Initial Study/Addendum

Glenview Highlands

SCH# 2021040782

prepared by

City Of SAN BRUNO

In Consultation with

DAVID J. POWERS & ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

May 2024

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All appendices are incorporated herein by reference.

Section 1.0 Introduction and Purpose

1.1 Purpose of the Initial Study/Addendum

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

On June 28, 2022, the City of San Bruno City Council approved the Glenview Terrace project (hereinafter also referred to as the "approved project") and adopted Resolution No. 2022-61 approving the Initial Study/Mitigated Negative Declaration (IS/MND) (SCH # 2021040782). The approved project consists of 29 for-sale single-family dwelling units on the corner of Glenview Terrace and San Bruno Avenue.

Subsequent to the adoption of the Initial Study/MND and approval of the project, changes have been proposed (hereinafter also referred to as the "modified project"), resulting in the need for this Initial Study/Addendum. The modified project would develop the 3.28-acre site with 58 multi-family units. This Initial Study/Addendum evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the modified project.

The CEQA Guidelines Section 15162 states that when an Environmental Impact Report (EIR) has been certified or a negative declaration adopted for a project, no subsequent EIR or negative declaration shall be prepared for that project unless the Lead Agency determined, on the basis of substantial evidence in light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

   (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

   (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA Guidelines Section 15164 states that the Lead Agency or a Responsible Agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in 15162 (see above) calling for preparation of a subsequent EIR or negative declaration have occurred.

Based on the proposed project modifications, knowledge of the project site and surrounding area, and the following discussion and analysis, the modified project would not result in a new or substantially more severe significant impact than previously disclosed in the adopted Initial Study/MND. Therefore, the standard for subsequent environmental review has not been met and an Addendum has been prepared consistent with CEQA Guidelines Section 15164.

This Addendum, which is to be considered together with the Initial Study/MND prepared for the approved project, will not be formally circulated for public review, but will be attached to the Initial Study/MND, pursuant to CEQA Guidelines Section 15164(c).

1.2 Notice of Determination

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

Section 2.0 Project Information

2.1 Project Title

Glenview Highlands

2.2 Lead Agency Contact

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2.3 Project Applicant

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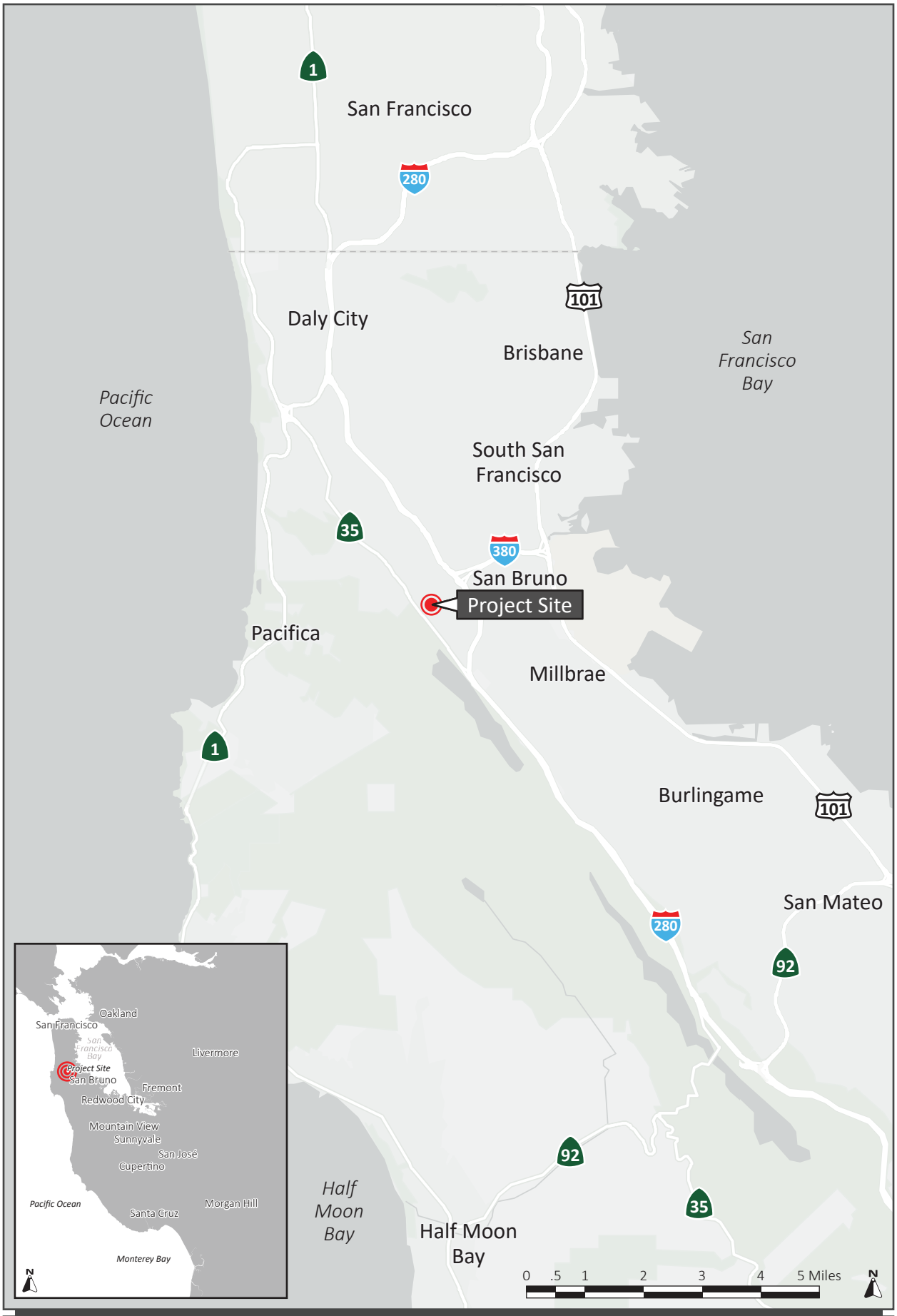
samantha@cityventures.com

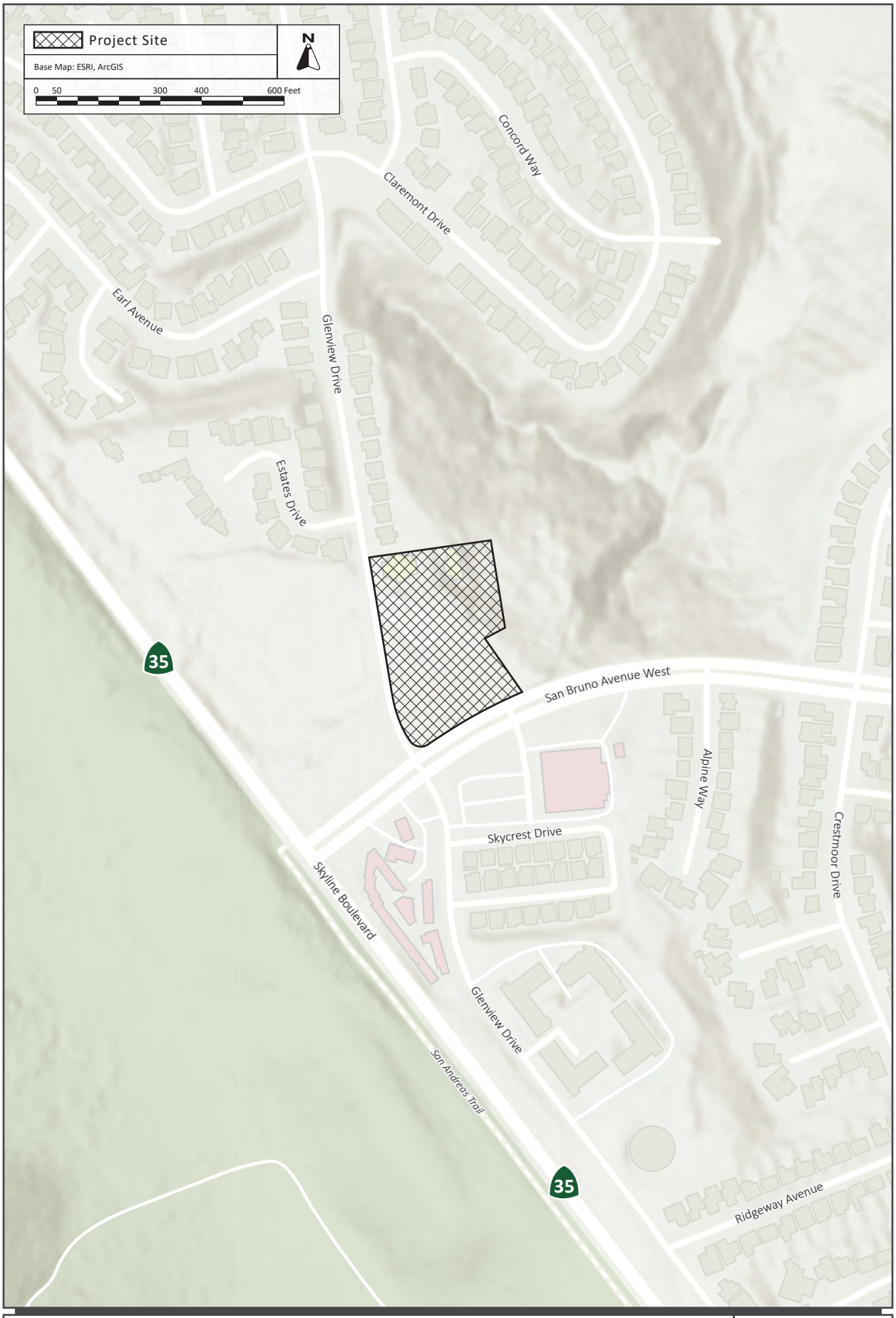
2.4 Project Location

The 3.28-acre project site is located at 850 Glenview Drive in the City of San Bruno.

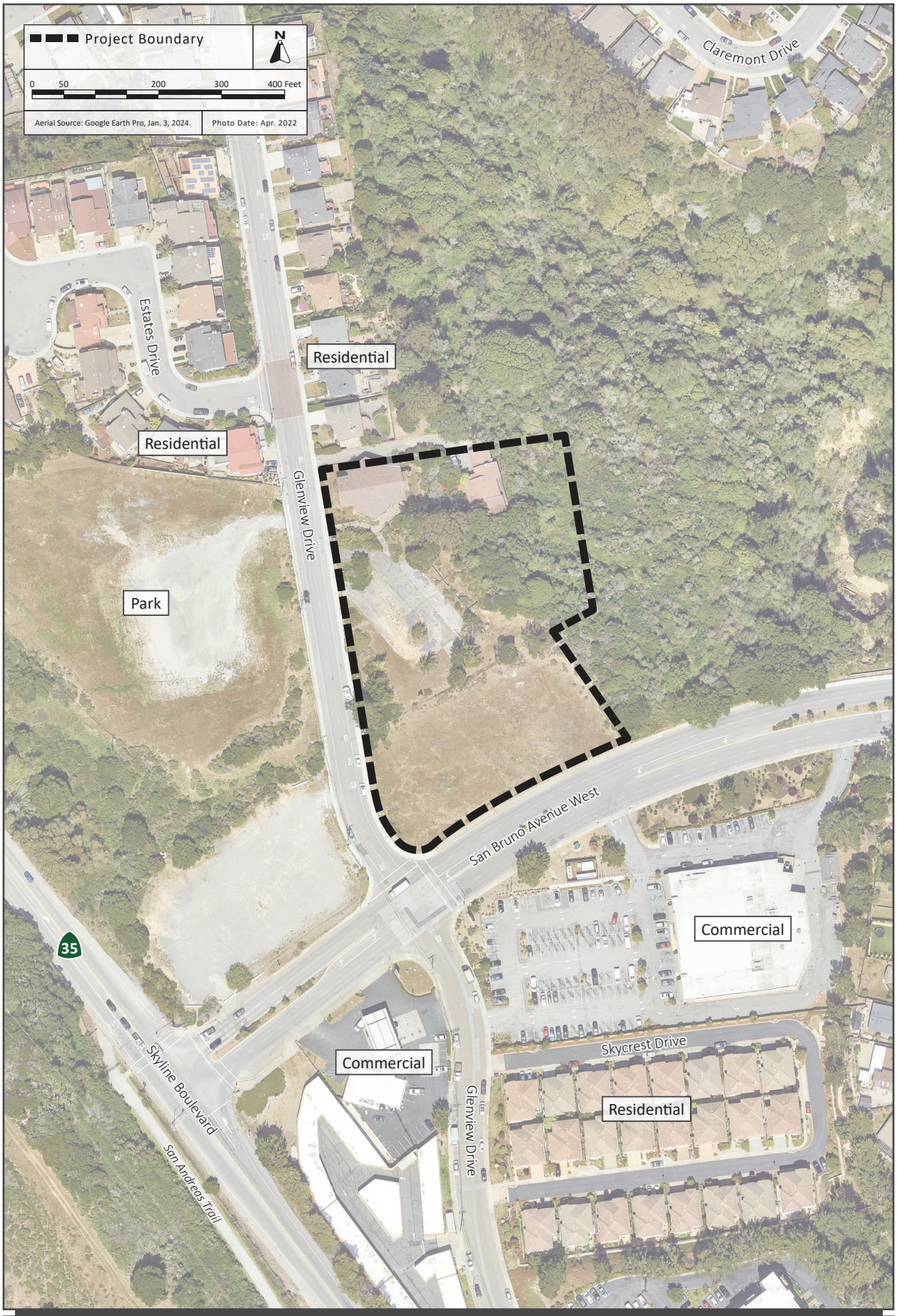
A regional map and vicinity map of the project site are shown in Figure 2.4-1 and Figure 2.4-2., respectively. An aerial photograph with surrounding land uses is shown in Figure 2.4-3.



