's School
- ▶ Mills High School

In addition, Capuchino High School is nearby in the city of San Bruno and is mostly surrounded by Millbrae. Pedestrian access to Millbrae schools is currently accommodated by neighborhood streets, which typically provide sidewalks on both sides of the street and marked crosswalks at most major intersections. In addition, there are several high-visibility crosswalks near schools such as Green Hills Elementary School, Meadows Elementary School, Taylor Middle School, and Mills High School. Some schools are near major roadways where people must be especially attentive to other roadway users when crossing the street. Examples of schools near major roadways include Lomita Park Elementary School near El Camino Real and Mills High School near Millbrae Avenue.

Currently, there are dedicated bikeways to and from Mills High School, Taylor Middle School, and St. Dunstan's School. Additionally, the Spur Trail runs near Taylor Middle School and Mills High School. However, the remaining schools within the City have no nearby bike facilities and overall connectivity between the neighborhoods and schools is limited. Therefore, there is a general need for bicycle facilities serving schools throughout the city. Bicycling facilities are especially important in the western portion of the city where hilly streets can be difficult for students on bicycles to navigate. Hilly areas also can create safety concerns when bicyclists sharing the street with drivers must ride very slowly up a hill due to the grade. The location of schools in and adjacent to the City of Millbrae are shown in Figure 8.



This map illustrates the proposed Class 1 Bike Trail (green line) through San Bruno, California. The trail starts near the San Andreas Lake and runs generally eastward, passing through several parks and residential areas. Key landmarks include:

- Schools:** Meadows Elementary School, Green Hills Elementary School, Capuchino High School, Lomita Park Elementary School, Taylor Middle School, Spring Valley School, Mills High School, and Marin Vista Park Elementary School.
- Parks:** Junipero Serra, City Park, San Bruno, Lomita Park, Green Hills Country Club, Green Hills Park, Bayfront Park, and Mills Canyon Park.
- Major Roads:** Highway 280, Highway 82, Highway 101, and Highway 1.
- Other Features:** San Francisco International Airport, San Francisco Bay, and the BART/CapTrain/Future HSR station.

The map also shows the Milbrae City Limits (dashed line) and various local streets. A legend in the bottom left corner defines the symbols for the Bike Trail (Class 1), Schools, Recreation (includes Parks), and Milbrae City Limits. A scale bar indicates distances up to 0.8 miles, and a north arrow is provided.

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## PARKS AND TRAILS

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Developing an active transportation network that includes class I facilities, such as bike trails, creates connections for pedestrians and bicyclists to parks and other destinations. In addition to the off-street connectivity provided by class I facilities, trails and parks fulfill important health and recreation needs and should be served by bicycle and pedestrian facilities to and from these areas. This can be achieved by ensuring that there are routes available to parks and to access points along trails. It is important to note that these parks and recreational areas can also be used by children and other vulnerable groups, which may require additional amenities to increase people's comfort while walking and biking. The location of parks and trails in and adjacent to the City of Millbrae are shown in Figure 8.

### SPUR TRAIL

The primary trail in Millbrae is the Spur Trail, which runs parallel to Millbrae Avenue between Magnolia Avenue and Ashton Avenue, and continues north to terminate at Richmond Drive with a gap between Ashton Avenue and Hillcrest Boulevard. This trail provides connectivity to Taylor Middle School, Mills High School, Rotary Park, and Schultz Park, with several access points along the trail. Bicyclists and pedestrians on the Spur Trail cross streets at Ashton Avenue, Hillcrest Boulevard, and Taylor Boulevard to continue on the path; Ashton Avenue and Hillcrest Boulevard lack bicyclist or pedestrian crossing facilities, while Taylor Boulevard has marked crosswalks. The major need for this trail is to link the disconnected portion between Ashton Avenue and Hillcrest Boulevard, which currently requires users to travel along neighborhood streets. Currently, there are no designated bikeways on streets that cross or run adjacent to the Spur Trail. However proposed facilities which would accommodate bicyclists to and from the Spur Trail include class III routes on Magnolia Avenue, Hillcrest Boulevard, Richmond Drive, and Palm Avenue.

### BAY TRAIL

The Bay Trail is a class I trail that, when fully constructed, will follow the complete San Francisco Bay shoreline. Currently, the trail runs southeast from Bayfront Park to destinations along San Francisco Bay, but does not continue as a class I trail north around the San Francisco International Airport. The proposed Bay Trail will extend through Millbrae along Monterey Street and the Caltrain/BART railroad tracks to connect to existing portions of the trail to the north. Currently, Millbrae residents can access the Bay Trail via Millbrae Avenue and must cross US 101 and Old Bayshore Highway. Bicyclists can access the Bay Trail from the north using class II bicycle lanes along McDonnell Road; there are no designated bikeways on Millbrae Avenue leading to the trail. Pedestrians walking to the Bay Trail can use sidewalks along Millbrae Avenue. However, sidewalks are discontinuous and not provided along all portions of the interchange with US 101. In addition, marked crosswalks are not provided across all on- and off-ramps and crosswalks on Old Bayshore are fading and hard to see. Accommodating bicyclist and pedestrian access to the Bay Trail along Millbrae Avenue and across Old Bayshore Highway is an important need moving forward.

### SAN ANDREAS TRAIL/SAWYER CAMP TRAIL

The San Andreas Trail and the Sawyer Camp Trail are two trails just beyond the city's southwestern border on the far side of I-280. These two trails provide connectivity to San Andreas Lake and open space to the west of Millbrae.

Bicyclists and pedestrians can access these trails from Millbrae via Larkspur Drive and Hillcrest Boulevard, which lead to two trail access points on the western side of I-280. East of I-280, pedestrians can utilize local neighborhood streets that have sidewalks and crosswalks. However, the ramp intersections at Larkspur Drive do not have marked crosswalks or sidewalks and include several uncontrolled free right turns. The intersections at Hillcrest Boulevard also have limited marked crosswalks. There are few bicycle facilities leading to these trails except for class II bicycle lanes on Skyline Boulevard between Larkspur Drive and Hillcrest Boulevard. In addition, bicyclists must navigate hilly streets to reach these trails. Accommodating bicyclist and pedestrian

access to the San Andreas and Sawyer Camp Trails from the east, including bicyclists and pedestrians crossing the I-280 on- and off-ramps, is a crucial need to connect residents with these regional trails.

Additionally, the connecting trail segment between the San Andreas Trail and the Sawyer Camp Trail between Larkspur Drive and Hillcrest Boulevard has been closed to bicyclists. This results in regionally commuting bicyclists needing to ride on Interstate 280 between Larkspur Drive and Skyline Boulevard at the north end of Millbrae and between Hillcrest Boulevard and Trousdale Drive at the south end of Millbrae.

## NEIGHBORHOOD PARKS

Neighborhood parks are an important feature of any city and fulfill recreational needs as well as contribute to healthy lifestyles for all people. Safe, comfortable bicycle and pedestrian facilities to these parks enable and encourage Millbrae residents to visit and enjoy them regularly. Such facilities can consist of continuous sidewalks, marked crosswalks, and designated bicycle facilities on roads leading to parks.

As documented earlier in this section, Millbrae residents have access to several parks and facilities throughout the city: Bayfront Park, Bayside Park, Central Park, Green Hills Park, Junipero Serra Park, Lions Park, Marina Vista Park, Meadows Park, Mills Estate Park, Rotary Park, Schultz Park, and Spur Trail Park.

Sidewalks are generally present around Millbrae parks along with marked crosswalks at intersections around the parks. One notable exception is Bayfront Park, where pedestrian access is hindered by a lack of pedestrian facilities at the US 101 interchange at Millbrae Avenue. These shortcomings include a lack of sidewalks on Millbrae Avenue's northern side, uncontrolled free right turn on-ramps on the southern side, and uncontrolled on-ramps and no marked crosswalks on the northern side. Bicycle access within Millbrae parks is limited to the Spur Trail, which provides connectivity to Rotary Park and Schultz Park.

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## DESTINATIONS

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### DOWNTOWN

Downtown Millbrae is a center of employment, retail, and governmental/institutional uses, making it an important destination in the city. Downtown includes City Hall, Millbrae Library, the Millbrae History Museum, several private businesses, and a US Postal Service office. Several bus stops along El Camino Real are within downtown.

Currently, pedestrians walking to and within downtown are accommodated by a consistent sidewalk network and crosswalks, including ladder crosswalks and midblock crossings on Broadway. On-street parking, including diagonal parking on some segments of Broadway, provides a buffer between traffic and pedestrians on several streets. Improvements to the El Camino Real/Victoria Avenue intersection, completed in 2013, added additional amenities such as a street crossing signal across El Camino Real, a well-defined walking path, sidewalk enhancements, bus stop enhancements, and landscape enhancements. Recently, as part of the San Mateo County Crosswalk Safety Improvement Project, Caltrans installed five signal-controlled pedestrian crossings across El Camino Real. There are no designated bikeways supporting bicyclists traveling to or within downtown except for a class III route on El Camino Real.

Given the downtown area's importance as a destination in Millbrae, providing bicyclist and pedestrian connections to, from, and within the downtown area is key. This includes continuing to improve intersection crossings across major roadways and providing a network of bikeways to provide bike access to downtown.

### EL CAMINO REAL

El Camino Real traverses Millbrae and passes adjacent to downtown. Retail and business establishments line both sides of the street. In addition to its retail and business attractions, El Camino serves an important transit purpose due to its numerous bus stops and its adjacency to Millbrae Intermodal Station. There are opportunities

to accommodate bicyclists and pedestrians who wish to safely travel to El Camino Real to access its retail and business amenities with facilities on or adjacent to the street. This includes safe facilities both for traveling along and crossing El Camino Real.

Currently, pedestrians on El Camino Real are supported by sidewalks along all segments. Marked crosswalks, including some high-visibility ladder crosswalks, are present at all major intersections. On-street parking provides a buffer between traffic and pedestrians. Recent projects such as the improvements to the El Camino Real/Victoria Avenue intersection and Caltrans' San Mateo County Crosswalk Safety Improvement Project have helped improve safety for pedestrians crossing El Camino Real. However, there are still opportunities to improve shortcomings in the local pedestrian environment. This includes addressing issues such as driveway crossings, long crossing distances at major intersections, and high vehicle volumes along the corridor. In addition, bicyclists traveling along El Camino Real benefit from its designation as a class III route, but improvements could address safety concerns for bicyclists that currently share the lane with cars and buses.

## REGIONAL CONNECTIONS

The San Andreas Trail and Sawyer Camp Trail serve as regional bicycle and pedestrian facilities, connecting Millbrae to regional recreational destinations outside the city. In addition, once completed, the Bay Trail will follow the complete San Francisco Bay shoreline and will extend through Millbrae along Monterey Street and the Caltrain/BART railroad tracks to connect to portions of the trail to the north. Providing local facilities that connect to these bike trails can help improve residents' access to regional destinations.

C/CAG's Draft Countywide Bicycle and Pedestrian Plan lays out a vision for a countywide system of connected bicycle and pedestrian facilities. The plan highlights several key corridors in the county that serve as a Countywide Backbone Network. The following Backbone Network facilities are adjacent or within the City of Millbrae:

- ▶ Sawyer Camp Trail
- ▶ Bay Trail
- ▶ Murchison Drive to Skyline (proposed)
- ▶ El Camino Real (proposed)
- ▶ East Millbrae Avenue (proposed)
- ▶ California Drive (proposed)
- ▶ Aviator Avenue/Monterey Street/San Anselmo Avenue/San Antonio Avenue (proposed)

The County's key corridors present an opportunity to provide safe and comfortable local connections that can help improve regional connectivity.

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## TRANSIT

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Providing pedestrian and bicyclist connections to transit stations and stops is an important step in improving transit accessibility, and convenient access to transit and is a key part of a citywide active transportation plan. Providing walking and biking facilities to and from transit helps bridge the first-mile/last-mile issue by providing door-to-door transit connections rather than stop-to-stop connections, and it can expand the reach of transit without the need for a car. Bicyclist strategies can include providing bikeways to stations and providing secure bike parking for short-term and long-term storage at stations. Pedestrian strategies include providing safe and comfortable sidewalks and crosswalks along commonly traveled routes to the station or bus stops and a comfortable pedestrian experience for anyone navigating the transit station.