REGIONAL MAP | FIGURE 2.4-1



VICINITY MAP | FIGURE 2.4-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES | FIGURE 2.4-3

2.5 Assessor's Parcel Number

The project site is comprised of three parcels (APNs 019-042-150, -160, and 170).

2.6 General Plan Designation and Zoning District

The project site has a General Plan designation of Medium Density Residential and is zoned PD (Planned Development).

2.7 Project-Related Approvals, Agreements, and Permits

This Initial Study/Addendum provides decision-makers in the City of San Bruno (the Lead Agency), responsible agencies, and the general public with relevant environmental information to use in considering the proposed project. It is intended that this Initial Study be used for discretionary approvals necessary to implement the project, as proposed. These discretionary actions may include, but are not limited to, the following:

- Architectural Review Permit per the San Bruno Municipal Code (SBMC) Chapter 12.108
- Vesting Tentative Map per SBMC Chapter 12.38
- Heritage Tree Removal Permit per SBMC Section 8.25.040

In addition to the discretionary actions for the project, the following ministerial permits may include, but are not limited, to the following:

- Encroachment Permit for off-site improvements per SBMC section 8.16.010
- Grading Permit
- Building Permit

Section 3.0 Project Description

3.1 Project Location

The project site consists of three parcels (APNs 019-042-150, -160, and 170) totaling 3.28 acres located at the northeast corner of the intersection of San Bruno Avenue West and Glenview Drive in the City of San Bruno. The project site is currently developed with a parking lot, vacant church building[1], and vacant single-family dwelling unit.

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

3.2 Summary of Approved Project

The approved project proposed to demolish the existing vacant church and associated single-family dwelling unit in order to construct 29 two-story single family dwelling units (refer to Figure 3.3-1). The proposed dwelling units would range in size between 1,727 square feet and 2,613 square feet. The approved project consisted of a General Plan Amendment from Low-Density Residential (northern parcel) and High-Density Residential (southern parcels) to Medium Density Residential. The approved project also consisted of rezoning the entire site to Planned Development (P-D) zoning.

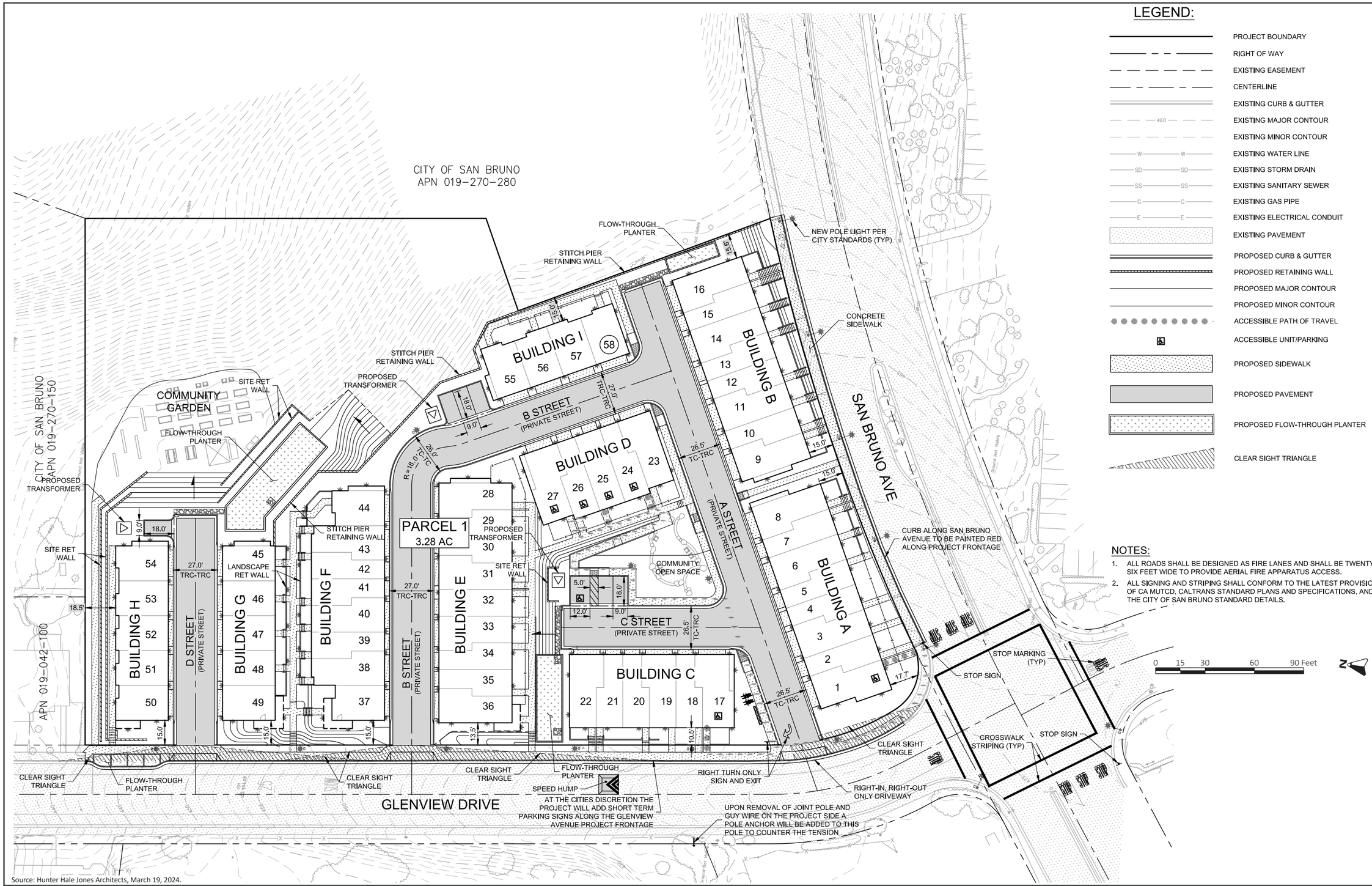
As part of the approved project, new eight-inch water lines would be installed throughout the project site and would connect to the existing 12-inch water line in Glenview Drive, which would be extended to an existing 10-inch water line in San Bruno Avenue West.

3.3 Proposed Changes to the Approved Project

The modified project proposes to demolish the existing vacant church and associated single-family dwelling unit in order to construct 58 multi-family townhomes. Of the 58 townhomes, 49 would be market rate and nine would be reserved for low- and moderate-income families. The proposed townhomes would be three-stories and would consist of three bedrooms, ranging from 1,290 square feet to 1,800 square feet. The units would be configured in nine buildings (Buildings A through I), as shown on Figure 3.3-2. Conceptual elevations are shown in Figure 3.3-3, Figure 3.3-4, and Figure 3.3-5.

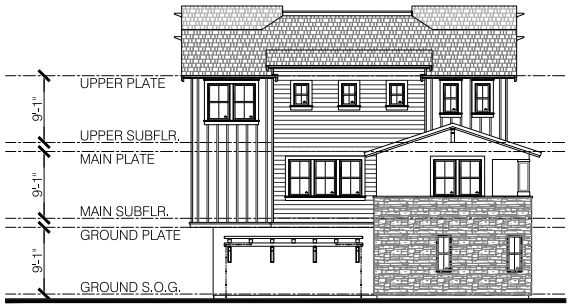
[1] The church was last occupied in 2015.

CONCEPTUAL SITE PLAN (APPROVED PROJECT) | FIGURE 3.3-1

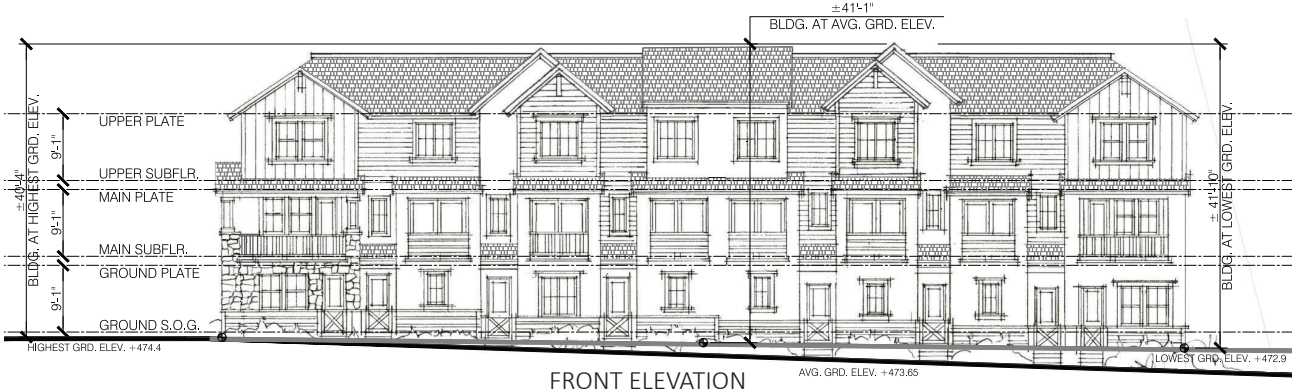


Source: Hunter Hale Jones Architects, March 19, 2024.

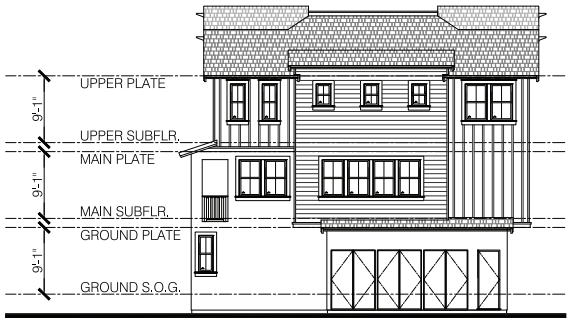
CONCEPTUAL SITE PLAN (MODIFIED PROJECT) | FIGURE 3.3-2



LEFT ELEVATION



FRONT ELEVATION

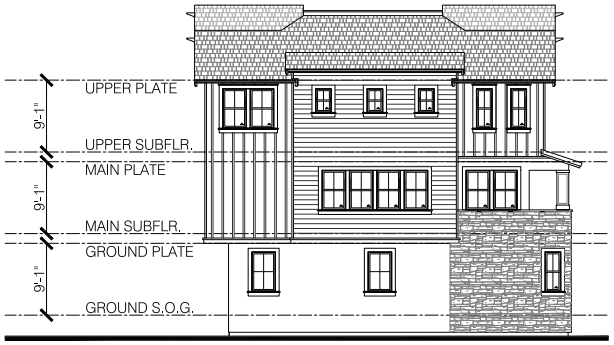


RIGHT ELEVATION

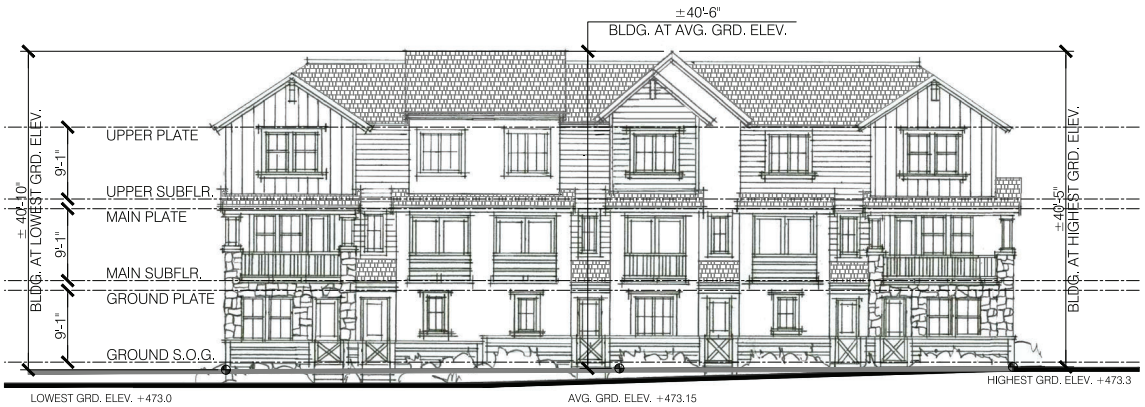
REAR ELEVATION

Source: Hunter Hale Jones, March 19, 2024.

BUILDING A CONCEPTUAL ELEVATIONS (MODIFIED PROJECT) | FIGURE 3.3-3



LEFT ELEVATION



FRONT ELEVATION

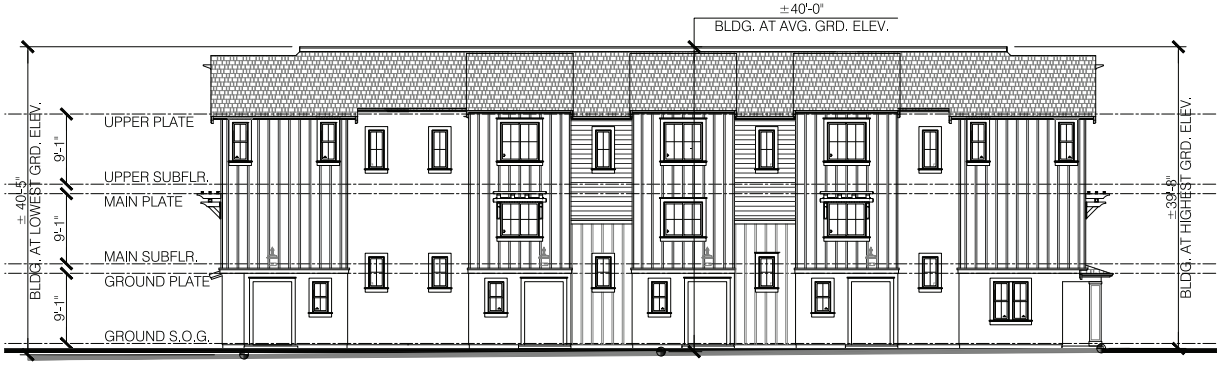
RIGHT ELEVATION

REAR ELEVATION

Source: Hunter Hale Jones, March 19, 2024.

BUILDING C CONCEPTUAL ELEVATIONS (MODIFIED PROJECT) | FIGURE 3.3-4

LEFT ELEVATION



FRONT ELEVATION

RIGHT ELEVATION

REAR ELEVATION

Source: Hunter Hale Jones, March 19, 2024.

BUILDING H CONCEPTUAL ELEVATIONS (MODIFIED PROJECT) | FIGURE 3.3-5

A summary of the proposed changes to the approved project is provided in Table 3.3-1 below.

Table 3.3-1: Summary of Changes to the Approved Project

	Approved Project	Modified Project	Change
Maximum Number of Residential Units	29	58	+29
Maximum Number of Stories	2	3	+1
Density	8.84	17.68	+8.84
Parking			
Private	58	116	+58
Public	16	7	-9
Impervious Area	78,504	75,411	-3,093
Trees to be Removed	58	55	-3
Grading (cy)	8,200 export	400 import	-7,800
Construction Duration (months)	30	27	-3

Notes:

Cy = cubic yards

3.3.1 California State Density Bonus

The project would reserve 15 percent (9 units) of the residential units for low-income households, and therefore would qualify for a density bonus under the California State Density Bonus Law (California Government Code Sections 65915 – 65918).[2] The project is not requesting any concessions or waivers.

3.3.2 Site Access, Circulation, and Parking

Access to the project site would be provided by one right-in, right-out driveway and two full access driveways along Glenview Drive. Residential units would be accessed by a network of private streets. Each of the townhome units would have a private two-car garage. Seven guest parking spaces would be provided onsite.[3]

3.3.3 Landscaping and Stormwater

The project would provide a total of approximately 25,667 square feet of private and community open space, including approximately 12,325 square feet of private terraces and decks,

[2] Note that the approved project did not include any affordable units.
[3] The approved project proposed to provide 16 guest parking spaces.

approximately 8,024 square feet of open space, and approximately 5,318 square foot community garden space. A conceptual landscape plan is shown on Figure 3.3-6.

Following completion of the project, impervious surfaces would be increased from 25,350 square feet (18 percent) to 75,411 square feet (53 percent).[4] Similar to the approved project, runoff from the modified project would be directed to vegetated areas, self-treating areas, and biotreatment areas (refer to Figure 3.3-7). [5]

3.3.4 Utilities and Right-of-Way Improvements

The project site is served by existing electrical power, natural gas*, and telecommunications facilities.

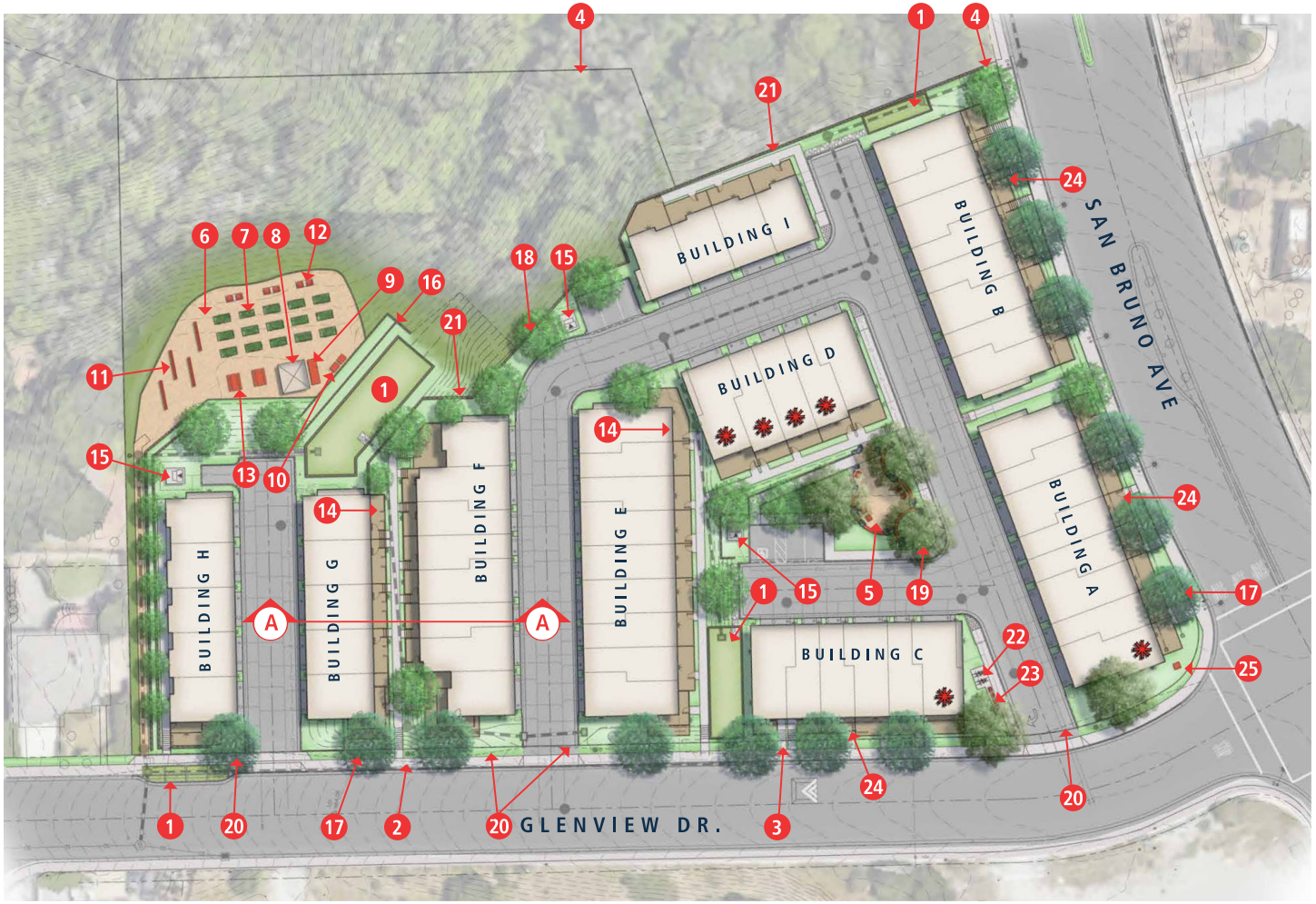
Consistent with the approved project, the modified project would install new eight-inch water lines throughout the project site and would connect to an existing inactive 12-inch water line in Glenview Drive, as show on Figure 3.3-8. Prior to connecting to the 12-inch water line, the water main would need to be connected, consistent with the approved project, via 165 feet of new 12-inch pipe to the existing Zone 10 mains located at the intersections of Sneath Lane and Earl Avenue and San Bruno Avenue and Glenview Drive. Following completion of the connection, the existing 10-inch main located east of Skyline Boulevard would be abandoned. Sewer collection for the proposed residences would be provided by a new eight-inch sanitary sewer line connecting to the City's existing sanitary sewer line within Glenview Drive.

The project would implement the following utility and roadway improvements:

- Connect to the existing inactive 12-inch pipeline via 165 feet of new 12-inch pipe
- Abandon the existing 10-inch main located east of Skyline Boulevard
- Install a Pressure Reducing Valve (PRV) at each residential unit
- Re-connect three existing Zone 6 hydrants in Glenview Drive to the 12-inch diameter Zone 10 pipeline
- Install an all-way stop control at Glenview Drive and San Bruno Avenue (refer to Section 4.15.3.4)
- Replace existing sidewalk along project frontage.
- Adding stormwater treatment area along Glenview Drive.

*Project will not be using any natural gas appliances or heating. Project will be all electric.

[4] This represents a decrease in impervious area compared to the approved project.
[5] The approved project proposed two bioretention areas, one within the southern portion of the site near San Bruno Avenue and one within the northern portion of the site.



LEGEND

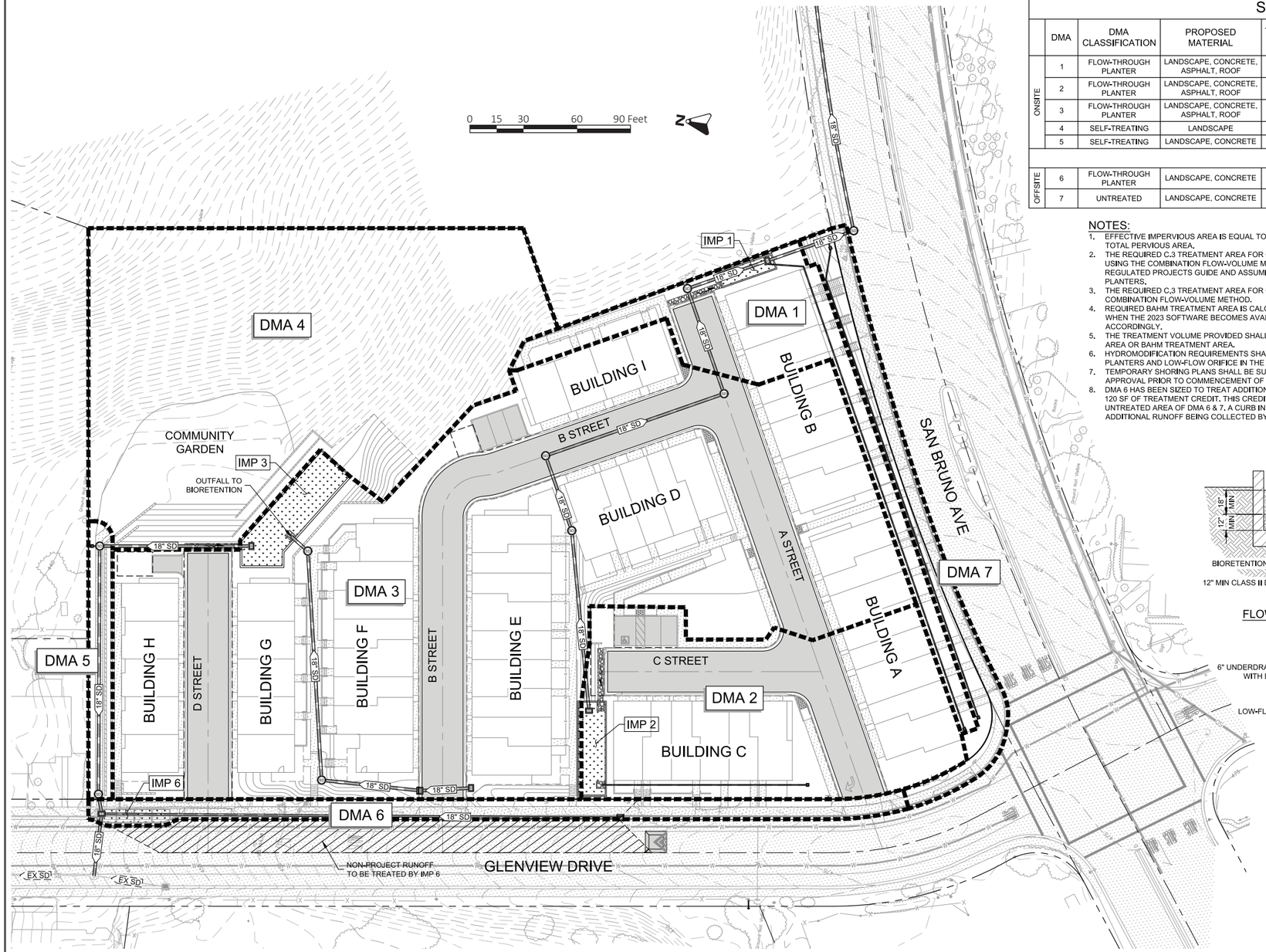
1. Bioretention (Per Civil)
2. Sidewalk
3. Unit Entry Walk
4. Property Line
5. Decomposed Granite Seating Area
6. Compacted Native Surface at Community Garden
7. Garden Plots (4'x8')
8. Tool Shed
9. Work Table
10. Compost Bins
11. Fog Catchers
12. Lounge Chairs
13. Picnic Tables
14. Patios with Planters
15. Transformer (Per Dry Utility)
16. Retaining Walls (Per Civil)
17. Street Tree
18. Accent Tree
19. Heritage Tree
20. Line of Sight (Per Civil Sheet C4.0)
21. Stitch Pier Wall (Per Civil)
22. Bike Racks [4 Short Term]
23. Mailboxes
24. Open patios with 36" tall max fencing.
25. Key Corner Feature

ADA Units

0 10 20 40 60 Feet

Source: Hunter Hale Jones, March 18, 2023.