Currently, Millbrae residents and employees use transit at higher rates than the county averages, which may be due to the presence of the Millbrae Intermodal Station and high frequency service along El Camino Real.

Providing better bicyclist and pedestrian connections to these facilities can help increase the mode share and enhance the feasibility of future transit expansion.

## MILLBRAE INTERMODAL STATION

The Millbrae Intermodal Station provides access to BART and Caltrain service and is designated to be a future stop on the California High Speed Rail. It is also a regional transit hub for SamTrans bus service. Primary pedestrian and bicyclist access paths to the station are along El Camino Real and Millbrae Avenue, including crosswalks at the intersections of El Camino Real and Victoria Avenue, El Camino Real and Millbrae Avenue, and Millbrae Avenue and Rollins Road. Recent projects such as the improvements to the El Camino Real/Victoria Avenue intersection and Caltrans' San Mateo County Crosswalk Safety Improvement Project have provided new crosswalks and crossing signals for pedestrians crossing El Camino Real to access the station. Currently, the only designated route to the station for bicyclists consists of a class III route on El Camino Real. Once inside the station area, pedestrians and bicyclists must navigate vehicle parking and bus bays. Sidewalks are present in the station area along with marked crosswalks at some internal intersections.

There are opportunities to increase safety and comfort for bicyclists and pedestrians arriving via El Camino Real or Millbrae Avenue by addressing needs such as long crossing distances and high vehicle volumes at the intersection of El Camino Real and Millbrae Avenue. In addition, bicyclists could benefit from a dedicated bicycle facility. Along Millbrae Avenue, there are several gaps in the bicycle and pedestrian network connecting to the Millbrae Intermodal Station, including the lack of bicycle facilities and inconsistent sidewalks and crosswalks, especially at the US 101 interchange.

The City developed the Millbrae Station Area Specific Plan (adopted in 2016), which includes improvements such as an El Camino Real/Victoria Avenue pedestrian crossing enhancement and other roadway and intersection reconfigurations. Bicycle and pedestrian improvements around the Millbrae Intermodal Station described later in this active transportation plan were developed to be consistent with the improvements identified in the specific plan.

## BUS STOPS

Bus service within Millbrae serve SamTrans Route ECR, which provides express service along El Camino Real with several bus stops in Millbrae. Route ECR provides connectivity to retail stores and other businesses along El Camino Real, in downtown, and in other areas. There are opportunities to address the first-mile/last-mile issue by including comfortable and safe sidewalks, crosswalks, and bikeways to aid access. However, pedestrian and bicycle facilities at each bus stop can also make the transit trip more practical and the wait more comfortable, which can encourage transit use. These amenities can include wide sidewalks, ample waiting areas, attractive landscaping, benches, shelters, and bike racks.

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## BARRIERS

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There are several physical barriers to walking and biking in Millbrae. These barriers can hinder pedestrian and bicyclist access to several of the destinations mentioned above. It is important to address issues at these locations to support safe and comfortable bicycling and walking in the city.

## EL CAMINO REAL

El Camino Real, which traverses Millbrae and passes adjacent to downtown, contains features that are barriers for bicyclists and pedestrians accessing destinations in downtown and along El Camino Real.

It may be difficult for some users to cross El Camino Real on foot due to the long crossing distances and high vehicle volumes at intersections. The corridor can also be difficult to navigate for bicyclists due to the presence of high volumes of cars and buses and a lack of dedicated bicycle facilities. Furthermore, the high concentration of bicyclist and pedestrian crashes on El Camino Real can discourage walking and biking due to

safety concerns. Improvements could be made to El Camino Real to reduce the frequency of interactions between bicyclists, cars, and buses and to increase safety at pedestrian crossings.

## MILLBRAE AVENUE

Millbrae Avenue runs approximately east-west from I-280 to the San Francisco Bay. It can be a barrier to bicyclists and pedestrians wishing to access the Millbrae Intermodal Terminal, Bay Trail, Bayfront Park, and destinations along El Camino Real. The primary bicyclist and pedestrian access barrier along Millbrae Avenue is the US 101 interchange.

Currently, Millbrae Avenue lacks pedestrian facilities, especially between the Millbrae Intermodal Station and Old Bayshore Highway. There is no sidewalk or pedestrian crossings along the north side of the segment except along the segment fronting the Millbrae Intermodal Station. All four on-ramps at the interchange are free movements with high vehicle entry speeds, creating safety concerns for pedestrians crossing the on-ramps. No bicycle facilities currently exist along the corridor.

### Caltrain/BART Tracks

The train tracks leading to the Millbrae Intermodal Station run parallel to and east of El Camino Real. The tracks form a barrier for pedestrians and bicyclists between northwestern neighborhoods, such as the Bayside Manor Subdivision and Marina Vista Subdivision, and destinations to the west, such as El Camino Real, downtown, and the Millbrae Intermodal Station. Currently, bicyclists and pedestrians can cross the Caltrain/BART tracks at three locations: the at-grade intersection of Center Street; the at-grade bicycle- and pedestrian-only crossing between Monterey Street and Hemlock Avenue; and the Hillcrest Boulevard tunnel open to drivers, pedestrians, and bicyclists. Each of these locations presents opportunities for improving safety for bicyclists and pedestrians, and additional multimodal crossings may be established to increase connectivity.

## TOPOGRAPHY

The topography in the western residential neighborhoods consists of hills and ravines, which can be difficult for many bicyclists to navigate. This creates a barrier to destinations in the west such as the San Andreas Trail, Sawyer Camp Trail, parks, and schools. In addition, several bicyclist accidents have been recorded on the hilly section of Hillcrest Boulevard. The western portion of the city presents opportunities to enhance east-west bicyclist travel by providing designated bikeways in the east-west direction that bypass as many steep hills as practicable, thereby supporting bicyclist trips in the area.



## GOALS AND ACTIONS

The City of Millbrae Active Transportation Plan envisions a network that is safe and comfortable and accommodates bicyclists and pedestrians of all ages and abilities. The plan's vision consists of a network that is complete and provides convenient bicyclist and pedestrian facilities to local and regional destinations and amenities. This chapter contains the City's goals and actions to achieve this vision.

### GOALS

The goals outlined below support the achievement of this plan's vision and have been shaped by the existing conditions and needs analysis.

- ▶ **Provide a safe and comfortable active transportation network.** Providing safe and comfortable facilities is a key goal in planning an active transportation network since safety and comfort are crucial decision-making factors for potential bicyclists and pedestrians. Safety and comfort can be improved through means such as making physical improvements to existing facilities and constructing new facilities.
- ▶ **Promote accessibility for all ages and abilities.** It is important to create an active transportation network that serves people of all ages and abilities. Certain groups may need additional accommodations to overcome barriers to bicycling and walking. Accommodating people of all ages and abilities can be achieved by designing facilities that provide separation in space and time between drivers, bicyclists, and pedestrians.
- ▶ **Improve bicyclist and pedestrian connectivity to regional facilities.** Local facilities are essential for accommodating access to regional transportation facilities. Without safe and convenient connections to regional facilities, bicyclists and pedestrians may have difficulty making their complete trips.
- ▶ **Improve access to transit and increase transit mode share.** Bicyclist and pedestrian facilities to and at transit stops and stations are essential for accommodating and increasing transit use. These facilities help address the first-mile/last-mile issue by providing connections for people's full trips from origin to destination rather than solely between transit stops. Providing safe and convenient bicyclist and pedestrian facilities to transit can help encourage transit use by people that otherwise would not have taken transit.
- ▶ **Improve access to local destinations for Millbrae residents, employees, and visitors.** For many Millbrae residents, employees, and visitors, destinations are within bicycling or walking distance, but the route of travel is not safe or comfortable. In these cases, local destinations do not reach their full bicycling and walking potential. Creating safe and comfortable active transportation facilities can encourage residents, employees, and visitors to bike or walk for local trips to downtown, El Camino Real, and parks.
- ▶ **Increase bicyclist and pedestrian mode share in Millbrae.** The ideal outcome of planning an active transportation network is increasing the number of bicyclists and pedestrians in the city. This extends to increasing the number of bicyclists and pedestrians of all ages and abilities as well as increasing the range of trip types made by walking and biking.

### ACTIONS

The City should implement the following key actions to reach the Active Transportation Plan's goals and achieve the vision of a safe and comfortable bicycle and pedestrian network for all ages and abilities.

- ▶ **Provide safe and comfortable bicycle routes and pedestrian connections to downtown Millbrae and El Camino Real.** Downtown Millbrae and El Camino Real have a concentration of destinations such as employment centers, commercial uses, and transit stops. Improving connectivity to these destinations can help users of all ages and abilities, including the city's youth and senior populations, take advantage of resources in these areas.

- ▶ **Provide safe and comfortable bicycle routes through residential neighborhoods in western Millbrae.** Several schools and parks are in western Millbrae's neighborhoods. However, the steep hills and ravines that characterize the area are barriers to children, seniors, or other less experienced or assertive bicyclists. The topography is a barrier to children bicycling or walking between school and home in western neighborhoods. Providing routes through western Millbrae that can accommodate different bicycling and walking comfort levels is a key to improving access to important destinations in this part of the city.
- ▶ **Expand active transportation connections to transit.** The City should focus on providing facilities for bicyclists and pedestrians to connect to the Millbrae Intermodal Station and bus stops along El Camino Real. Bridging the first-mile/last mile gap between these transit facilities and local destinations can help maintain and increase Millbrae's transit mode share.
- ▶ **Complete an end-to-end Class I path network.** The existing class I paths within the city, like the portions of the Spur Trail, provide a safe and comfortable facility for bicyclists and pedestrians. These paths provide a high level of separation from vehicles and form the backbone of Millbrae's active transportation network. Completing an end-to-end Class I path network including (but not limited to) the Spur Trail, unification of the Bay/Monterey Trail, and a full connection of the Sawyer/San Andreas trails. Completing this network can increase walking and biking convenience and provide for increased recreational opportunities, and allow more comfortable routes to more destinations, such as schools and parks in the western portion of the city and employment, commercial, and transit destinations in downtown and along El Camino Real.
- ▶ **Improve bicyclist and pedestrian access to regional facilities in the west.** The San Andreas Trail and Sawyer Camp Trail are regional facilities that provide connections to other recreational areas to the west. However, Millbrae residents must travel on local streets to reach these trails. Direct access to trail entrances is provided at Larkspur Drive and Hillcrest Boulevard directly to the west of I-280. The City should address the lack of designated bike routes to the trailheads as well as the lack of marked crosswalks and continuous sidewalks near freeway ramps.
- ▶ **Provide bicycle and pedestrian facilities on eastern Millbrae Avenue.** The City should improve existing facilities and provide new facilities for safely traversing Millbrae Avenue, especially at the US 101 interchange. The interchange can be a barrier to destinations such as the Bay Trail, Millbrae Intermodal Station, and El Camino Real. Currently, intersections at the interchange do not have bike facilities, controlled crosswalks, or complete sidewalk coverage.
- ▶ **Provide bicycle and pedestrian facilities across and along the El Camino Real corridor.** El Camino Real is an employment, commercial, and transit service destination. However, it is a barrier to other destinations in Millbrae. The City should expand upon recent improvements on El Camino Real to provide safer pedestrian crossings and to accommodate bicyclists traveling along the corridor.



## RECOMMENDATIONS

The City of Millbrae has a strong base of facilities for bicyclists and pedestrians to provide a comfortable environment for people biking and walking in the city. By continuing to improve on these facilities, the City of Millbrae can enhance the biking and walking environment throughout the city. As highlighted in the Existing Conditions and Needs sections of this plan, key barriers to walking and biking within Millbrae include:

- ▶ Crossing El Camino Real
- ▶ Connecting and improving the walking and biking experience to and at the Bay Trail, the Millbrae Intermodal Station, and downtown Millbrae
- ▶ Connecting to the regional biking network

This section presents a variety of recommendations to improve the biking and walking facilities at key locations throughout the city with a focus on creating a safe, comfortable, and convenient biking and walking network.