CONCEPTUAL LANDSCAPE PLAN | FIGURE 3.3-6

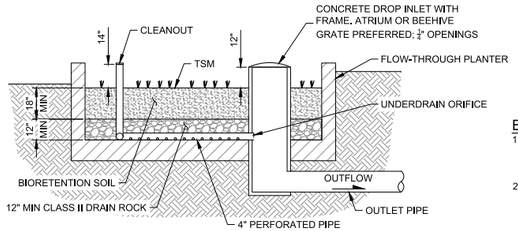


STORMWATER MANAGEMENT TABLE

	DMA	DMA CLASSIFICATION	PROPOSED MATERIAL	TOTAL AREA (SF)	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	EFFECTIVE IMPERVIOUS AREA (SF)	REQUIRED C.3 TREATMENT (SF)	REQUIRED BAHM TREATMENT (SF)	TREATMENT AREA PROVIDED (SF)
ONSITE	1	FLOW-THROUGH PLANTER	LANDSCAPE, CONCRETE, ASPHALT, ROOF	9,160	5,070	4,090	5,479	170	250	250
ONSITE	2	FLOW-THROUGH PLANTER	LANDSCAPE, CONCRETE, ASPHALT, ROOF	19,562	15,320	4,242	15,744	430	780	780
ONSITE	3	FLOW-THROUGH PLANTER	LANDSCAPE, CONCRETE, ASPHALT, ROOF	73,251	54,411	18,840	56,295	1,550	1,440	1,550
ONSITE	4	SELF-TREATING	LANDSCAPE	38,366	0	38,366	-	-	-	-
ONSITE	5	SELF-TREATING	LANDSCAPE, CONCRETE	2,085	610	1,475	-	-	-	-
OFFSITE	6	FLOW-THROUGH PLANTER	LANDSCAPE, CONCRETE	5,315	3,925	1,390	4,064	130	-	270
OFFSITE	7	UNTREATED	LANDSCAPE, CONCRETE	5,650	3,470	2,180	3,688	120	-	SEE NOTE 8

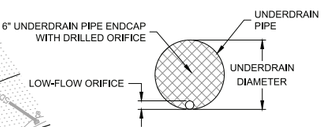
NOTES:
1. EFFECTIVE IMPERVIOUS AREA IS EQUAL TO THE TOTAL IMPERVIOUS AREA PLUS 0.1 TIMES THE TOTAL PERVIOUS AREA.
2. THE REQUIRED C.3 TREATMENT AREA FOR ONSITE FLOW-THROUGH PLANTERS IS CALCULATED USING THE COMBINATION FLOW-VOLUME METHOD DESCRIBED IN THE THE SAN MATEO COUNTY C.3 REGULATED PROJECTS GUIDE AND ASSUMING TWELVE (12) INCHES OF PONDING IN FLOW-THROUGH PLANTERS.
3. THE REQUIRED C.3 TREATMENT AREA FOR OFFSITE SILVA CELLS IS CALCULATED USING THE COMBINATION FLOW-VOLUME METHOD.
4. REQUIRED BAHM TREATMENT AREA IS CALCULATED USING THE BAY AREA HYDROLOGY MODEL 2013. WHEN THE 2023 SOFTWARE BECOMES AVAILABLE WE WILL UPDATE OUR CALCULATIONS ACCORDINGLY.
5. THE TREATMENT VOLUME PROVIDED SHALL BE THE LARGER OF THE REQUIRED C.3 TREATMENT AREA OR BAHM TREATMENT AREA.
6. HYDROMODIFICATION REQUIREMENTS SHALL BE MET THROUGH THE SIZING OF THE FLOW-THROUGH PLANTERS AND LOW-FLOW ORIFICE IN THE SUBDRAIN.
7. TEMPORARY SHORING PLANS SHALL BE SUBMITTED TO THE BUILDING DIVISION FOR REVIEW AND APPROVAL PRIOR TO COMMENCEMENT OF SITE EXCAVATION.
8. DMA 6 HAS BEEN SIZED TO TREAT ADDITIONAL NON-PROJECT RUNOFF PROVIDING AN ADDITIONAL 120 SF OF TREATMENT CREDIT. THIS CREDIT WILL BE USED AS IN-LIEU COMPLIANCE TO OFFSET THE UNTREATED AREA OF DMA 6 & 7. A CURB INLET HAS BEEN ADDED UPSTREAM OF IMP 6 TO LIMIT THE ADDITIONAL RUNOFF BEING COLLECTED BY IMP 6 ALONG GLENVIEW DRIVE.

LEGEND:
- DMA BOUNDARY
- 18" SD — PROPOSED STORM DRAIN
- STORM DRAIN MANHOLE
- STORM DRAIN CURB INLET
- STORM DRAIN FIELD INLET
- SLOPE ARROW
- FLOW-THROUGH PLANTER

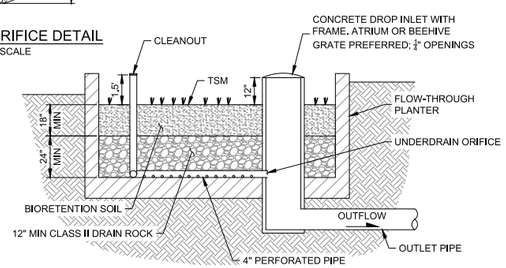


FLOW-THROUGH PLANTER DETAIL - IMP 1 & 3
NOT TO SCALE

BIORETENTION NOTES:
1. SCARIFY SUBGRADE BEFORE INSTALLING BIORETENTION AREA AGGREGATE AND BIORETENTION SOIL MEDIA.
2. COMPACT EACH 6" LIFT OF BIORETENTION SOIL MEDIA WITH LANDSCAPE ROLLER OR BY LIGHTLY WETTING. IF WETTING, LET DRY OVERNIGHT BEFORE PLANTING.
3. NEVER WORK WITHIN BIORETENTION AREA LIMITS DURING RAIN OR UNDER WET CONDITIONS.
4. KEEP ALL HEAVY MACHINERY OUTSIDE BIORETENTION AREA LIMITS.
5. BIORETENTION IS NOT DESIGNED FOR PERCOLATION. WATER WILL BE DIRECTED TO STORM DRAIN OUTLET PIPE THROUGH 6" PERFORATED PIPE.



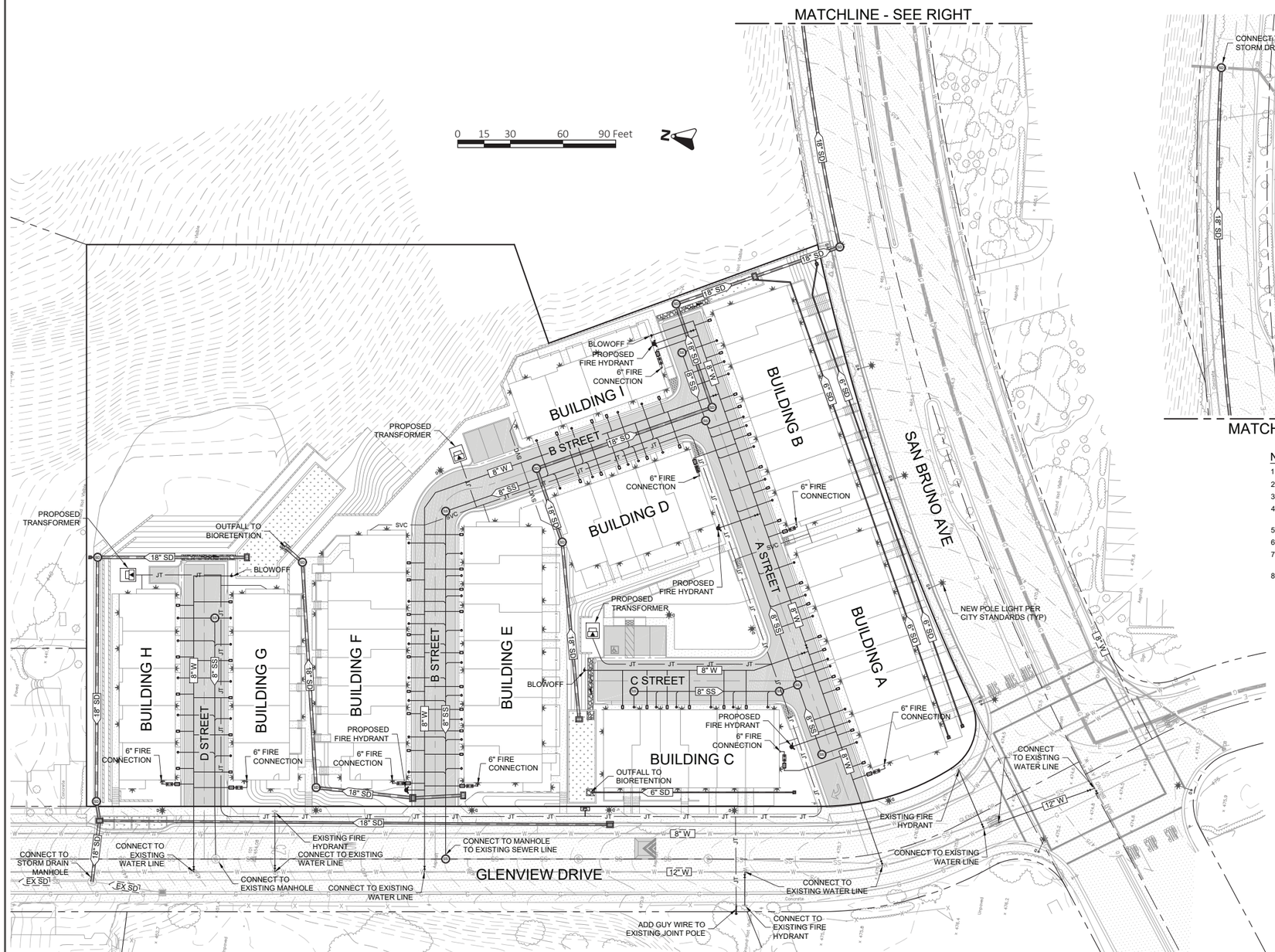
UNDERDRAIN ORIFICE DETAIL
NOT TO SCALE

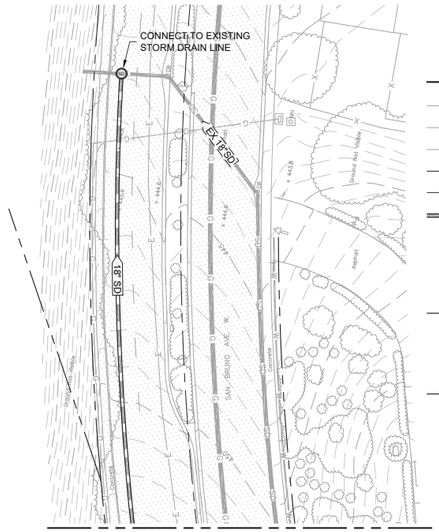


FLOW-THROUGH PLANTER DETAIL - IMP 2
NOT TO SCALE

Source: Hunter Hale Jones Architects, March 19, 2024.