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## WALKING RECOMMENDATIONS

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Several actions can create a better environment for walking. Such actions may include enhancing crosswalks to increase drivers' and pedestrians' visibility of one another and installing amenities along pedestrian routes to create more inviting places where people are walking. The following three categories comprise the specific recommendations to improve the walking environment:

- ▶ Intersection crossings
- ▶ Focus corridors
- ▶ Shared-use path connections

Figure 9 shows the locations of the improvements recommended throughout the city.

**Pedestrian Crossings Recommendations**

- Enhanced Signal Crossings (Purple dot)
- Enhanced Interchange Crossings (Teal dot)
- Special Study Crossing (Blue dot)
- High-Visibility Crossings (Orange dot)

**Pedestrian Corridor Recommendations**

- Currently Under Study (Blue line)
- Streetscape Enhancements (Pink line)
- Shared-Use Path - Proposed (Green dashed line)
- Millbrae City Limits (Dashed line)

Scale: 0 to 0.8 Mi. North arrow pointing up.

Map labels include: San Mateo County, San Andreas Lake, San Bruno, Lomita Park, San Francisco International Airport, San Francisco Bay, and various streets like San Andreas Trail, Sawyer Camp Trail, and Bay Trail.

## INTERSECTION CROSSING RECOMMENDATIONS

Street intersections are the principal conflict points for pedestrians. As a result, improving pedestrian crossings to increase the predictability and visibility of pedestrians is a key principle for improving intersections. Intersections should be designed to provide visibility for all users and to create a consistent, predictable environment where the movements of people walking, biking, or driving are intuitive to other road users as they approach or enter the intersection. In addition to this over-arching approach to improving safety and comfort at intersections for people walking, the following more specific principles should be considered when implementing intersection crossing recommendations:

- ▶ Minimize the intersection footprint to be as compact as possible.
- ▶ Reduce pedestrian crossing distances and provide protected waiting areas for people walking using curb extensions, crossing islands, and medians.
- ▶ Shorten traffic signal cycle lengths and coordinating signals to reduce pedestrian wait times.
- ▶ Use high-visibility treatments such as additional signage or flashing beacons at unsignalized locations with higher pedestrian volume and/or higher vehicle speed.

Using these principles as guidance as well as the findings from the City's Traffic Calming study findings (2020), several locations were identified as key crossings at which to improve safety and connectivity for people crossing major roadways and interchanges and to improve connections between the Bay Trail, the Millbrae Intermodal Station, and the commercial corridors of the city. The following locations are recommended for enhanced intersection crossing treatments:

- ▶ Broadway and Meadow Glen Avenue
- ▶ El Camino Real & Chadbourne Avenue/Linden Avenue
- ▶ El Camino Real & Victoria Avenue
- ▶ El Camino Real & Hillcrest Boulevard
- ▶ El Camino Real & Silva Avenue
- ▶ El Camino Real & Millwood Drive
- ▶ El Camino Real & Santa Helena Avenue
- ▶ El Camino Real & Santa Inez Avenue
- ▶ El Camino Real & Murchison Avenue
- ▶ Millbrae Avenue & US 101 SB Ramps
- ▶ Millbrae Avenue & US 101 NB Ramps
- ▶ Park Boulevard and Magnolia Avenue

Several other intersections and potential pedestrian crossing locations were identified for high-visibility crossing improvements near parks, schools, and the commercial areas of the city. These locations would only entail striping and signage upgrades that could be integrated into future maintenance activities. Figure 9 presents these locations.

## CORRIDOR RECOMMENDATIONS

Three corridors in the city are ideal locations for enhancing the public realm and walking experience, improving connectivity, and creating a vibrant walking and shopping environment. These corridors are Broadway and El Camino Real between Millbrae Avenue and Meadow Glen Avenue, and Millbrae Avenue.

### Broadway and El Camino Real

The two commercial corridors of Broadway and El Camino Real represent the heart of Millbrae's downtown and commercial activity. Supporting these commercial areas with an improved walking environment encourages increased walking and provides for a more pleasant experience of downtown. These corridors should be prioritized for improvements that provide a strong sense of place and create a comfortable walking experience to the destinations along the corridor.

Additionally, as a response to the COVID-19 pandemic, outdoor dining platforms were added along the downtown corridor. While these platforms are temporary constructions, the City does see increasing needs for outdoor dining spaces for local businesses. Serving these needs along the downtown corridors will also be critical for maintaining the economic vitality of the downtown and create a more welcoming walking and biking environment.

Finally, Frontage Road paralleling El Camino Real between Taylor Boulevard and Chadbourne Avenue. Frontage Road provides access to the businesses on the southwest side of the El Camino Real as well as providing on-street parking opportunities for visitors to the El Camino Real corridor and downtown Millbrae. The current design of the access to Frontage Road results in intersections immediately adjacent to the El Camino Real intersections and introduces complex conflict points for vehicles turning on or off El Camino Real, turning or continuing straight along Frontage Road, or turning or continuing through on the crossing streets. These conflict points also increase potential conflicts for pedestrians and bicyclists, increasing the number of potential movements that could result in a conflict.

Recommended improvements are:

- ▶ Provide a buffer between the street and sidewalk, such as a planting strip, parking, or sidewalk dining.
- ▶ Construct wider than minimum sidewalks to ensure comfortable side-by-side or bi-directional travel on each side of the street.
- ▶ Install high-visibility crossings, bulb-outs to shorten pedestrian crossings, and raised crosswalks/intersections (where appropriate) to reinforce the understanding that the circulation network is for all users and all modes.
- ▶ Exploring the feasibility of reallocating space for permanent outdoor dining spaces. This could take the form of an extended pilot program of the existing temporary platforms with a successful pilot exploring the possibility of converting the dining spaces into expanded sidewalk/dining areas.
- ▶ Evaluating access changes to Frontage Road along the El Camino Real corridor to remove the adjacent intersections to El Camino Real to move access upstream and downstream of the El Camino Real intersections. This change would clarify potential conflict points for vehicles and reduce the number of potential conflicts for bicyclists and crossing pedestrians.

### Millbrae Avenue

Millbrae Avenue between Broadway and Old Bayshore Highway has the potential to be a major walking link between key nodes within the city: downtown, the Millbrae Intermodal Station, future transit-oriented developments near the station, and Bayfront Park and the Bay Trail to the east. Adding sidewalk on both sides of the road and/or a wider shared-use path along the south side of the road between Rollins and Old Bayshore Avenue will improve the walking environment when combined with crossing improvements at the US 101 on-ramps and off-ramps.

With these improvements, the environment would invite more walking (and biking) connections between downtown, the commercial areas along Millbrae Avenue, Bayfront Park, and the Bay Trail. In addition, installing sidewalk where gaps exist along the north side of Millbrae Avenue between Rollins Avenue and Old Bayshore Avenue will make the corridor safer and more comfortable for people who are walking.

## SHARED-USE PATH RECOMMENDATIONS

The Bay Trail, Spur Trail, Monterey Street Path, and Sawyer Camp Trail are key opportunities to improve recreational active transportation. Connecting these paths and providing easy access to the paths will provide low-stress walking and biking routes to destinations throughout the city and to broader regional destinations.

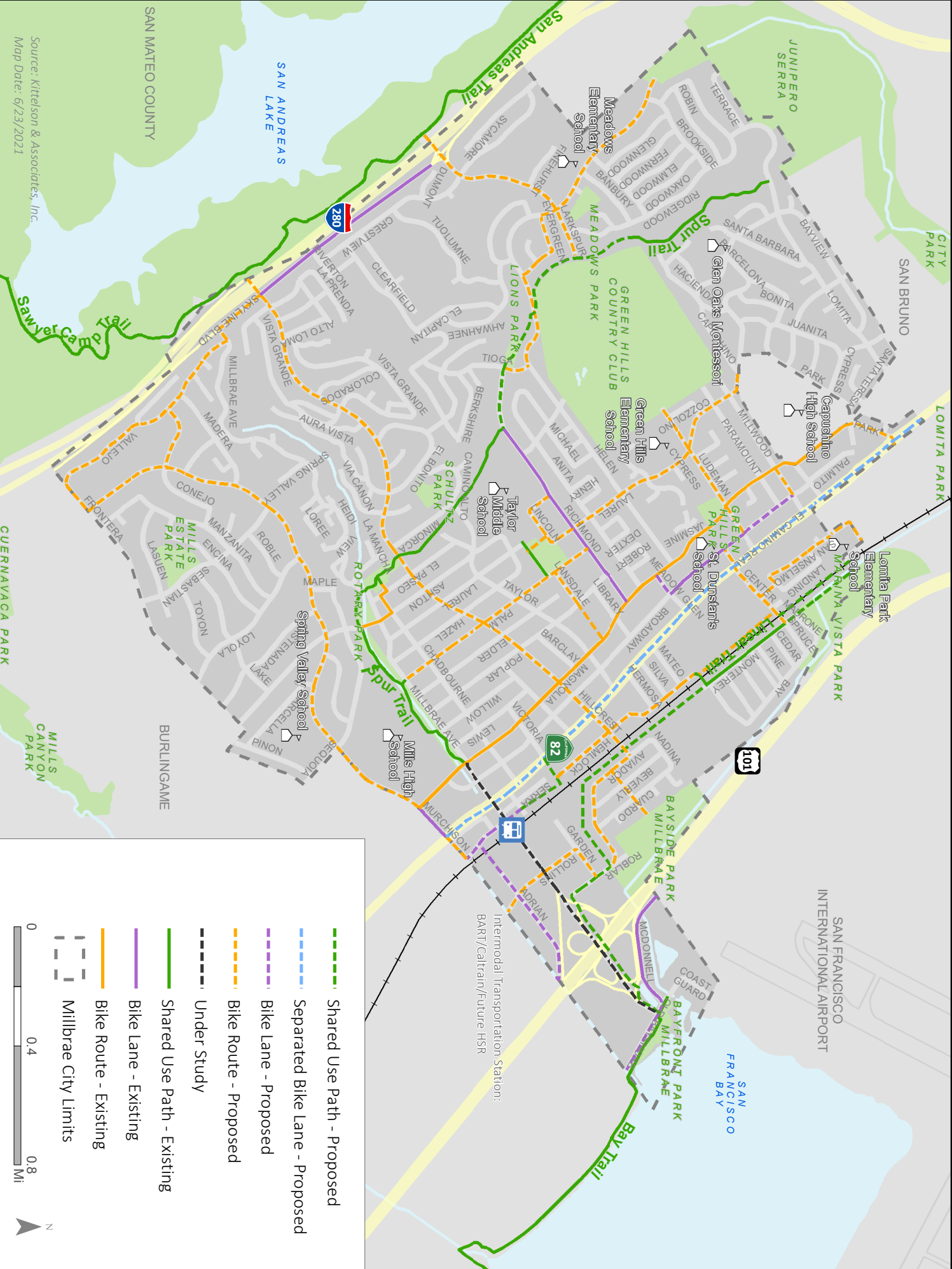
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## BIKING RECOMMENDATIONS

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The Bicycle and Pedestrian Transportation Plan, adopted in 2009, is the starting point for developing recommendations for the bicycle network. This active transportation plan builds on past planning efforts and provides recommendations based on input from City staff, representatives of the Parks and Recreation Commission, and field review. Figure 10 presents the recommended bicycle network and improvements.

Figure 9: Recommended Bikeway Improvements





## CONNECTING THE NETWORK FOR A RANGE OF COMFORT LEVELS

The recommended bicycle network establishes a set of bike routes to serve both experienced, assertive bicyclists as well as less-experienced or risk-averse bicyclists. This combination of facilities for experienced and less-experienced riders will help the City construct a bikeways network that connects neighborhoods and key destinations for bicyclists of all ages and abilities. Low-volume, low-speed roadways have been prioritized for bike routes throughout much of the city. This approach takes advantage of Millbrae's calm neighborhood streets to establish connections between schools, parks, and other destinations across the city. Connecting neighborhoods to schools and shopping centers through low-vehicle-speed routes helps facilitate commute and utilitarian bicycle trips to schools and businesses throughout the city. Such connections also create new opportunities and connections for recreational riding along on-street facilities and for access to the Spur Trail, Bay Trail, and Sawyer Camp Trail.

Intersection design for bicyclists is an important focal point for the development of the bikeway network. Designing bikeways with appropriate intersection treatments to reduce conflicts and increase user comfort is essential to developing a low-stress and safe network of bikeway facilities. Adequate sight distance should be maintained for all street crossings and driveway access points. The bikeway may also be shifted more closely to vehicle travel lanes at intersection approaches to provide clear sight lines for all users. Pavement color treatments help highlight conflict points on the approach to and through the intersection, and they further define the bikeway relative to the vehicle travel lanes.

Vehicle speed management is an important element of designing class III bicycle routes, where vehicles and bicyclists share a travel lane. Vehicle speed management can be achieved through physical traffic calming measures, traffic diversion, advisory signs, and striping, as well as education and enforcement programs aimed at managing vehicle speeds on bike routes.

## KEY BIKEWAY CONCEPTS

Specific bikeway concepts were developed for the recommended network for the following areas:

- ▶ El Camino Real Corridor
- ▶ Spur Trail
- ▶ East-West Connections
- ▶ California Drive
- ▶ Along the Rail Line
- ▶ US 101 Crossing and Bay Trail

### El Camino Real Corridor

El Camino Real has multiple lanes and carries traffic with high speeds. Two bikeway concepts have been developed to ensure comfortable routes for both experienced and novice bicyclists. A key proposed improvement is replacing the existing underutilized curbside parking along El Camino Real with a separated bike lane directly on El Camino Real. This would provide a higher-speed route, but it would require interactions with motor vehicles at multiple high-volume intersections. Parallel to El Camino Real, bike routes on Magnolia Avenue to the west and Hemlock Avenue/Monterey Street to the east have been identified to provide low-stress bikeways on low-volume and low-speed motor vehicle volume streets to provide safe and comfortable north/south routes for less experienced bicyclists. Special attention should be paid to ensuring adequate sight distance at intersections and driveway access points along Magnolia Avenue to help reduce vehicle/bicyclist conflicts.

## Spur Trail

The Spur Trail represents a key opportunity for the City of Millbrae to invest in a high-quality shared-use path that would run through the core of the city. In the long term, Millbrae should seek to complete off-street connections for the Spur Trail using available right-of-way. In the short term, the city should focus efforts on improving access to the existing segments of the trail and improving connections to the path through on-street bikeways.

## Monterey Street Path

The Monterey Street Path provides an important low-stress bikeway on the east side of the City. Investments in extending this path south to the Millbrae Intermodal Station and north towards San Bruno would help connect the east side of the City with key regional destinations. In the long term, Millbrae should seek to complete off-street connections for the Monterey Street Path using available right-of-way.

## East-West Connections

Connecting the western side of the city via bikeways is challenging due to the hilly terrain. To facilitate the least stressful climbing route possible in the southwestern quadrant of the city, the Spur Trail and, secondarily, Murchison Drive are recommended as the primary east-west corridors. For the northwestern quadrant of the city, Helen Drive would provide connectivity to the rest of the city.

## California Drive Connection

California Drive is the preferred route for travel to and from Burlingame. Improvements are recommended at the intersection of El Camino Real and Murchison Drive to provide better connections between California Drive and the overall recommended bikeway network in Millbrae to allow better connectivity between the two cities. California Drive is being realigned and extended to allow for new TOD development north of Millbrae Avenue between the rail line and El Camino Real. California Drive will be realigned to travel closer to the rail line and extend north up to Victoria Avenue where it will connect with El Camino Real.

## Connections Along the Rail Line

As redevelopment occurs on properties between El Camino Real and the railroad tracks, the city should seek opportunities to establish bicyclist and pedestrian connections to improve overall network connectivity along the west side of the rail line. Potential connections that have been identified include providing a connection between Serra Avenue and Hemlock Avenue, connecting between Hemlock Avenue and Center Street using the private alley parallel to the rail line, as well as looking for opportunities to improve or provide new railroad crossings to the eastern side of the rail line.

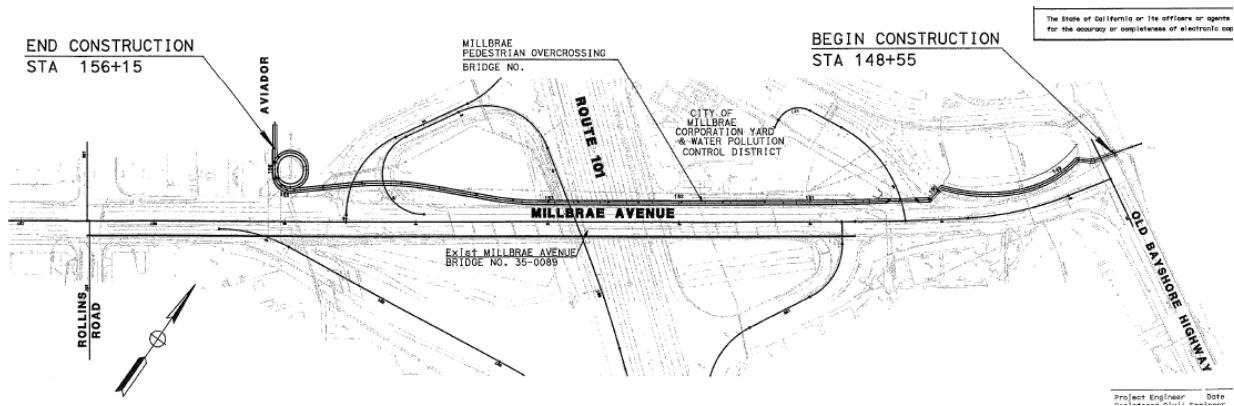
On the east side of the rail line, the recommended bikeway network focuses on improving connections to the Millbrae Intermodal Station to connect the station with routes along Aviator Avenue and utilizing the shared-use path paralleling Monterey Street.

## US 101 Crossing and Bay Trail Connection

Prior engineering studies by the City of Millbrae indicated that it would be very difficult to retrofit the existing Millbrae Avenue structures crossing US 101 to provide improved bike crossings. However, improvements are under consideration as part of the city's ongoing safety study on East Millbrae Avenue. The preferred plan established in prior studies identified the construction of a new bicycle and pedestrian overpass immediately north of the existing Millbrae Avenue overpass, shown in Figure 11. If on-street facilities are deemed infeasible for East Millbrae Avenue, the city should seek funding for an overpass to help improve connections to the Bay Trail.



Figure 11: US 101 Bicycle and Pedestrian Overcrossing Concept



Source: City of Millbrae, 2017.

## Millbrae Station Access Improvements

The City has recently funding through the Affordable Housing and Sustainable Communities grant program to provide increased walking and biking improvements to the Gateway at Millbrae Station affordable housing development. This consists of the previously mentioned improvements along Millbrae Avenue as well as additional walking and biking improvements throughout the City including an east-west bicycle connection along Adrian Road from the Millbrae city limits connecting to the access road to the Millbrae Intermodal Station under Millbrae Avenue. Additionally, the grant funds a low-stress bicycle north-south bicycle connection from the Millbrae Intermodal Station north along Aviator Avenue, Hemlock Avenue, and connecting to San Anselmo Avenue to the Millbrae city limits via the Monterey Linear Park shared-use path. The project also includes a short pedestrian gap closure project between Richmond Drive and Central Park along Lincoln Circle.

## SUPPORTING RECOMMENDATIONS

In addition to the recommended networks for both pedestrians and bicyclists, programs aimed at education, encouragement, and enforcement can support increased walking and biking within the city. Key programs for the City of Millbrae to implement are identified below.

### SAFE ROUTES TO SCHOOL AND SAFE ROUTES TO TRANSIT

Many people live within walking or biking distance from their school or a transit stop. The City should implement a citywide education and encouragement program to inform people about biking and walking routes. This program could be supplemented with targeted enforcement efforts to reduce bicyclists- and pedestrian-involved conflicts with vehicles along key biking and walking routes to transit or schools. Safe Routes to School and Safe Routes to Transit programs are opportunities to create fun and social activities for school children and transit riders while helping to improve their health and well-being.

### BIKE PARKING

In support of the improvements with the bikeway network, the City should invest in more bike parking around schools and near key destinations to ensure people biking have a secure place to lock their bike. For locations where bicyclists are likely to leave their bike for an extended period, more secure bike parking such as bike lockers are recommended. For shorter-term parking locations, bike racks that allow for proper two-point locking are sufficient. Alongside the installation of bike parking at destinations, the City should consider an education program to encourage and educate bicyclists on proper locking of their bicycles. These programs help bicyclists recognize unsecure bike parking and can reduce the occurrence of bike theft.

## WAYFINDING

A bicycle wayfinding program in the city would help bicyclists successfully navigate between key destinations, such as the Millbrae Intermodal Station, downtown, the Bay Trail, or the Sawyer Camp Trail. By providing direction to cyclists, the city would not only provide clear direction to access key destinations across the city with time or distance estimates, but wayfinding signs would also help make the bikeway network more apparent to current or potential cyclists. Wayfinding programs typically entail a map of the bike network and/or suggested bike routes, as well as signs and pavement markings providing clear direction for bicyclists.

## REGIONAL COORDINATION

In addition to coordinating efforts to improve bikeways, the pedestrian environment, and walking and biking in Millbrae overall, the city should work with the surrounding jurisdictions and its regional partners to work towards a cohesive regional bikeway network to connect to San Bruno, Burlingame, and the greater region. This coordination can be both formal – through efforts like the San Mateo County Comprehensive Bicycle and Pedestrian Plan (2011) or the Grand Boulevard Initiative – or through informal discussion with neighboring jurisdictions to coordinate planning and project development for walking and biking projects and programs.

## IMPLEMENTATION

Reaching the goals of the Active Transportation Plan for the City of Millbrae will require a persistent process of finding funding and investing in incremental improvements to the active transportation facilities and programs. While implementing each project or program recommended in this plan will help the City reach its active transportation vision, determining which projects are most critical in the near-term helps to spur overall implementation. As a result, this chapter seeks to develop the recommended improvements to better understand:

- ▶ estimated costs to implement the projects;
- ▶ potential funding sources for projects; and,
- ▶ priorities for near-term implementation.

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## COST ESTIMATES

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Developing cost estimates for the projects contained within the plan's recommendations help guide the level of effort to implement a project and more accurately plan for future improvements. The cost estimates are "planning level" estimates that roughly estimate the construction cost magnitude based on typical costs. Additional costs for right-of-way, environmental studies, and other design studies may be required for individual projects on a case-by-case basis. As projects are moved forward through the project development process, more refined cost estimates will need to be developed to reflect current construction costs and as the unique characteristics of each project are analyzed more concretely during the design and construction phases. As a result, the plan may over- or underestimate the cost of various projects, but these costs should provide a strong basis for understanding the magnitude of implementing a project. Table 5 and Table 6 present estimated bicycle and pedestrian improvement costs, respectively.

## TEMPORARY OR QUICK-BUILD IMPLEMENTATION

The planning level construction costs provided in the tables below reflect the construction of the project as a permanent installation with streetscape and landscaping improvements included, where relevant. The City may consider moving forward certain projects as temporary or quick-build projects. These improvements allow the City to more quickly implement improvements that improve walking and biking conditions while also providing an opportunity to conduct demonstrations of a new improvement type or conduct pilot studies to evaluate the effectiveness of a given improvement in the City. Temporary or quick-build projects can include:

- ▶ **short-term demonstration projects** as a proof of concept of the improvement(s) or to allow for an evaluation of potential impacts associated with an improvement without installing permanent infrastructure;
- ▶ **pilot projects** to provide a long-term evaluation of a new treatment or improvement type using lower-cost materials, signing, and striping that may be removed after the pilot is completed (if desired); and,
- ▶ **interim designs** that provide some or most of the benefits of the final permanent installation but use lower-cost, easy to install solutions that may not reflect the ultimate desired design or aesthetics for the location.

Temporary or quick-build implementation often makes use of easy-to-install and lower-cost materials quickly implement a new improvement. Examples of these materials include:

- ▶ using delineators, flex-posts, or temporary curbing with striping and paint to designate new curb extension areas without reconstructing existing curbs and ramps;
- ▶ using planters or delineators to provide separation from motor vehicles for a new bike facility where curb and landscaping will ultimately be installed; or,
- ▶ using lower-cost paving materials like asphalt with curbing to provide new pathways.