STORMWATER CONTROL PLAN | FIGURE 3.3-7



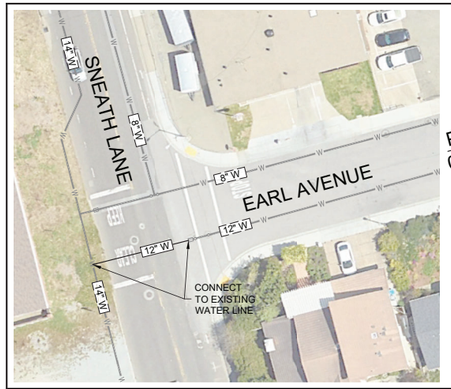


LEGEND:

- PROJECT BOUNDARY
- EXISTING WATER LINE
- EXISTING STORM DRAIN
- EXISTING SANITARY SEWER
- PROPOSED JOINT TRENCH
- PROPOSED JOINT TRENCH SERVICE LATERAL
- PROPOSED STORM DRAIN
- STORM DRAIN MANHOLE
- STORM DRAIN CURB INLET
- STORM DRAIN FIELD INLET
- PROPOSED SANITARY SEWER
- PROPOSED SEWER MANHOLE
- PROPOSED SEWER CLEANOUT
- PROPOSED WATER
- PROPOSED FIRE HYDRANT
- PROPOSED WATER VALVE
- PROPOSED WATER METER
- PROPOSED FIRE BFP
- PROPOSED BLOW OFF
- UNDERGROUND STORMWATER TREATMENT (SILVA CELL OR EQUAL)
- EXISTING UTILITY CALLOUT

NOTES:

1. DEVELOPER TO INSTALL NEW 8" WATER AND SEWER MAIN AND PROVIDE A PUBLIC UTILITY EASEMENT.
2. EIGHT INCH SANITARY SEWER PIPES SHALL HAVE A MINIMUM SLOPE OF S=0.0044
3. ONSITE STORM DRAIN SHALL BE PRIVATELY OWNED AND MAINTAINED.
4. STORM DRAIN PIPES SHALL HAVE A MINIMUM SLOPE TO MAINTAIN A VELOCITY OF 2 FEET PER SECOND WHEN FLOWING HALF FULL.
5. EXISTING UTILITIES ONSITE ARE TO BE ABANDONED OR REMOVED AS NECESSARY.
6. TRANSFORMER LOCATIONS ARE PRELIMINARY AND SUBJECT TO REVIEW BY PG&E.
7. TEMPORARY SHORING PLANS SHALL BE SUBMITTED TO THE BUILDING DIVISION FOR REVIEW AND APPROVAL PRIOR TO COMMENCEMENT OF SITE EXCAVATION.
8. DUE TO THE LOCATION OF THE SITE THE CITIES ZONE 10 WATER SYSTEM WILL NEED TO BE UTILIZED TO SERVE THE SITE. THEREFORE, THE EXISTING INACTIVE 12-INCH WATER MAIN IN GLENVIEW DRIVE SHALL BE RECONNECTED AT EACH END TO ENSURE ADEQUATE PRESSURE FOR THE SITE. PRIOR TO RECONNECTION, THE EXISTING 12-INCH MAIN SHALL BE PRESSURE TESTED AND DISINFECTED ACCORDING TO CITY AND STATE REQUIREMENTS. ADDITIONALLY, EACH DOMESTIC SERVICE CONNECTION WILL REQUIRE A PRESSURE REDUCING VALVE (PRV).



ADDITIONAL WATER CONNECTION REQUIREMENT PER REPORT PREPARED BY WEST YOST DATED 02-27-2024

Source: Hunter Hale Jones Architects, April 30, 2024.

UTILITIES | FIGURE 3.3-8

3.3.5 Green Building Features

The project would be required to comply with CalGreen Building Code. The project includes solar panels and each unit would be pre-wired for EV charging. The project is proposed to be all electric.

3.3.6 Construction

It is anticipated that the project would be constructed over an approximate 27-month period, three months less than the approved project (refer to Table 3.3-1). Grading onsite would result in approximately 5,030 cubic yards of cut and would require 5,450 cubic yards of fill (up to 420 cubic yards of import). Compared to the approved project, the modified project would result in less grading overall. As shown in Table 3.3-1, the approved project resulted in 8,200 cubic yards of soil off-haul; whereas the modified project would result in 420 cubic yards of import.[6] Construction equipment would be staged on the project site, as necessary.

3.3.6.1 *Stitch Pier Wall*

Consistent with the approved project, the modified project would construct a stitch pier wall along the eastern portion of the site, the wall would vary from four- to six-feet high and the stitch piers would extend seven to 30 feet below grade.

[6] Assuming 12 cubic yards of soil per truckload, the modified project would result in 35 soil hauling trips compared to 683 for the approved project.

Section 4.0 Environmental Setting, Checklist, and Impact Discussion

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

4.1	Resource Areas Not Analyzed Further	4.10	Hydrology and Water Quality
4.2	Aesthetics	4.11	Noise
4.3	Air Quality	4.12	Population and Housing
4.4	Biological Resources	4.13	Public Services
4.5	Cultural Resources	4.14	Recreation
4.6	Energy	4.15	Transportation
4.7	Geology and Soils	4.16	Utilities and Service Systems
4.8	Greenhouse Gas Emissions	4.17	Mandatory Findings of Significance
4.9	Hazards and Hazardous Materials		

The discussion for each environmental subject includes the following subsections:

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

4.1 Resource Areas Not Analyzed Further

The following resource areas, whose impacts are dependent on the site conditions, are not analyzed further because they were determined to have the same impacts as analyzed in the adopted IS/MND.[7] A brief explanation is provided for each resource topic.

[7] City of San Bruno. *Glenview Terrace Project Initial Study/Mitigated Negative Declaration.* April 2021. SCH # 2021040782.

4.1.1 Agriculture and Forestry

The adopted IS/MND concluded that development of the approved 29 single-family units would have no impact on agricultural and forestry resources. [8] The project is located on a developed site in an urbanized area of San Bruno that is not designated or zoned for agricultural uses, is not under a Williamson Act contract, and is not considered forest land or zoned Timberland Production. The modified project would occur within the same site as the approved project and therefore, would also have no impact on agricultural or forestry resources. **[Same Impact as Approved Project (No Impact)]**

4.1.2 Land Use and Planning

The modified project would not involve any features that would divide an established community, such as a large roadway or walls. The approved project included a General Plan amendment that designated the site as Medium Density Residential and a rezoning that zoned the site as Planned Development (P-D). The modified project would be consistent with the regulations and standards of the approved Medium Density Residential General Plan designation.[9] **[Same Impact as Approved Project (Less than Significant Impact)]**

4.1.3 Mineral Resources

According to the General Plan EIR mineral resources or recovery sites do not exist within the City. Therefore, the project would not impact mineral resources and would not require further analysis. **[Same Impact as Approved Project (No Impact)]**

4.1.4 Tribal Cultural Resources

At the time of preparation of the adopted IS/MND, no California Native American tribe had formally requested to be placed on the City's notification list for development projects undergoing review pursuant to AB 52. Therefore, no tribal consultation was required for the approved project. Tribal consultation pursuant to AB 52 is required for projects that will result in the release of a negative declaration, MND, or EIR.[10] This Addendum will be attached to the adopted IS/MND and therefore, the modified project is not subject to any further tribal consultation efforts.

[8] City of San Bruno. *Glenview Terrace Project Initial Study/Mitigated Negative Declaration.* April 2021. SCH # 2021040782. Page 31.

[9] Per the Housing Accountability Act, if there is a conflict between the zoning and the General Plan, the General Plan takes precedence, and there is no need to modify the zoning. Specifically, the Housing Accountability Act states: "a proposed housing development project is not inconsistent with the applicable zoning standards and criteria, and shall not require a rezoning, if the housing development project is consistent with the objective general plan standards and criteria but the zoning for the project site is inconsistent with the general plan." (Gov. Code, § 65589.5, subd. (j)(4) [emphasis added]). The modified project is able to adhere to the R-3 (Medium Density Residential) development standards since the existing the PD zoning conflicts with the General Plan.

[10] California Public Resources Code § 21080.3.1

A record search of the Native American Heritage Commission (NAHC) Sacred Lands file prepared for the approved project indicated that there are no known tribal resources within the project area or adjacent lands. The adopted IS/MND determined that implementation of Mitigation Measures V-1 and V-2 (described further in Section 4.5 Cultural Resources) would reduce potential impacts to unknown buried Native American resources to a less than significant impact. The modified project would implement Mitigation Measures V-1 and V-2 and therefore, would have a less than significant impact on tribal cultural resources. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.1.5 Wildfire

The adopted IS/MND concluded that the project site is not within a Very High or High Fire Hazard Severity Zone (FHSZ), however, it is located within a Wildland-Urban Interface (WUI) associated with the vegetated open space areas within Crestmoor Canyon to the east of the site. Consistent with the approved project, the modified project would include design measures to prevent the outbreak or spread of a wildfire at or near the site such as defensible areas, removal of dead vegetation and diseased trees, and the use of fire-resistant building materials. Therefore, the modified project would not exacerbate wildfire hazards at the site. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.1.6 Conclusion

The modified project will incorporate all environmentally applicable mitigation measures, regulatory requirements, and conditions of approval approved by the City Council for the approved project. The requirements for the approved project are incorporated in this document by reference (refer to Appendix A).[11] Therefore, as stated above, the impacts to the above resource areas would not change from the adopted IS/MND.

[11] City of San Bruno. *A Resolution of the City Council of the City of San Bruno Approving a Vesting Tentative Map for the Proposed Glenview Terrace Residential Subdivision Project (Resolution No. 2022-63).* June 28, 2022.

4.2 Aesthetics

4.2.1 Environmental Setting

4.2.1.1 *Regulatory Framework*

State

Senate Bill 743

Senate Bill (SB) 743 was adopted in 2013 and requires lead agencies to use alternatives to level of service (LOS) for evaluating transportation impacts, specifically vehicle miles traveled (VMT). SB 743 also included changes to CEQA that apply to transit-oriented developments, as related to aesthetics and parking impacts. Under SB 743, a project's aesthetic impacts will no longer be considered significant impacts on the environment if:

- The project is a residential or mixed-use residential project, or employment center project and
- The project is located on an infill site within a transit priority area.[12]

SB 743 also clarifies that local governments retain their ability to regulate a project's aesthetics impacts outside of the CEQA process.

Streets and Highway Code Sections 260 through 263

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

In San Mateo County, there are three state-designated scenic highways, including California State Route 1 (SR 1) segment between south of Half Moon Bay to the Santa Cruz County line, California State Route 35 (SR 35) segment between State Route 92 (SR 92) intersection to Santa Cruz County

[12] An "infill site" is defined as "a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses." A "transit priority area" is defined as "an area within 0.5 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan." A "major transit stop" means "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Source: California Legislative Information. "Chapter 2.7. Modernization of Transportation Analysis for Transit-Oriented Infill Projects [21099- 21099.]." Accessed November 17, 2023. https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=PRC&division=13.&part=&chapter=2.7.&article=.

Line, and Interstate 280 (I-280) segment near the City of San Bruno to Santa Clara County line. I-280 is the only state-designated scenic highway within the San Bruno city limits.

Regional and Local

County of San Mateo General Plan

The County of San Mateo General Plan states that Crystal Springs Road, El Camino Real (from Easton Drive to Crystal Springs Road), and Sharp Park Road are County-designated scenic roads.[13]

City of San Bruno General Plan

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

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

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

Policies	Description
LUD-E	Ensure that new development, especially in residential neighborhoods, is sensitive to existing uses, and is of the highest quality design and construction.
LUD-3	During Plan review, protect the residential character of established neighborhoods by ensuring that new development conforms to surrounding design and scale.
LUD-7	Require any subdivision or development involving construction of more than five units, regardless of the number of parcels, to undergo design review. Require provision of open spaces and pedestrian connections within multifamily projects, as well as an active street frontage along arterial roadways.
LUD-8	Develop and implement standards in the City's Zoning Ordinance and Subdivision Regulations that minimize the visual dominance of garages in multifamily complexes. Use the following design techniques: • Locate garages and carports to the rear of parcels; • Provide access to tuck-under parking from the side or rear of parcels, particularly along major arterial roadways; • Screen tuck-under parking with landscaping or other buffering techniques; and • Continue to allow shared driveway configurations, as appropriate.

[13] San Mateo County. *General Plan*. November 1986.

Policies	Description
LUD-69	Conduct a design review of all development in "Areas visible from all sites" in Figure 2-3 to ensure it is not visually over-dominant.
T-18	Require right-of-way landscaping to be maintained at an appropriate scale, so as to not reduce visibility at intersections.
T-25	Coordinate with Caltrans, San Mateo County, and adjacent cities in order to maintain a consistent approach in applying scenic conservation standards in roadway design, improvements, and maintenance.
T-26	Continue to limit widening, modification, or realignment of the City's scenic corridors, consistent with Ordinance 1284. Preserve large trees and other natural features, limit signage, maintain wide setbacks, and reduce traffic speeds along these roadways.
T-28	Recognize and protect the following as local scenic corridors: • Skyline Boulevard, State Scenic Highway • Crystal Springs Road, County Scenic Road • Sharp Park Road, County Scenic Road • Sneath Lane
T-29	Review and update the City's Scenic Corridor Protection Program for I-280, Skyline Boulevard, and future State-designated scenic highways.
T-33	Promote and facilitate planting of shade trees along all streets within San Bruno, through public education, developer incentives, and general beautification funds. Tree specifics should be selected to create a unified image and an effective canopy.
OSR-28	Preserve Crestmoor Canyon in a natural state. Minimize changes to natural landforms, topography, rock outcroppings, mature tree stands, and other vegetation, while accommodating a multi-use trail and supporting facilities. Exceptions may be made for any necessary changes in order to improve slope stability.
OSR-32	During plan review, assure that development on city lands is compatible with preservation of Crestmoor Canyon, Junipero Serra Park, San Francisco Peninsula Watershed lands, Golden Gate National Recreation Area, and San Francisco International Airport wetlands in a natural state.
OSR-33	Balance fire prevention goals with the preservation of the mature tree stands along the city's scenic corridors, including Sneath Lane, Skyline Boulevard, I-280, and Crystal Springs Road, consistent with the Tree Preservation Ordinance and Ordinance 1284. Landscaping of public rights-of-way along these corridors should complement the natural state.
ERC-2	Preserve as open space those portions of property which have significant value to the public as scenic resources, aesthetic, or recreation purposes.
ERC-3	Protect natural vegetation in park, open space, and scenic areas as wildlife habitat, to prevent erosion, and to serve as noise and scenic buffers.
ERC-9	Preserve mature trees and vegetation, including wildflowers, within open canyon areas and along the city's scenic roadways.
ERC-10	Require incorporation of native plants into landscape plans for new development as feasible – especially in areas adjacent to natural areas, such as canyons or scenic roadways (Figure 6-1). Require preservation of mature trees, as feasible, during design and construction.

Policies	Description
ERC-12	Balance the need for fire safety and invasive plant species management with new considerations along the city's scenic corridors. Encourage buildings to be located outside of the tree's drip-line or 12 feet from the tree trunk, whichever is greater, and/or incorporating special techniques to minimize root damage, etc.
ERC-40	Ensure that new development adjacent to historic structures is compatible with the character of the structure and the surrounding neighborhood.
PFS-24	Require provision of attractive, convenient recycling bins and trash enclosures in grouped development projects (i.e., multi-family residential projects, office complexes, and commercial shopping centers).
PFS-65	Require new development to incorporate passive heating and natural lighting strategies if feasible and practical. These strategies should include, but are not limited to, the following: • Using building orientation, mass and form, including façade, roof, and choice of building materials, color, type of glazing, and insulation to minimize heat loss during winter months and heat gain during the summer months; • Designing building openings to regulate internal climate and maximize natural lighting, while keeping glare to a minimum; and • Reducing heat-island effect of large concrete roofs and parking surfaces.

City of San Bruno Municipal Code

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

Residential Design Guidelines

Title 12 of the SBMC requires that all changes to the exterior design of single-family and two-family residences in the City requiring discretionary approval or a building permit be consistent with San Bruno's Residential Design Guidelines. The Residential Design Guidelines identify basic design principles to be followed by all residential exterior improvements, additions, and new construction projects, as well as specific guidance on a wide variety of architectural considerations, such as neighborhood compatibility, setbacks, materials and colors, etc.

Tree Preservation Policies

Chapter 8.24 of the SBMC, "Street Trees and Other Plantings" regulates the planting and maintenance of trees and other plantings in and along the public streets, ways, and public easements within the city. Chapter 8.25, "Heritage Trees", protects certain trees located on private property within the City of San Bruno, including:

1. Any native bay (*Umbellularia californica*), buckeye (*Aesculus species*), oak (*Quercus species*), redwood (*Sequoia sempervirens*), or pine (Pinus radiata) tree that has a diameter of six inches or more measured at fifty-four inches above natural grade;

2. Any tree or stand of trees designated by resolution of the city council to be of special historical value or of significant community benefit;

3. A stand of trees, the nature of which makes each dependent on the others for survival; or

4. Any other tree with a trunk diameter of ten inches or more, measured at fifty-four inches above natural grade.

Ordinance 1284

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

4.2.1.2 *Existing Conditions*

The project site is located within an urbanized area of the City and is located adjacent to existing single-family residential development to the north, as well as commercial development to the south, across San Bruno Avenue West. The northern project parcel is currently developed with a parking lot, vacant church building, and vacant single-family dwelling unit. The southern project parcels are currently vacant and undeveloped. The conditions at the project site remain as they were described in the adopted IS/MND.

Skyline Boulevard, located approximately 375 feet southwest of the project site, is eligible to be designated as a State Scenic Highway.[14] The San Bruno General Plan also considers Skyline Boulevard to be a scenic corridor, noting in particular, views of mature Eucalyptus trees and the San Francisco Bay. Existing vegetation and development in the project vicinity, including tall trees, electrical pole lines, and one- and two-story developments, obstruct significant views of the hillsides from surrounding roadways.

4.2.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Except as provided in Public Resources Code Section 21099, would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	☐

[14] City of San Bruno. *Glenview Terrace Project Initial Study/Mitigated Negative Declaration.* April 2021. SCH # 2021040782. Page 21.

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Except as provided in Public Resources Code Section 21099, would the project:					
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings?[15] If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒	☐

Glenview Terrace Project Initial Study/Mitigated Negative Declaration

The Glenview Terrace Project IS/MND concluded that implementation of the approved 29 two-story single-family units would result in less than significant aesthetic impacts.[16]

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

According to the City's General Plan EIR, the hills located to the north and west of the City provide a visual backdrop for the City. Partial views of the San Francisco Bay, Oakland hills, and Mount Diablo can be seen from points along the western hills. Views of the San Francisco Bay, the Oakland Hills, and Mount Diablo are not available from public rights-of-way in the project vicinity. While views of San Bruno Mountain are available from Skyline Boulevard and San Bruno Avenue West, existing vegetation and development in the project vicinity, including tall trees, electrical pole lines, and one- and two-story developments, obstruct significant views of the hillsides from surrounding roadways. While the proposed project includes construction of 58 multi-family three-story townhome units with a maximum height of up to 41 feet and ten inches, the modified project would be consistent with permitted multifamily residential development in the area. Maximum height of the approved project was 35 feet and ten inches. The additional story/floor when compared to the approved project would not substantially alter the existing views from San Bruno Avenue or Skyline Boulevard (refer to Figure 4.2-1 and Figure 4.2-2).

[15] Public views are those that are experienced from publicly accessible vantage points.
[16] City of San Bruno. *Glenview Terrace Project Initial Study/Mitigated Negative Declaration.* April 2021. SCH # 2021040782. Pages 21-30.

VIEW OF THE PROJECT SITE FROM SAN BRUNO AVENUE

VIEW OF THE PROJECT SITE WITH PROPOSED BUILDINGS FROM SAN BRUNO AVENUE

VIEW OF THE PROJECT SITE FROM SAN BRUNO AVENUE	FIGURE 4.2-1

VIEW OF THE PROJECT SITE FROM SKYLINE BOULEVARD (CA-35)

VIEW OF THE PROJECT SITE WITH PROPOSED BUILDINGS FROM SKYLINE BOULEVARD (CA-35)

VIEW OF THE PROJECT SITE FROM SKYLINE BOULEVARD	FIGURE 4.2-2

As such, the modified project would not result in new or greater impacts than what was disclosed in the adopted IS/MND. **[Same Impact as Approved Project (Less than Significant Impact)]**

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

As discussed above in Section 4.2.1.2, Skyline Boulevard is eligible to be designated as a State Scenic Highway. However, as shown in Figure 4.2-2, the proposed development would not substantially alter view from Skyline Boulevard and there are no rock outcroppings visible in the project vicinity. As discussed in the adopted IS/MND and Section 4.5 Cultural Resources of this Addendum, the project would not damage any historic buildings. Given the distance the proposed buildings would be setback from Skyline Boulevard (approximately 390 feet), the proposed development would only partially obstruct views of the horizon and surrounding hillsides. The two important visual resources noted by the General Plan along Skyline Boulevard, the San Francisco Bay and mature eucalyptus trees, are not visible along Skyline Boulevard in the vicinity of the project site. For these reasons, the modified project would not result in new or greater impacts than what was disclosed in the adopted IS/MND. **[Same Impact as Approved Project (Less than Significant Impact)]**

b) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The modified project proposes to construction 58 multi-family townhomes that would be arranged in nine, three-story buildings with a maximum height of 41 feet and ten inches, which would be consistent with the maximum allowable height under the City's Ordinance 1284. Additionally, the project would be required to obtain an Architectural Review Permit per SBMC Chapter 12.108 to ensure that it is in compliance with the City's architectural standards. As discussed further in Section 4.4 Biological Resources, the project would remove three fewer trees than the approved project and would be required to provide replacement trees to account for those removed during construction in accordance with SBMC Section 8.25.050. Therefore, consistent with the approved project, the modified project would not conflict with applicable zoning and other regulations governing scenic quality. **[Same Impact as Approved Project (Less than Significant Impact)]**

c) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The modified project would include exterior lighting on the residential units and street lighting on the internal roadway and light would reflect off windows. However, consistent with the approved project, such sources of light and glare would not be substantially more intensive than what currently occurs in the vicinity of the project site. Furthermore, through the City's Architectural Review process, the modified project would be reviewed for consistency with the City's Residential

Design Guidelines which requires that all exterior light fixtures utilize shields to ensure that light is directed to the ground surface and does not spill light into neighboring parcels or produce glare when seen from nearby homes (Section 3.13.4 of the City's Residential Design Guidelines). For these reasons, the modified project would not result in new or greater light or glare impacts than what was disclosed in the adopted IS/MND. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.3 Air Quality

The following discussion is based, in part, on a Construction Air Quality Assessment prepared by Illingworth & Rodkin, Inc. A copy of the report, dated December 13, 2023, is attached to this Initial Study as Appendix B.

4.3.1 Environmental Setting

4.3.1.1 *Background Information*

Criteria Pollutants

Criteria air pollutants are pollutants that have established federal or state standards for outdoor concentrations to protect public health. Pursuant with the federal and state Clean Air Act, the United States Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established and enforce the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), respectively. The NAAQS and CAAQS address the following criteria air pollutants: ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), particulate matter with a diameter of 10 microns or less (PM_{10}), particulate matter with a diameter of 2.5 micros or less ($PM_{2.5}$), sulfur dioxide (SO_2), and lead. The CAAQS also includes visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

Toxic Air Contaminants

Toxic air contaminants (TACs) include airborne chemicals that are known to have short- and long-term adverse health effects. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, diesel fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway). Unlike criteria air pollutants, which have a regional impact, TACs are highly localized and regulated at the individual emissions source level.

DPM is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. Diesel exhaust is a complex mixture of gases, vapors, and fine particles. Medium- and heavy-duty diesel trucks represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (most susceptible to injury).[17] Chemicals in diesel exhaust, such as benzene and formaldehyde, are also TACs identified by the CARB.

An overview of the sources of criteria pollutants and TACs, as well as their associated health effects, is provided in Table 4.3-1.

[17] California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed December 20, 2023. https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.