Table 5: Bicycle Improvement Cost Estimates

Location	Improvement Type	Length (Miles)	Planning Level Cost
El Camino Real from City Limits to City Limits	Separated Bike Lane	1.7	\$6,945,000
Aviador Avenue	Low-Stress Bike Route	0.5	\$69,000
Center Street	Low-Stress Bike Route	0.3	\$45,000
Broadway	Bike Lane	0.2	\$103,000
California Drive	Bike Lane	0.2	\$103,000
California Drive Extension	Shared-Use Path	0.2	\$357,000
Conejo Drive	Low-Stress Bike Route	0.2	\$24,000
Evergreen Way	Low-Stress Bike Route	0.2	\$28,000
Frontera Way / Vallejo Drive / Millbrae Avenue / Skyline Boulevard / Hillcrest Avenue	Low-Stress Bike Route	0.9	\$129,000
Helen Drive	Low-Stress Bike Route	0.5	\$69,000
Helen Drive / Tiago Drive	Low-Stress Bike Route	0.3	\$47,000
Hemlock Avenue	Low-Stress Bike Route	1.0	\$143,000
Hillcrest Avenue	Low-Stress Bike Route	1.7	\$240,000
Lansdale Avenue	Low-Stress Bike Route	0.2	\$32,000
Larkspur Drive	Low-Stress Bike Route	0.6	\$84,000
Laurel Avenue / Barcelona Drive	Low-Stress Bike Route	0.7	\$91,000
Lerida Avenue	Low-Stress Bike Route	0.2	\$21,000
Lincoln Circle	Low-Stress Bike Route	0.3	\$40,000
Ludeman Lane	Low-Stress Bike Route	0.4	\$56,000
Magnolia Avenue / Park Place	Low-Stress Bike Route	1.7	\$237,000
Meadow Glen Avenue	Bike Lane	0.1	\$51,000
Millwood Drive	Low-Stress Bike Route	0.1	\$16,000
Murchison Drive	Low-Stress Bike Route	1.7	\$240,000
Old Bayshore Drive	Low-Stress Bike Route	0.2	\$28,000
Palm Avenue	Low-Stress Bike Route	0.6	\$84,000
Richmond Drive	Shared-Use Path	0.2	\$357,000
Rollins Road / Camino Millennia	Low-Stress Bike Route	0.3	\$48,000
San Anselmo Avenue / Santa Helena Avenue	Low-Stress Bike Route	0.4	\$55,000
Spur Trail Access Connections at Palm Avenue and Mills High School	Access Connections	0.1	\$86,000
Spur Trail Extension from Tioga Drive to Larkspur Drive	Shared-Use Path Extension	0.4	\$462,000

Location	Improvement Type	Length (Miles)	Planning Level Cost
Monterey Shared Use Path Extension North	Shared-Use Path	0.2	\$357,000
Monterey Shared Use Path Extension South	Shared-Use Path	0.8	\$1,026,000
Millbrae Avenue Bikeway Improvements from Magnolia Avenue to Old Bayshore Highway	Separated Bike Lane	2.2	\$2,401,000
<b>Total</b>		<b>19.3</b>	<b>\$ 14,074,000</b>

Sources: Alameda County Transportation Commission Bicycle and Pedestrian Cost Calculator, Kittelson, 2021.

Table 6: Pedestrian Improvement Cost Estimates

Location	Improvement Type	Length (Miles) / Locations	Planning Level Cost
Broadway from Millbrae Avenue to Meadow Glen Avenue	Streetscape Improvements	0.7	\$4,508,000
El Camino Real from Millbrae Avenue to Meadow Glen Avenue	Streetscape Improvements	0.7	\$4,508,000
US 101 Bicycle and Pedestrian Overcrossing	Freeway Overcrossing	--	\$6,500,000
El Camino Real & Chadbourne Avenue	Multi-lane Uncontrolled Crosswalk Enhancements	1 Intersection	\$1,258,000
El Camino Real & Hillcrest Avenue	Signalized Intersection Improvements	1 Intersection	\$227,000
El Camino Real & Millwood Avenue	Signalized Intersection Improvements	1 Intersection	\$227,000
El Camino Real & Santa Helena Avenue	Multi-lane Uncontrolled Crosswalk Enhancements	1 Intersection	\$294,000
El Camino Real & Santa Inez Avenue	Signalized Intersection Improvements	1 Intersection	\$227,000
El Camino Real & Silva Avenue	Signalized Intersection Improvements	1 Intersection	\$227,000
El Camino Real & Victoria Avenue	Signalized Intersection Improvements	1 Intersection	\$227,000
El Camino Real & Murchison Avenue	Signalized Intersection Improvements	1 Intersection	\$227,000
Millbrae Avenue & US 101 Northbound and Southbound Ramps	Interchange Crossing Improvements	2 Intersections	\$551,000
Various Locations throughout the City	High-Visibility Crossing Striping	86 Intersections	\$836,000
<b>Total</b>		<b>1.4</b>	<b>\$19,817,000</b>

Sources: Alameda County Transportation Commission Bicycle and Pedestrian Cost Calculator, Kittelson, 2021

## CONCEPTUAL DESIGNS

Conceptual designs for several key projects to improve walking and biking in Millbrae have been developed to assist in moving walking and biking forward in the city as well as to assist in grant funding applications and project development. These concepts focus on key crossing and connections that could greatly enhance active transportation connectivity and help improve crossings of key barriers in the City.

## EL CAMINO REAL CROSSING CONCEPTS

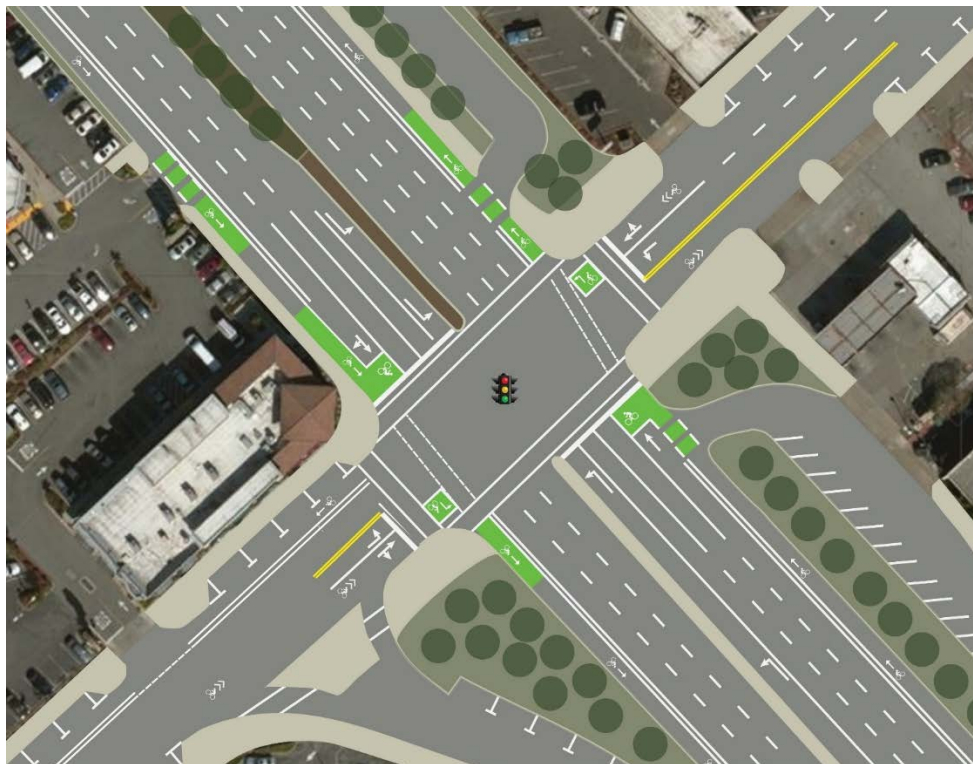
The crossings of El Camino Real represent a key barrier for bicyclists and pedestrians in Millbrae. The following concept designs highlight opportunities for improved bicycle and pedestrian crossings and safety at three example locations along El Camino Real. These cross-sections also illustrate how a protected cycle track with on-street parking removed could be added to provide a separated bikeway along El Camino Real. If in the future, if travel lanes could be reduced on El Camino Real, parking could be maintained while providing separated bikeways and transit loading islands.

### El Camino Real & Murchison Avenue

The concept for this intersection, shown in Figure 12, focuses on improving safety for bicyclists making left turns from the conceptual southbound and northbound El Camino Real separated bike lane to connect with California Drive or Magnolia Avenue via Murchison Avenue. More assertive cyclists can choose to use the left-turn lane with motor vehicles, while allowing other cyclists to make two-stage left turns using the bike boxes. Intersection crossing markings have been added to indicate to motor vehicle drivers the presence of bicyclists and guide bicyclists through the intersection. From a pedestrian perspective, the frontage roads access points have been moved away from the intersection to clarify vehicle turn movements and reduce pedestrian crossing exposure through fewer and shorter crossing distances. Curb extensions surrounding nearby access points also increase the available sight distance to entering and exiting motor vehicles while also increasing bicyclist and pedestrian visibility.

The concept illustrates a separated bike lane concept that would require removal of parking along the corridor. A second alternative to reallocate one of the current vehicle lanes in each direction to retain parking and install a parking-protected separated bike lane is shown in Figure 15. The ultimate configuration for a bike facility and pedestrian improvements on El Camino Real will require coordination with Caltrans and project development consistent with the Caltrans process.

Figure 12. El Camino Real & Murchison Avenue Concept



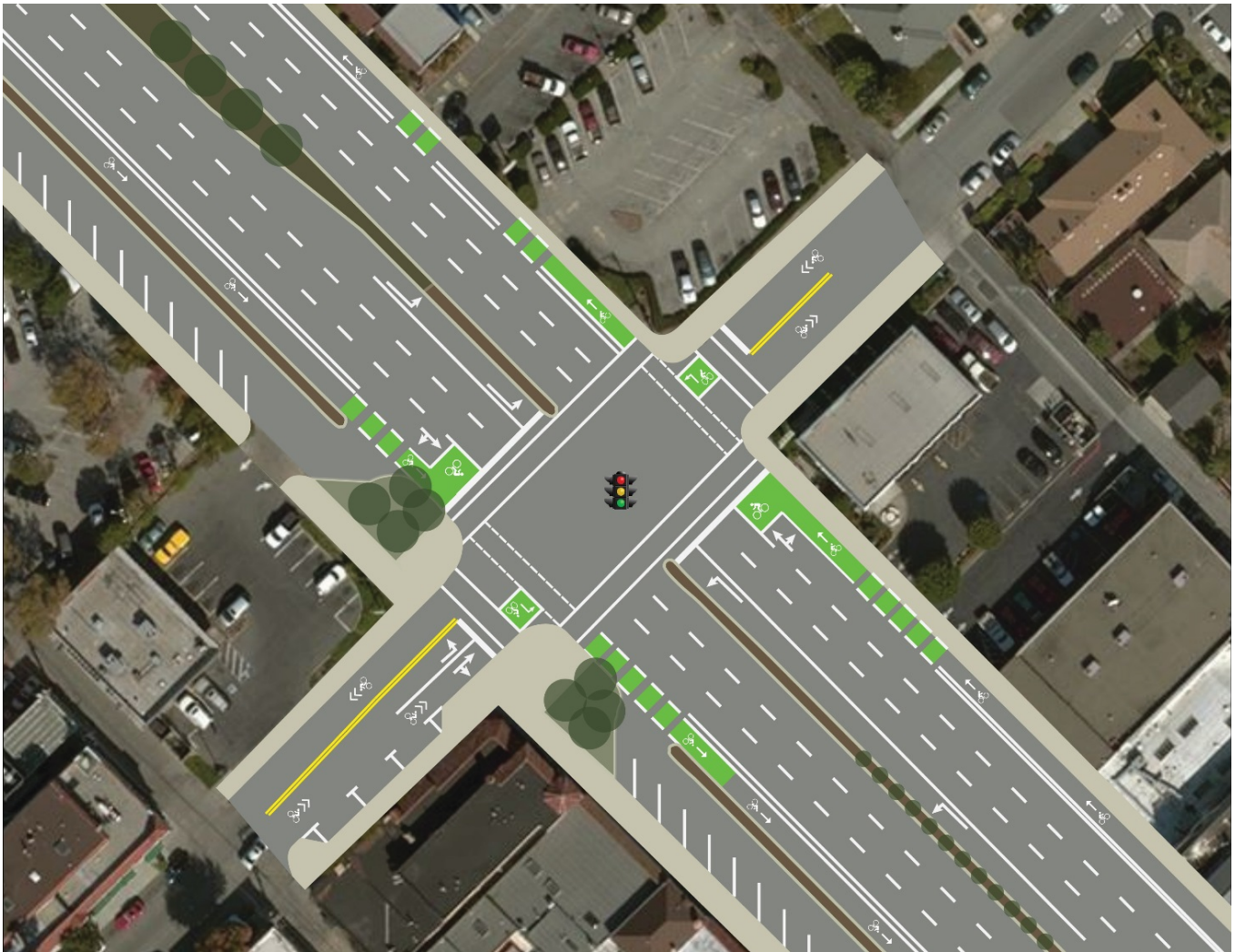
Source: Kittelson, 2021.



## El Camino Real & Hillcrest Avenue

The Hillcrest Avenue concept, shown in Figure 13, is similar to the Murchison Avenue concept in that it seeks to increase predictability of movements for all users at the intersection and increase overall visibility. The frontage road access points have been connected directly to El Camino Real ahead of and just after the intersection to avoid conflicting movements from the existing side street exits/entrances. Following the Murchison Avenue approach, bicycle and pedestrian crossings have been improved by shortening crossing distances, providing two-stage turns via bike boxes, and providing tracking markings through the intersection. The concept illustrates a separated bike lane concept that would require removal of parking along the corridor. A second alternative to reallocate one of the current vehicle lanes in each direction to retain parking and install a parking-protected separated bike lane is shown in Figure 15. The ultimate configuration for a bike facility and pedestrian improvements on El Camino Real will require coordination with Caltrans and project development consistent with the Caltrans process.

Figure 13. El Camino Real & Hillcrest Avenue Concept

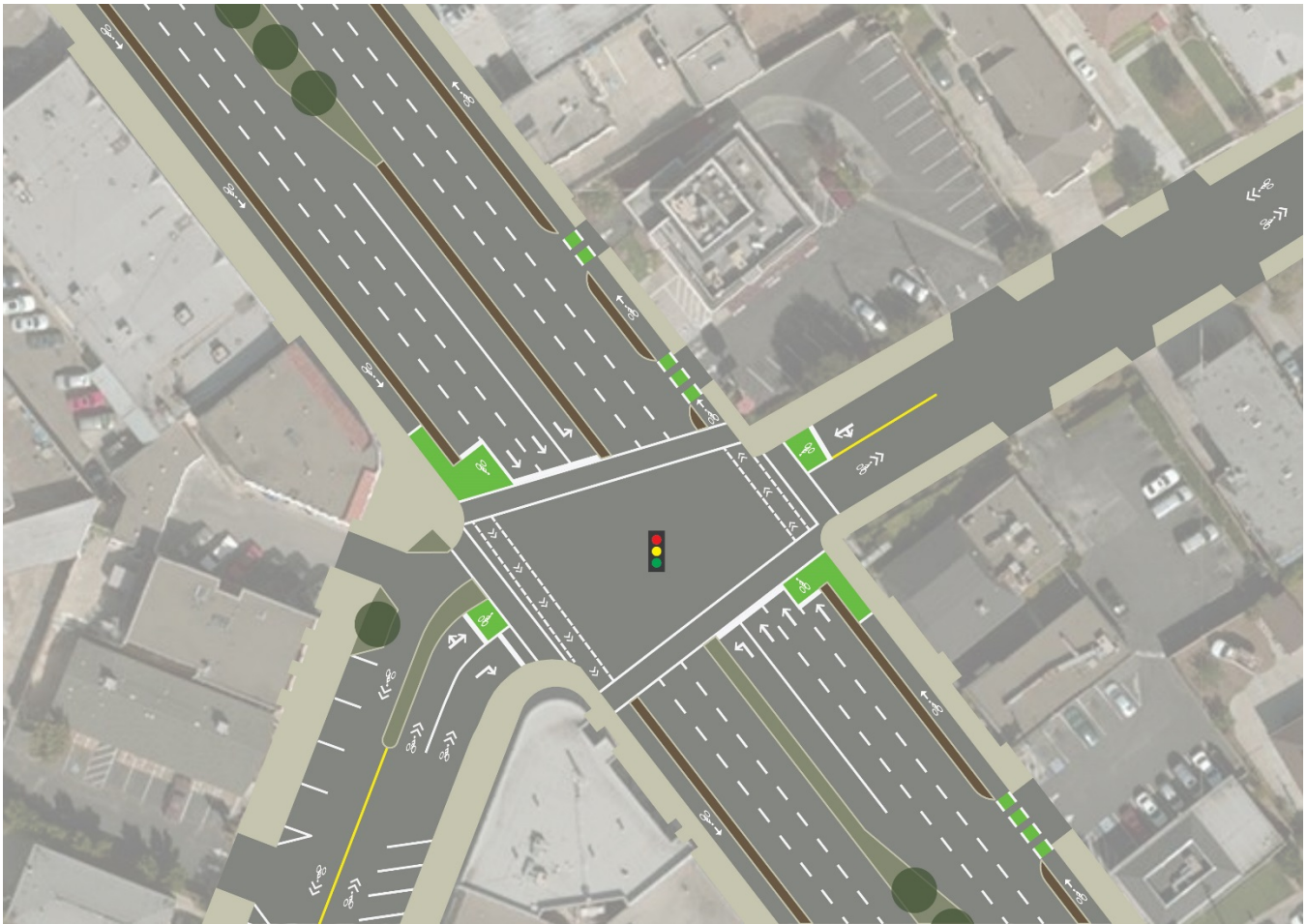


Source: Kittelson, 2021.

## El Camino Real & Park Place/Santa Inez Avenue

The concept for the Park Place/Santa Inez Avenue intersection continues to emphasize the concepts used in the prior concept designs: shortened pedestrian crossings, tracking markings and two-stage turn bike boxes for bicyclists, and improved pavement markings to clarify user movements. Figure 14 shows how the Park Place approach to the intersection has been straightened to slow approaching vehicles into the intersection and provide improved sightlines. A curbed median has been provided to allow for a pedestrian refuge island while also preventing approaching or entering vehicles from drifting onto the wrong side of the road due to the skewed approach. Figure 15 demonstrates an additional concept has also been developed that illustrates an improved separated bike lane concept with parallel parking added along the corridor via the reduction of one vehicle through lane in each direction. The ultimate configuration for a bike facility and pedestrian improvements on El Camino Real will require coordination with Caltrans and project development consistent with the Caltrans process.

Figure 14. El Camino Real & Park Place/Santa Inez Avenue Concept – No Lane Reduction



Source: Kittelson, 2021.



If travel lanes could be reduced on this segment of El Camino Real, on-street parking could be maintained. The on-street parking would provide an additional buffer between vehicle traffic and the separated bike lane along the curb.

Figure 15: El Camino Real & Park Place/Santa Inez Avenue Concept – With Lane Reduction



Source: Kittelson, 2021.

## El Camino Real & Chadbourne Avenue

The concept for the Chadbourne Avenue intersection shown in Figure 16 addresses the desire of pedestrians to cross El Camino Real after exiting the Millbrae Intermodal Station via Linden Avenue. The concept proposes installing a two-stage Pedestrian Hybrid Beacon installation that would allow pedestrians a protected crossing serving the bus stop north of Linden and pedestrians walking between downtown Millbrae and the Millbrae Intermodal Terminal. This project would require rebuilding the median island on El Camino Real near Chadbourne Avenue to provide a pedestrian refuge for the two-stage crossing, as well as extending the outer left-turn storage lane north to keep adequate storage for vehicles turning left at Millbrae Avenue. The concept illustrates a separated bike lane concept that would require removal of parking along the corridor. A second alternative to reallocate one of the current vehicle lanes in each direction to retain parking and install a parking-protected separated bike lane is shown in Figure 15. This project would require further study to understand design and operational impacts, as well as close coordination with Caltrans, which owns and maintains the El Camino Real right-of-way.

Figure 16. El Camino Real & Chadbourne Avenue Concept

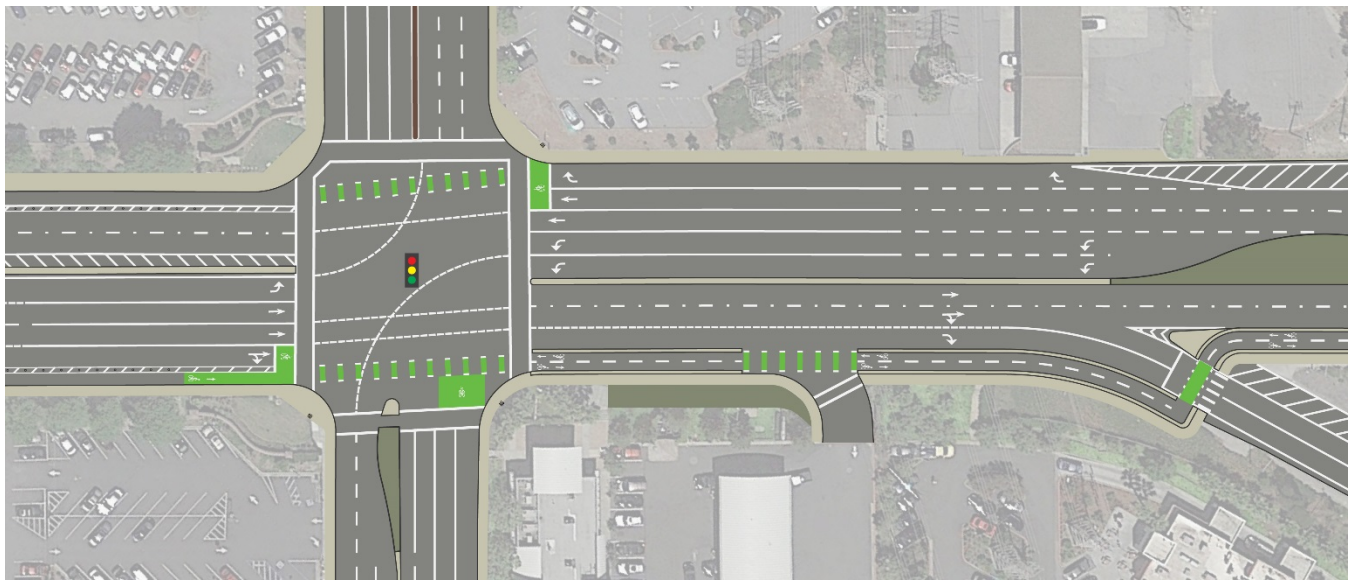


Source: Bottomley Urban Design, 2021.

## EAST MILLBRAE AVENUE CONCEPT

Millbrae Avenue is a key roadway linking downtown Millbrae with the Intermodal Station and Bay Trail. Currently, bicycle and pedestrian facilities along the corridor are limited. With incoming transit-oriented development, the city has the opportunity to remake the corridor into a central bicycle and pedestrian corridor as shown in Figure 17. By removing one vehicle lane in each direction, buffered or flex-post separated bike lanes between El Camino Real and Rollins Avenue could be added to connect downtown Millbrae to BART. Continuing east, a two-way shared use path could be implemented to connect the Bay Trail to the BART station. Special consideration should be given to the interchange crossings to shorten crossing distances for people walking and biking as well as to manage vehicle speeds onto the ramp. Figure 17 shows the concept design for this long-range corridor vision as developed for the East Millbrae Avenue Systemic Safety Analysis Report. This project will require close coordination with Caltrans given the potential impacts to the ramp terminal intersections along Millbrae Avenue and connection to El Camino Real.

Figure 17. East Millbrae Avenue Concept



Source: Kittelson, 2021.

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## POTENTIAL FUNDING SOURCES

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To implement the Millbrae Active Transportation Program, the city will need to identify additional funding sources beyond the city's general funds. Most funding for the improvements recommended in this plan are likely to come from federal, state, and regional grant programs. These grant programs are often competitive and will require the city to compete against other municipalities for funding. To help determine the most competitive grants, the most common federal, state, and regional grant funding programs have been summarized below.