Table 4.3-1: Sources and Health Effects of Criteria Air Pollutants and Toxic Air Contaminants

Pollutants	Description and Sources	Primary Effects
Ozone (O_3)	O_3 is a secondary criteria air pollutant that is the result of a photochemical (sunlight) reaction between reactive organic gases (ROG) and nitrogen oxides (NO_x). Pollutants emitted by motor vehicles, power plants, industrial boilers, refineries, and chemical plants are the common source for this reaction. High O_3 levels are caused by the cumulative emissions of ROG and NO_X. These precursor pollutants react under certain meteorological conditions to form high O_3 levels. Commons sources of ROG and NO_x are vehicles, industrial plants, and consumer products.	• Aggravation of respiratory and cardiovascular diseases • Irritation of eyes • Cardiopulmonary function impairment
Nitrogen Dioxide (NO_2)	NO_2 is a reactive gas that combines with nitric oxide (NO) to form NO_x. NO_2 the byproduct of fuel combustion with common sources of NO_2 being emissions from cars, trucks, buses, power plants, and off-road equipment. Sources of NO_2 include motor vehicle exhaust, high temperature stationary combustion, and atmospheric reactions.	• Aggravation of respiratory illness • Reduced visibility
Carbon Monoxide (CO)	CO is a colorless, odorless, and toxic gas that is the product of incomplete combustion of carbon-containing substances (e.g., when something is burned). Common outdoor sources of CO include mobile vehicles (passenger cars and trucks) and machinery that burn fossil fuels.	• Interferes with oxygen delivery to the body's organ due to binding with the hemoglobin in the blood • Fatigue, headaches, confusion, and dizziness
Fine Particulate Matter ($PM_{2.5}$) and Coarse Particulate Matter (PM_{10})	Particulate Matter is any material that is emitted as liquid or solid particles or a gaseous material, such as dust, soot, aerosols, and fumes. PM_{10} and $PM_{2.5}$ are both small enough particulates to be inhaled into the human lungs, and $PM_{2.5}$ is small enough to deposit into the lungs, which poses an increased health risk compared to PM_{10}. Typical sources of particular matter include stationary combustion of solid fuels, construction activities, vehicles, industrial processes, and atmospheric chemical reactions.	• Reduced lung function, especially in children • Aggravation of respiratory and cardiorespiratory diseases • Increased cough and chest discomfort • Reduced visibility

Pollutants	Description and Sources	Primary Effects
Sulfur Dioxide (SO_2)	SO_2 is a pungent and colorless gaseous pollutant the is part of the sulfur oxides (SO_x) group and is the pollutant of greatest concern in the SO_x group. SO_x can react with other compounds in the atmosphere to form small particles. These particles contribute to particulate matter pollution. SO_2 is primarily formed from fossil fuel combustion at power plants and other industrial facilities. Sources of SO_2 include motor vehicles, locomotives, ships, and off-road diesel equipment that are operated with fuels that contain high levels of sulfur. Industrial processes, such as natural gas and petroleum extraction, oil refining, and metal processing.	• Aggravation of respiratory illness • Respiratory irritation such as wheezing, shortness of breath and chest tightness • Increased incidence of pulmonary symptoms and disease, decreased pulmonary function
Lead	Lead is a naturally occurring element that can be found in all parts of the environment including the air, soil, and water. As an air pollutant, lead is present in small particles. The most common historic source of lead exposure was the past use of leaded gasoline in motor vehicles. The exhaust resulting from use of leaded gasoline would release lead emissions into the air. Now, major sources of lead in the air are from ore and metals processing plants and piston-engine aircraft operating on leaded aviation fuel. Other sources are waste incinerators, utilities, and lead-acid battery manufacturers. The highest air concentrations of lead are usually found near lead smelters.	• Adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system
Toxic Air Contaminants (TACs)	TACs include certain air pollutants known to increase the risk of cancer and/or other serious health effects that range from eye irritation, respiratory issues, and neurological damage. Sources of TAC include, but are not limited to, cars and trucks, especially diesel-fueled; industrial sources, such as chrome platers; dry cleaners and service stations; and building materials and products.	• Cancer • Chronic eye, lung, or skin irritation • Neurological and reproductive disorders

Sensitive Receptors

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

4.3.1.2 *Regulatory Framework*

Federal and State

Clean Air Act

At the federal level, the EPA is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The federal Clean Air Act requires the EPA to set national ambient air quality standards for the six common criteria pollutants (discussed previously): PM, O_3, CO, SO_2, NO_2, and lead.[18]

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

Diesel Risk Reduction Plan

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

Regional

2017 Clean Air Plan

The Bay Area Air Quality Management District (BAAQMD) is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how federal and state air quality standards will be met. BAAQMD's most recently adopted plan is the Bay Area 2017 Clean Air Plan. The 2017 Clean Air Plan focuses on the following two related BAAQMD goals and how to achieve them:

- Protect air quality and health at the regional and local scale by attaining all state and national air quality standards and eliminating disparities among Bay Area communities in cancer health risk from TAC; and

[18] NO_x is the group of nitrogen compounds (NO_2 and nitric oxide [NO]) that typically represents NO_2 emissions because NO_2 emissions contribute the majority of NO_x exhaust emissions emitted from fuel combustion.

- Protect the climate by reducing Bay Area GHG emissions 40 percent below 1990 levels by 2040 and 80 percent below 1990 levels by 2050.[19]

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. Jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing air quality impacts developed by BAAQMD within their CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures. The latest CEQA Air Quality Guidelines are the 2022 CEQA Air Quality Guidelines adopted on April 20, 2023 by the Air District Board of Directors.

Local

City of San Bruno General Plan

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

Policies	Description
ERC-25	Maintain and improve air quality by requiring project mitigation, such as Transportation Demand Management (TDM) techniques, where air quality impacts are unavoidable.
ERC-26	Require dust abatement actions for all new construction and redevelopment projects.
ECR-34	Require that adequate buffer distances be provided between odor sources and sensitive receptors, such as schools, hospitals, and community centers.

4.3.1.3 *Existing Conditions*

The San Francisco Bay Area (Bay Area) Air Basin is designated a nonattainment area for the federal O_3 and $PM_{2.5}$ standards and for the state O_3, PM_{10}, and $PM_{2.5}$ standards.[20,21] The area has attained both NAAQS and CAAQS for CO, SO_2, and NO_2. As the regional air district, BAAQMD is responsible for attaining the NAAQS and CAAQS for these pollutants. As part of an effort to attain and maintain ambient air quality standards for O_3, PM_{10}, and $PM_{2.5}$, BAAQMD has established thresholds of significance for these air pollutants and their precursors that apply to both construction period and operational period impacts. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce O_3 levels. The highest O_3 levels in the Bay Area occur in the eastern and southern inland valleys where temperatures are higher, there is less wind circulation,

[19] Bay Area Air Quality Management District. *Final 2017 Clean Air Plan.* April 19, 2017. Page 12.
[20] Bay Area Air Quality Management District. "Air Quality Standards and Attainment Status." Last Updated January 5, 2017.
[21] The area has attained both state and federal ambient air quality standards for CO. The project does not include substantial new emissions of SO2 or lead. These criteria pollutants are not discussed further.

and sources of the precursor pollutants (ROG and NO_x) are prominent. In the Bay Area, most particulate matter is generated from the following activities: combustion, factories, construction, grading, demolition, agriculture, and motor vehicles. Motor vehicles are currently responsible for about half of particulates in the Bay Area. Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide emissions and localized emissions.

The closest sensitive receptors to the project site are the single-family residences adjacent to the north of the project site as well as the single- and multi- family residences to the northwest, east, southeast, and south. The conditions at the project site remain as they were described in the adopted IS/MND.

4.3.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒	☐

Note: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the determinations.

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of San Bruno has considered BAAQMD's air quality thresholds and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and $PM_{2.5}$.[22] The BAAQMD CEQA Air Quality thresholds for criteria air pollutants and fugitive dust used in this analysis are identified in Table

[22] BAAQMD updated its CEQA Guidelines in April 2023; the numeric thresholds of significance remain unchanged from those adopted in 2010.

4.3-2. Table 4.3-3 below lists the BAAQMD health risk and hazards thresholds for single-source and cumulative-sources.

Table 4.3-2: BAAQMD Air Quality Significance Thresholds

Criteria Air Pollutant	Construction Thresholds*	Operation Thresholds	Operation Thresholds
	Average Daily Emissions (pounds/day)	Average Daily Emissions (pounds/day)	Annual Average Emissions (tons/year)
ROG and NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
CO	Not Applicable	9.0 ppm (eight-hour) or 20.0 ppm (one-hour)	
Fugitive Dust	Dust Control Measures/Best Management Practices	Not Applicable	

Notes: ROG = reactive organic gases; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; $PM_{2.5}$= fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; CO = carbon monoxide

* The Air District recommends that for construction projects that require less than one year to complete, lead agencies should annualize impacts over the scope of actual days that peak impacts would occur rather than over the full year. Additionally, for phased projects that results in concurrent construction and operational emissions. Construction-related exhaust emissions should be combined with operational emissions for all phases where construction and operations overlap.

Source: Bay Area Air Quality Management District. *2022 California Environmental Quality Act Air Quality Guidelines*. April 2023. Pages 3-5 and 3-6.

Table 4.3-3: BAAQMD Health Risks and Hazards Thresholds

Health Risk	Single Source	Combined Cumulative Sources
Cancer Risk	10 per one million	100 per one million
Non-Cancer Hazard Index	1.0	10.0
Annual $PM_{2.5}$ Concentration	0.3 $\mu g/m^3$	0.8 $\mu g/m^3$ (average)

Notes: $\mu g/m^3$ = micrograms per cubic meter; $PM_{2.5}$= fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less

Thresholds are applicable to construction and operational activities.

Source: Bay Area Air Quality Management District. *2022 California Environmental Quality Act Air Quality Guidelines*. April 2023. Pages 3-5 and 3-6.

Glenview Terrace Project Initial Study/Mitigated Negative Declaration

The Glenview Terrace Project IS/MND concluded that implementation of the approved 29 single-family units would result in less than significant air quality impacts[23] with the implementation of mitigation measures and BAAQMD best management practices. The adopted IS/MND disclosed that the approved project would result in an unmitigated exceedance for NO_x. With the implementation of the following BAAQMD best management practices and Mitigation Measure III-1, the adopted IS/MND concluded that NOx emissions would be reduced below the applicable threshold.

BAAQMD Basic Construction Measures:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).

5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

7. 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.

8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

[23] City of San Bruno. *Glenview Terrace Project Initial Study/Mitigated Negative Declaration.* April 2021. SCH # 2021040782. Pages 33-41.

Mitigation Measure III-1: Requires that prior to approval of any grading plans, the project applicant shall show on the plans via notation that the contractor shall ensure that the heavy-duty off-road vehicles (50 horsepower or more) to be used in the construction project, including owned, leased, and subcontractor vehicles, shall achieve a project wide fleet average 44 percent NOx reduction compared to the year 2021 California Air Resources Board (CARB) fleet average. The 44 percent NOx reduction may be achieved by requiring a combination of engine Tier 3 or Tier 4 off-road construction equipment or the use of hybrid, electric, or alternatively fueled equipment. For instance, the emissions presented in the IS/MND mitigated scenario were achieved by requiring all construction equipment to be engine Tier 4 Interim.

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

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

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

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

The BAAQMD CEQA Air Quality Guidelines set forth criteria for determining consistency with the CAP. In general, a project is considered consistent if, a) the plan supports the primary goals of the CAP; b) includes relevant control measures; and c) does not interfere with implementation of CAP control measures.

2017 Clean Air Plan

The modified project would not conflict with the 2017 CAP because it would not result in the generation of construction criteria air pollutants and/or precursors that exceed the thresholds shown in Table 4.3-4 (refer to discussion below). In addition, the 58 townhomes proposed would be below BAAQMD's operational criteria pollutant screening threshold of 637 dwelling units; therefore, it is assumed the project would not result in a significant operational criteria pollutant impact.[24] Thus, the modified project is not required to incorporate project-specific control measures listed in the 2017 CAP. Further, implementation of the project would not inhibit BAAQMD or partner agencies from continuing progress toward attaining state and federal air quality standards and eliminating health-risk disparities from exposure to air pollution among Bay Area communities, as described within the 2017 CAP. The Modified Project would comply with the 2017 Clean Air Plan.

Construction Period Emissions – Criteria Pollutants

The California Emissions Estimator Model (CalEEMod) Version 2022 was used to estimate annual emissions from construction activities. Table 4.3-4 shows the estimated average daily air emissions from construction of the modified project.

Table 4.3-4: Annualized Daily Construction Emissions (pounds/day)

Year	ROG	NOx	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
2024 (153 construction workdays)	0.24	2.15	0.09	0.09
2025 (261 construction workdays)	2.46	1.87	0.06	0.05
2026 (192 construction workdays)	5.65	3.18	0.08	0.07
BAAQMD Thresholds (pounds per day)	54 lbs./day	54 lbs./day	82 lbs./day	54 lbs./day
Exceed Threshold?	No	No	No	No

As discussed above, the approved project disclosed an unmitigated exceedance for NO_x. The adopted IS/MND concluded that with the implementation of Mitigation Measure III-1, the approved project's construction-related NO_x emissions would be below the applicable BAAQMD threshold.[25]

[24] Bay Area Air Quality Management District. *2022 CEQA Guidelines*. April 2023. Page 4-4.

[25] The adopted IS/MND assumed 520 days of exterior building construction and architectural coating each compared to the modified project's 300 days. As a result, the approved project required a lot of equipment use, which in turn resulted in higher ROG emissions compared to the modified project.

As shown in Table 4.3-3 above, the modified project's unmitigated construction criteria pollutant emissions would not exceed BAAQMD thresholds. Nonetheless, the modified project would implement Mitigation Measure III-1 (refer to discussion under checklist question c) and BAAQMD's best management practices to further reduce emissions consistent with the adopted IS/MND.