### FEDERAL FUNDING SOURCES

#### FHWA Transportation Investment Generating Economic Recovery Grants

The Transportation Investment Generating Economic Recovery Grants (TIGER) program provides federal grant funding for capital projects that have a significant impact at the national, regional, or metropolitan level. TIGER grant projects should improve infrastructure to a state or good repair, implement safety improvements, connect communities and people to jobs and services, or anchor economic revitalization and job growth in communities. TIGER grants are competitive at the national level.

### STATE FUNDING SOURCES

#### Active Transportation Program

The California Active Transportation Program (ATP) consolidated multiple existing federal and state funding sources into a single program aimed at encouraging increased use of active transportation in the state. The program seeks to increase the proportion of active transportation trips, increase safety and mobility for non-motorized users, and provide a broad range of projects to benefit active transportation users. ATP call for project cycles are released biennially during even years, with funding adopted the following odd year.

#### Systemic Safety Analysis Report Program (SSARP)

The SSARP grant funding was established in 2016 to assist local agencies in performing safety analyses and preparing projects to pursue HSIP and other safety program grant applications. Jurisdictions can select their own focus for the safety analysis, provided it is consistent with the State Highway Safety Plan's goals. The first two rounds of funding were awarded in 2016 and 2017. Future funding rounds have not been announced at this time.

#### California Office of Traffic Safety (OTS) Grants

The California OTS provides grant funding to improve safety with a focus on planning, data records, education, enforcement, and encouragement efforts. Grants are typically released on an annual basis, with applications due in January.

#### Affordable Housing and Sustainable Communities (AHSC) Program

The AHSC grant program is administered by the California Strategic Growth Council and seeks to fund land-use, housing, transportation, and land preservation projects that support infill and compact development while also reducing greenhouse gas emissions. Projects eligible for AHSC funding must increase accessibility to affordable housing, employment centers, and key destinations through low-carbon transportation that reduce vehicle miles traveled. These projects may include transit-oriented development, integrated connectivity, or rural innovation projects.



## REGIONAL FUNDING SOURCES

### Regional Active Transportation Program

The state ATP program sets aside a share of the program's funding for regional distribution. The Metropolitan Transportation Commission (MTC) program functions in the same manner as the state ATP program, with projects competing for funding to make active transportation safer and more convenient. Projects that compete for the state ATP that are not selected can also compete at the regional level.

### One Bay Area Grant (OBAG) Program

MTC's OBAG grant program provides funding for projects that invest in the region's Priority Development Areas or cities and counties that approve new housing construction and accept allocations through the Regional Housing Need Allocation (RHNA) process. OBAG grants are eligible for local street and road maintenance, streetscape enhancements, bicycle and pedestrian improvements, transportation planning, and Safe Routes to School projects.

### Transportation Development Act (TDA) Article 3 Grants

TDA Article 3 grants provides annual funding for bicycle and pedestrian projects. Two percent of TDA funds in the county is used for TDA Article 3 and the City/County Association of Governments of San Mateo County (C/CAG) determines how to use the funds within San Mateo County.

### San Mateo County Measure A Pedestrian and Bicycle Program

San Mateo County sets aside three percent of all sales tax revenue collected under Measure A specifically for projects dedicated to bicycle and pedestrian improvements. Funding for these projects includes bicycle and pedestrian overcrossings over busy highways.

### Bicycle Facility Grant Program

The Bay Area Air Quality Management District (BAAQMD) is a competitive grant program to help expand the region's bicycle roadway network to reduce air pollution by facilitating mode shifts to clean forms of transportation. The grant program is open to public agencies within the BAAQMD jurisdiction. Eligible projects include bikeways as well as secure bike parking.

### San Mateo County Bicycle Parking Reimbursement Program

San Mateo County offers a bicycle parking reimbursement program through Commute.org. The program provides funding for the purchase and installation of bicycle parking racks and lockers to encourage increased bicycling. Applicants will be reimbursed 50 percent of the total cost of purchasing and installing bicycle parking facilities up to \$500 per unit.

# Appendix GHG

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CEQA GHG Emissions Analysis Compliance Checklist

# **CITY OF MILLBRAE**

## **CEQA GHG EMISSIONS ANALYSIS**

### **COMPLIANCE CHECKLIST**

#### **CLIMATE ACTION PLAN CONSISTENCY CHECKLIST**

#### **for Future Development<sup>1</sup>**

The City of Millbrae has adopted a Climate Action Plan (CAP) that establishes 2025 and 2030 greenhouse gas (GHG) emissions targets and provides strategies to establish a trajectory towards achieving those targets. The CAP includes specific measures to achieve the short-term communitywide emissions reduction targets of 32 percent below 2005 levels by 2025 and 49 percent below 2005 levels by 2030. This is consistent with California's goal of reducing GHG emissions to 40 percent below 1990 levels (Senate Bill 32) by 2030 and provides substantial progress towards achieving the State's long-term GHG reduction goal of carbon neutrality (Executive Order B-55-18) by 2045. The City Council, City staff, and community will continue to develop an approach to meet the State's long-term goal of carbon neutrality.

Over the years, the City has implemented many environmental programs. The CAP establishes the continuation of some programs, expansion of other programs, and implementation of new programs to reduce GHG emissions.

Per the 2020 Millbrae CAP, the Millbrae GHG Emissions Inventory will be updated at least every three years but ideally annually if assistance from the San Mateo County RICAPS climate program is available. In addition, the CAP will be updated periodically with annual reviews of progress on implementation of specific CAP measures and with respect to meeting emissions reduction targets.

Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15183.5, a lead agency may determine that a project's or plan's incremental contribution to a cumulative effect is not cumulatively considerable if it complies with the requirements in a previously adopted plan or mitigation program under specified circumstances. In order for the 2020 Millbrae CAP to be considered a qualified GHG reduction strategy and provide for CEQA streamlining of GHG analysis for future development, the CAP must identify those measures that are applicable to future development projects. The 2020 Millbrae CAP includes measures that are applicable to existing developments, municipal government operations, as well as voluntary and mandatory measures to be applied to future development for public and private projects. Mandatory GHG reduction programs that are applicable to future development are summarized in the following CEQA GHG Emissions Compliance Checklist (referred to herein as the CEQA GHG Checklist). This CEQA GHG Checklist identifies applicable regulations, applicability, requirements, and monitoring and reporting required by those regulations. The purpose of the CEQA GHG Checklist is to assist with determining project or plan consistency with the CAP and provide a streamlined

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<sup>1</sup> Future development refers to any project or plan that is subject to discretionary review and triggers environmental review pursuant to CEQA.

review process for proposed future development projects that are subject to discretionary review and trigger environmental review pursuant to the CEQA.

This CEQA GHG Checklist contains measures that are required to be implemented on a project-by-project basis to ensure that the specified emissions targets identified in the CAP are achieved. Implementation of these measures would ensure that future development is consistent with CAP assumptions for relevant CAP strategies toward achieving the identified GHG reduction targets. Projects or plans that are consistent with the CAP as determined through the use of this CEQA GHG Checklist may rely on the programmatic CAP Initial Study-Negative Declaration GHG emissions analysis for the respective project- and cumulative-level GHG emissions impacts analysis. Inconsistency with any of the applicable-by-land use-type measures in this CEQA GHG Checklist would make a Plan/Project inconsistent with the overall CEQA GHG Checklist. **Projects that are identified as not consistent with the CAP through the use of this CEQA GHG Checklist must prepare a project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions compared to BAAQMD GHG emissions thresholds or other GHG emissions thresholds determined appropriate by the City and incorporation of the CAP measures in this CEQA GHG Checklist to the extent feasible.**

Cumulative GHG emissions associated with construction from a land use development project are generally orders of magnitude lower than the operational emissions from a project, because construction emissions are generally short in duration compared to the project's overall lifetime, and thus can be assessed qualitatively as part of related CEQA GHG emissions analysis. However, some projects may have long construction periods or entail large quantities of cut and fill that could result in construction-related GHG emissions that may be considered significant. Thus, the City retains the discretion on a project-by-project basis to consider whether a project's construction-related GHG emissions could be cumulatively considerable and require more detailed quantitative CEQA GHG emissions analysis and respective mitigation.

This CEQA GHG Checklist may be periodically updated to incorporate new GHG reduction techniques, to comply with later amendments to the CAP, or to reflect changes in other sustainability-focused local, State, or federal laws, regulations, ordinances, and programs. At a minimum, this CEQA GHG Checklist will be updated as needed to be consistent with CAP update timing.

#### APPLICATION SUBMITTAL REQUIREMENTS

The CEQA GHG Checklist is required to accompany the City's Environmental Determination Application Checklist for all projects and plans subject to CEQA review, whether supported by private or government (local or State) funding, proposed within the City limits. The CEQA GHG Checklist is designed to assist the applicant in identifying the minimum CAP and other applicable sustainability-focused requirements specific to a proposed project or plan. However, it may be necessary to supplement the completed CEQA GHG Checklist with supporting materials, calculations, or certifications to demonstrate compliance with CAP and other applicable sustainability-focused requirements. If the minimum CAP and other applicable sustainability-focused requirements are not already clearly committed to as part of the CEQA project description, the completed CEQA GHG Checklist will be included in the respective project or plan conditions of approval.



# GENERAL PROJECT INFORMATION

**Contact Information:** Roscoe Mata, Planning Manager

**Project or Plan Name:** City of Millbrae Active Transportation

**Address:** Citywide, City of Millbrae

**Applicant Name and Co.:** City of Millbrae

**Contact Phone:** (650) 259-2416

**Contact Email:** Rmata@ci.millbrae.ca.us

**Was a consultant retained to complete this checklist?** Yes ☒ No ☐

If Yes, complete the following:

Consultant Name: Darcy Kremin, AICP

Contact Phone: (510) 901-0168

Company Name: Rincon Consultants, Inc.

Contact Email: Dkremin@rinconconsultants.com

## Project Information

**What is the size of the project site or plan area (acres)?**

**Gross:** Approximately 16 miles

**Net:** \_\_\_\_\_

**Identify all applicable proposed land uses:**

☐ Residential (indicate # of single-family dwelling units):

☐ Residential (indicate # of multi-family dwelling units):

☐ Commercial (indicate total square footage, gross and net):

☐ Municipal (indicate total square footage, gross and net):

☒ Other (describe):

Active transportation projects that would total approximately 16 miles of improvements

**Project description. This description should be consistent with the project description that will be used for the CEQA document. The description may be attached to the GHG Checklist if there are space constraints.**

See attached.

COMPLIANCE CHECKLIST TABLE

Section 1: LAND USE CONSISTENCY			
Regulation	Requirements	Project/Plan Compliance	Required Explanation <sup>2</sup>
General Plan	1a. Does the project include a land use and/or zoning amendment? If “No”, proceed to Section 2 – CAP Measures Consistency. If “Yes”, proceed to question 1b.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	The proposed Plan would serve to add active transportation routes in the City. The individual project would not require a land use or zoning amendment.
General Plan	1b. Does the land use and/or zoning amendment result in an equivalent or less GHG-intensive project when compared to the existing conditions?  If “No”, the applicant must prepare a project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions compared to BAAQMD GHG emissions thresholds or other GHG emissions thresholds determined appropriate by the City and incorporation of the CAP measures in this CEQA GHG Checklist to the extent feasible.	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	N/A

<sup>2</sup> Every question included in this checklist is required to be answered with explanation of either: 1) how it will be achieved, 2) why it will not be achieved, or 3) why it is not applicable.

## Section 2: CAP MEASURES CONSISTENCY

Regulation	Requirements	Project/Plan Compliance	Required Explanation
<b>Land Use</b>			
<b>Smart Growth</b>			
Climate Action Plan (Measure 23)	2. <b>All Project Types. Smart Growth.</b> Will the Project/Plan include infill, transportation-oriented, and/or mixed-use development that meets or exceeds the maximum density allowed under the existing zoning and General Plan land use designation?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not Include development projects. _____ _____
<b>Green Building Standards</b>			
Climate Action Plan (Measure 2)	3a. <b>Residential Green Building Ordinance.</b> Will the Project/Plan include construction and operational commitment to comply with the latest version of CALGreen Code for residential new construction and remodels? (mandatory requirement)	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not involve the construction of structures and would not require the use of energy. _____
Climate Action Plan (Measure 1)	3b. <b>Commercial Green Building Ordinance.</b> Will the Project/Plan include construction and operational commitment to comply with the latest version of CALGreen Code for commercial new construction and remodels? (mandatory requirement)	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not involve the construction of structures and would not require the use of energy. _____
Climate Action Plan (Measure 19)	3c. <b>Municipal Green Building Policy.</b> Will the Project/Plan include construction and operational commitment to comply with CALGreen Code and City Reach Codes for building electrification and to achieve LEED Silver or Gold status (or equivalent) for municipal new construction and remodels? (mandatory requirement)	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not involve the construction of structures and would not require the use of energy. _____

## Energy

### Energy Efficiency

Climate Action Plan (Measure 3)	4a. <b>Residential Energy Efficiency Incentives and Rebates.</b> Will the Project/Plan strive to participate in residential energy efficiency programs (including BayREN Home+ program, San Mateo County Energy Watch, and PG&E efficient appliance rebates) and conduct residential energy audits?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not require the use of energy. _____ _____ _____
Climate Action Plan (Measure 4)	4b. <b>Commercial Energy Efficiency Programs.</b> Will the Project/Plan strive to participate in commercial energy efficiency programs and demand response programs (including SMC Energy Watch and PG&E appliance rebates, 0% energy efficiency financing, and demand response programs) and conduct commercial energy audits?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not require the use of energy. _____ _____ _____
Climate Action Plan (Measure 17)	4c. <b>Municipal Buildings Energy Efficiency.</b> Will the Project/Plan strive to participate in San Mateo County Energy Watch, leverage benchmarking to identify opportunities for energy-efficient upgrades and track energy performance, as well as conduct municipal energy audits?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not require the use of energy. _____ _____ _____
Climate Action Plan (Measure 5)	5a. <b>Residential Energy Conservation Program.</b> Will the Project/Plan comply with the most recent residential energy conservation ordinance by meeting minimum energy-efficiency standards upon the sale of the building, if required?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not involve the construction of residential structures. _____ _____
Climate Action Plan (Measure 6)	5b. <b>Commercial Energy Conservation Program.</b> Will the Project/Plan comply with the most recent commercial energy conservation ordinance by meeting minimum energy-efficiency standards upon the sale of the building, if required?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not involve the construction of commercial structures. _____ _____

Climate Action Plan (Measure 14)	6. <b>All Project Types. Street Lighting.</b> Will the Project/Plan include efficient street, signal, park, and parking lot lighting?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	Projects within the proposed Plan could result in the construction of light fixtures which would be required to be energy efficient.
Climate Action Plan (Measure 15)	7. <b>Municipal Environmentally Preferred Energy Purchasing Policy.</b> Will the Project/Plan include Energy Star equipment as part of sustainable purchasing?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not involve the construction of structures.
Climate Action Plan (Measure 7)	8. <b>All Project Types. Tree Planting Program.</b> Will the Project/Plan provide shade trees for buildings with eastern, western, or southern exposures?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not include landscaping features.
<b>Renewable Energy</b>			
Climate Action Plan (Measure 11)	9a. <b>Residential &amp; Commercial Participation in Community Choice Aggregation.</b> Will the Project/Plan strive to retain Peninsula Clean Energy as the energy provider and encourage occupants to opt for the 100% renewable energy option (highly recommended)?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not involve the construction of structures.
Climate Action Plan (Measure 16)	9b. <b>Municipal Participation in Community Choice Aggregation.</b> Will the Project/Plan participate in ECO100 (100% renewable) electricity service through PCE for municipal projects (mandatory)?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not involve the construction of structures.

Climate Action Plan (Measure 10)	10a. <b>Residential Buildings Solar Requirement.</b> Will the Project/Plan strive to participate in bulk purchase program such as the Peninsula SunShares Program (voluntary) and include installation of a solar PV system at time of construction for residential new construction and remodels (mandatory)? Please refer to ordinance 783	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not involve the construction of structures.
Climate Action Plan (Measure 12)	10b. <b>Commercial Buildings Solar Requirement.</b> Will the Project/Plan include installation of a solar PV system at time of construction for commercial new construction (mandatory)?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not involve the construction of structures.
Climate Action Plan (Measure 18)	10c. <b>Municipal Buildings Solar Requirement.</b> Will the Project/Plan include installation of a solar PV system at time of construction for municipal new construction and remodels (mandatory)?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not involve the construction of structures.
Climate Action Plan (Measure 13)	11. <b>All Project Types. Pairing Battery Storage with Solar PV Systems.</b> Will the Project/Plan strive to provide education and outreach regarding the benefits of pairing battery storage with solar PV systems to related businesses, residents, and contractors?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not involve the construction of structures.
<b>Building Electrification</b>			
Climate Action Plan (Measure 9)	12a. <b>Residential &amp; Commercial All-Electric Ordinance.</b> Will the Project/Plan include all-electric residential or commercial new construction and/or remodels, including for electric lighting, heating, cooking, and water heating (mandatory)?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not involve the construction of structures.
Climate Action Plan (Measure 8)	12b. <b>All Project Types. Electrical Panel Upgrades in Existing Buildings.</b> Will the Project/Plan leverage incentives/resources by PCE, BayREN, and PG&E to upgrade <i>existing</i> residential and commercial buildings to be all-electric, including solar PV, battery storage, air source heat pumps, heat pump water heaters, electric dryers, electric stoves, and electric vehicles?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not involve the construction of structures.

<b>Vehicle Electrification</b>	
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Climate Action Plan (Measure 31)	13a. <b><u>All Project Types. EV Charging Infrastructure in Existing Buildings.</u></b> Will the Project/Plan leverage incentives from PCE to include charging infrastructure at existing public properties, multi-unit dwellings, and workplaces?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not involve the construction of structures.
Climate Action Plan (Measure 32)	13b. <b><u>All Project Types. EV Charging Infrastructure in New Construction.</u></b> Will the Project/Plan comply with the most recent City Reach Code for residential and commercial buildings new construction related to provision of parking spaces designed to accommodate electric vehicle charging equipment and clean air vehicles (EVs, PHEVs) (mandatory)? Refer to ordinance 783	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not involve the construction of structures.

Transportation
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<b>Alternative Transportation</b>	
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Climate Action Plan (Measure 30)	14. <b>All Project Types. Shuttle Program.</b> If not proximate to transit hubs or lines, will the Project/Plan connect to transit via shuttle service as requested by the City?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	<u>The proposed Plan would not</u> <u>involve the construction of structures.</u> <u>However, it would encourage bicycling</u> <u>to transit hubs and lines.</u>
Climate Action Plan (Measure 28)	15a. <b>All Project Types. Bike Sharing.</b> Will the Project/Plan accommodate shared bike service as requested by the City?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	<u>The proposed Plan would result in</u> <u>additional bicycle routes that would</u> <u>encourage shared bicycle service.</u>
Climate Action Plan (Measure 33)	15b. <b>All Project Types. Shared Electric Bikes and Scooters.</b> Will the Project/Plan modify existing infrastructure to accommodate shared electric bikes and scooters via provision of dedicated off-street parking spaces and on-street corrals as requested by the City?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	<u>The proposed Plan would result in</u> <u>the construction of additional bicycle</u> <u>routes that could facilitate parking</u> <u>accommodation for electric bicycles</u> <u>and scooters in the future.</u>

### **Active Transportation**

Climate Action Plan (Measure 24)	16a. <b>All Project Types. Walkable/Bikeable Street Landscape.</b> Will the Project/Plan design the urban landscape to make walking and biking more desirable, including via provision of bike lanes, bike parking, traffic calming, beautification, etc.?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	<u>The proposed Plan would result in the construction of additional bicycle routes, and safer pedestrian routes through the City. The intent of the Plan is to encourage residents, employees and visitors to bicycle or walk.</u>
Climate Action Plan (Measure 25)	16b. <b>All Project Types. Safe Routes to School.</b> Will the Project/Plan establish bike trails and safe pedestrian routes to local schools (infrastructure)?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	<u>The proposed Plan would include projects that would establish safer bicycle and pedestrian routes to key destinations within the City, including schools.</u>

### **Commuting & Vehicle Sharing**

Climate Action Plan (Measure 35)	17a. <b>Municipal Employee Commuting Program.</b> Will the Project/Plan promote and incentivize public transportation, carpooling, biking, etc. for municipal new construction and remodels?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	<u>The proposed Plan would include bicycle and pedestrian routes that projects that would result in safer would encourage bicycling and walking within the City.</u>
Climate Action Plan (Measure 29)	17b. <b>All Project Types. Car Sharing.</b> Will the Project/Plan open a car sharing station or provide car sharing parking as requested by the City?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	<u>The proposed Plan would facilitate greater active transportation and would thereby, reduce the use of cars.</u>



## Waste

### *Materials Recycling & Composting*

Climate Action Plan (Measure 37)	18a. <b>Residential &amp; Commercial Landfill Diversion Rate Goal.</b> Will the Project/Plan meet current legislation to recycle, and increase participation in recycling programs and weekly collection of recyclables and organic waste to achieve 85 percent diversion from landfill (mandatory)?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not include the construction of structures that would produce solid waste.
Climate Action Plan (Measure 39)	18b. <b>Commercial Organics Recycling Ordinance.</b> Will the Project/Plan require that all businesses and multi-family complexes with more than five units to sort and recycle organic material in order to comply with AB 1826 (mandatory)?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not include the construction of structures that would produce solid waste.
Climate Action Plan (Measure 42)	18c. <b>Municipal Zero Waste Policy.</b> Will the Project/Plan implement on-site methods to achieve 95 percent waste diversion from landfills?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not directly result in the production of solid waste.

### *Green Materials*

Climate Action Plan (Measure 40)	19a. <b>Municipal Environmentally Preferred Purchasing Policy.</b> Will the Project/Plan implement sustainable purchasing policy to reduce energy and waste, conserve water, and increase recycling?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not include the construction of structures that would require energy or additional services.
Climate Action Plan (Measure 38)	19b. <b>All Project Types. Sustainable Food Service Ware.</b> Will the Project/Plan comply with the most recent Sustainable Food Service Ware ordinance to require that all food ware is compostable and to reduce the use of other single-use items in food services (mandatory)?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not involve the use of food service ware.
Climate Action Plan (Measure 41)	19c. <b>Municipal Sustainable Vendor Policy for Events.</b> Will the Project/Plan include a plan to work with event organizers for recycling cardboard, paper, containers and food/organics at public events, and for using	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not require the use of vendors.

	compostable/recyclable food service ware (mandatory)?		
Water			
Water Use Efficiency			
Climate Action Plan (Measure 5)	20a. <b>Residential Energy/Water Conservation Program.</b> Will the Project/Plan meet minimum water-efficiency standards (mandatory)?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not include the construction of structures
Climate Action Plan (Measure 6)	20b. <b>Commercial Energy/Water Conservation Program.</b> Will the Project/Plan meet minimum water-efficiency standards (mandatory)?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not include the construction of structures.
Climate Action Plan (Measure 20)	21a. <b>All Project Types. Water Conservation Incentives.</b> Will the Project/Plan strive to install and maintain water-efficient appliances and fixtures?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not include the construction of structures.
Climate Action Plan (Measure 21)	21b. <b>All Project Types. Water Efficient Landscape Ordinance and Indoor Water Efficiency Requirements.</b> Will the Project/Plan implement the State Model Water Efficient Landscape Ordinance (MWELO) and CALGreen indoor water efficiency requirements (mandatory)?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not include the construction of structures.
Water Recycling			
Climate Action Plan (Measure 22)	22. <b>All Project Types. "Graywater Ready".</b> Will the Project/Plan strive to include development that is built "graywater ready" for new construction?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not include the construction of structures.
Overall Sustainability			
Green Businesses			

Climate Action Plan (Measure 43)	23. <b>Commercial &amp; Municipal Green Business Program.</b> Will the Project/Plan strive to be a certified Bay Area Green Business and implement respective sustainable practices?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed Plan would not include the construction of structures.
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