Operational Period Emissions – Criteria Pollutants

The BAAQMD developed screening criteria to provide lead agencies with an indication of whether a project could result in significant operational air quality impacts (e.g., daily or annual emissions above stated thresholds). Screening criteria are used to determine the extent of additional analysis required for a specific project. If a project is determined to be below the BAAQMD's screening criteria for a specific pollutant, then the project is said to have less than significant operational air quality impacts and no further analysis is required under CEQA.
Operational period criteria pollutant emissions associated with the modified project would be generated primarily from vehicles driven by future residents, and to a lesser extent by waste disposal and daily energy and water usage. The Modified Project falls below the BAAQMD operational criteria air pollutants screening threshold of 637 dwelling units for a "Condo-Townhouse" land use type. Consistent with the Approved Project, the modified project would result in a less than significant air quality impact due to operational-related criteria air pollutant emissions.

For these reasons, the modified project would not disrupt or hinder the implementation of the 2017 BAAQMD CAP. **[Less Impact than Approved Project (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?

As discussed under checklist question a), the project size is below the BAAQMD screening threshold for operational criteria air pollutant emissions, which conservatively means its operational emissions would not exceed BAAQMD's operational criteria air pollutant emissions thresholds. In addition, based on the project's computed construction criteria pollutant emissions (refer to Table 4.3-4) and the BAAQMD construction best management practices (BMPs) that would be implemented during construction activities, construction criteria pollutant impacts would also be below BAAQMD's emission thresholds. Because the modified project would have less than significant criteria pollutant impacts, it would not result in a cumulatively considerable contribution to any criteria pollutants for which the region is in non-attainment. **[Less Impact than Approved Project (Less than Significant Impact)]**

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

Community Health Risk

Construction activity and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC and could pose a health risk to nearby sensitive receptors. The adopted IS/MND did not include a quantitative health risk assessment. However, the adopted IS/MND included Mitigation Measures III-1 to reduce construction NO_x emissions. As previously discussed under checklist question a), the modified project's unmitigated construction criteria pollutant emissions would not exceed BAAQMD thresholds, including NO_x. Since the modified project would be required to implement Mitigation Measure III-1 consistent with the approved project, construction health risks were not quantified. Implementation of this measure (with the following modifications) would reduce potential health risk affects.

Mitigation Measure III-1: Requires that prior to approval of any grading plans, the project applicant shall show on the plans via notation that the contractor shall ensure that <u>all construction equipment larger than 50 horsepower used at the site for more than two continuous days or 20 hours total shall meet U.S. EPA Tier 4 emission standards for PM (PM_{10} and $PM_{2.5}$).</u>

~~the heavy-duty off-road vehicles (50 horsepower or more) to be used in the construction project, including owned, leased, and subcontractor vehicles, shall achieve a project wide fleet average 44 percent NOx reduction compared to the year 2021 California Air Resources Board (CARB) fleet average. The 44 percent NOx reduction may be achieved by requiring a combination of engine Tier 3 or Tier 4 off-road construction equipment or the use of hybrid, electric, or alternatively fueled equipment. For instance, the emissions presented in the IS/MND mitigated scenario were achieved by requiring all construction equipment to be engine Tier 4 Interim.~~

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

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

With the implementation of Mitigation Measure III-1 as revised above, the modified project would result in a less than significant construction health risk impact. Further, when compared to the

approved project, the modified project would result in less construction health risk impacts overall due to the short construction timeframe and reduced earthwork.

Criteria Pollutant Emissions

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

As documented above, the modified project would not expose sensitive receptors to substantial pollutant concentrations. **[Same Impact Approved Project (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?

Odors are generally considered an annoyance rather than a health hazard. Land uses that have the potential to be sources of odors that generate complaints include, but are not limited to, wastewater treatment plants, landfills, composting operations, and food manufacturing facilities. Construction of the proposed project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent receptors; however, diesel exhaust has highly diffusive properties, and the odors would be localized and temporary. Further, the modified project would result in a shorter construction timeframe than the approved project. During operations, the proposed residential project would not generate objectionable odors. The modified project would, therefore, not create objectionable odors that would affect a substantial number of people off-site. **[Same Impact Approved Project (Less than Significant Impact)]**

4.4 Biological Resources

The following discussion is based, in part, on a Technical Biological Report prepared for the project by Live Oak Associates (November 2019), a peer review prepared by Monk & Associates (November 2023), and an Arborist Report prepared by HortScience | Bartlett Consulting (October 2023). Copies of these reports are included in Appendix C, D and E of this Addendum.

4.4.1 Environmental Setting

4.4.1.1 *Regulatory Framework*

Federal and State

Endangered Species Act

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

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

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, capture, possession, or trade of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Hunting and poaching are also prohibited. This includes direct and indirect acts, except for harassment and habitat modification, which are not included unless they result in direct loss of birds, nests, or eggs. The CDFW also protects migratory and nesting birds under California Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

Sensitive Habitat Regulations

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

Fish and Game Code Section 1602

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

Local

City of San Bruno General Plan

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

Policies	Description
OSR-34	Protect mature trees, as feasible, during new construction and redevelopment. Require identification of all trees over six inches in diameter and approval of landscaping plans during design review.
ERC-B	Protect the natural environment, including wildlife, from destruction during new construction or redevelopment within San Bruno.
ERC-5	Preserve critical habitat areas and sensitive species within riparian corridors, hillsides, canyon areas, tree canopies, and wetlands that are within the City's control (Figure 6-1). Protect declining or vulnerable habitat areas from disturbance during design and construction of new development.
ERC-10	Require incorporation of native plants into landscape plans for new development as feasible—especially in areas adjacent to natural areas, such as canyons or scenic roadways (Figure 6-1). Require preservation of mature trees, as feasible, during design and construction.
ERC-13	Through environmental review, assure that all projects affecting resources of regional concern (e.g., the San Francisco garter snake habitat, water and air quality, the San Francisco Fish and Game Reserve) satisfy regional, State and federal laws.
ERC-16	Conduct presence/absence biological surveys for sensitive plant and animal species in natural areas prior to any construction activities proposed adjacent to or within identified natural areas (Figure 6-1). If no special status species are detected during these surveys, then construction-related activities may proceed. If listed special status species are found with the construction zone, then avoid these species and their habitat or consult with U.S. Fish and Wildlife Service and/or California Department of Fish and Game.

Policies	Description
ERC-17	If construction activities, including tree removal activities, are required adjacent to or within natural areas (Figure 6-1), then avoid activities during March through June unless a bird survey is conducted to determine that the tree is unused during the breeding season by avian species that are protected under California Fish and Game Codes 3503, 3503.5, and 3511.

City of San Bruno Tree Preservation Policies

Chapter 8.24 of the SBMC, "Street Trees and Other Plantings" regulates the planting and maintenance of trees and other plantings in and along the public streets, ways, and public easements within the city. Chapter 8.25, "Heritage Trees", protects certain trees located on private property within the City of San Bruno, including:

1. Any native bay (Umbellularia californica), buckeye (Aesculus species), oak (Quercus species), redwood (Sequoia sempervirens), or pine (Pinus radiata) tree that has a diameter of six inches or more measured at fifty-four inches above natural grade;

2. Any tree or stand of trees designated by resolution of the city council to be of special historical value or of significant community benefit;

3. A stand of trees, the nature of which makes each dependent on the others for survival; or

4. Any other tree with a trunk diameter of ten inches or more, measured at fifty-four inches above natural grade.

4.4.1.2 *Existing Conditions*

The conditions at the project site remain as they were described in the adopted IS/MND (refer to Appendix D).

On-Site Habitats

The project site is characterized by four land cover types: developed/landscaped, ruderal/California annual grassland, mixed woodland, and chaparral. These habitat types are shown in Figure 4.4-1, below. The developed/landscaped land cover on-site consists of the existing church building and residence and associated parking lot and landscaping. The ruderal/California annual grassland habitat is located on the southern portion of the site and consists of dirt, some asphalt remnants, and grassy vegetation. The mixed woodland habitat is located on the eastern side of the project site. This habitat is somewhat open within the flatter and gentler-sloped areas, however, it becomes dense and impenetrable in the majority of this habitat where the land becomes steep on the eastern side. Two chapparal areas exist between the California annual grassland and the mixed woodland. The chapparal areas support large dense plants, impenetrable in some areas.

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Source: Live Oak Associates, Inc., October 15, 2019.

EXISTING HABITATS ON-SITE | FIGURE 4.4-1

Special-Status Plant and Wildlife Species

There are three special-status plant species that have the potential to occur on-site; the robust spineflower (*Chorizanthe robusta var. robusta*), Franciscan onion (*Allium peninsulare var. franciscanum*), and arcuate bush-mallow (*Malacothamnus arcuatus*).

There are six special-status wildlife species that have the potential to occur on or adjacent to the site; the American badger (*Taxidea taxus*), San Francisco dusky-footed woodrat (*Neotoma fuscipes annectens*), saltmarsh common yellowthroat (*Geothlypis trichas sinuosa*), Townsend's big-eared bat (*Corynorhimus townsendii*), pallid bat (*Antrozous pallidus*), and big free-tailed bat (*Nyctinomops macrotis*). Other bird species protected under the MBTA, such as raptors and nesting birds, also have the potential to occur within the project vicinity. While the adjacent Crestmoor Canyon which includes the upper reach of San Bruno Creek may provide wildlife with a local movement corridor, the project site itself does not support a wildlife corridor.

Trees

A total of 61 trees were surveyed on-site, 47 of which were identified as heritage trees. The species of the trees surveyed, and their proposed disposition, are summarized below in Table 4.4-1, below.

Table 4.4-1: Summary of Existing Trees On-Site

Tree Number	Common Name	Heritage Tree	Proposed for Removal
101	Coast live oak	**Yes**	No
102	Coast redwood	**Yes**	Yes
103	Coast live oak	**Yes**	Yes
104	Monterey pine	**Yes**	Yes
105	Coast live oak	**Yes**	Yes
106	Japanese maple	No	Yes
107	Coast live oak	**Yes**	Yes
108	Monterey pine	**Yes**	Yes
109	Blue gum	**Yes**	Yes
110	Monterey pine	**Yes**	Yes
111	Italian stone pine	**Yes**	Yes
112	Italian stone pine	**Yes**	Yes
113	Monterey pine	**Yes**	Yes
114	Monterey pine	**Yes**	Yes
115	Monterey cypress	**Yes**	Yes
116	Monterey cypress	**Yes**	Yes
117	Monterey cypress	No	Yes

Tree Number	Common Name	Heritage Tree	Proposed for Removal
118	Monterey cypress	No	Yes
119	Monterey cypress	No	Yes
120	Monterey cypress	No	Yes
121	Monterey cypress	**Yes**	Yes
122	Monterey cypress	No	Yes
123	Monterey cypress	**Yes**	Yes
124	Italian stone pine	**Yes**	Yes
125	Monterey pine	**Yes**	Yes
126	Monterey cypress	**Yes**	Yes
127	Monterey pine	No	Yes
128	Italian stone pine	**Yes**	Yes
129	Monterey pine	**Yes**	Yes
130	Monterey pine	No	Yes
131	Coast liv oak	**Yes**	No
132	Toyon	**Yes**	No
133	Coast live oak	**Yes**	Yes
134	Coast live oak	**Yes**	Yes
135	Coast live oak	**Yes**	Yes
136	Deodar cedar	No	Yes
137	Coast live oak	**Yes**	Yes
138	Coast live oak	**Yes**	Yes
139	Toyon	**Yes**	Yes
140	Coast live oak	**Yes**	Yes
141	Toyon	No	No
142	Coast live oak	**Yes**	Yes
143	Toyon	No	Yes
144	Coast live oak	**Yes**	Yes
145	Coast live oak	**Yes**	Yes
146	Coast live oak	**Yes**	Yes
147	Coast live oak	**Yes**	Yes
148	Deodar cedar	**Yes**	Yes
149	Coast live oak	**Yes**	Yes
150	Deodar cedar	**Yes**	Yes
151	Monterey pine	No	Yes
152	Scots pine	No	Yes

Tree Number	Common Name	Heritage Tree	Proposed for Removal
153	Coast live oak	**Yes**	Yes
154	Coast live oak	**Yes**	Yes
155	Coast live oak	**Yes**	Yes
156	Monterey pine	No	Yes
157	Coast live oak	**Yes**	Yes
158	Toyon	**Yes**	Yes
159	Toyon	**Yes**	Yes
160	Toyon	**Yes**	No
161	Coast live oak	**Yes**	No

4.4.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
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 (CDFW) or United States Fish and Wildlife Service (USFWS)?	☐	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
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, impede the use of native wildlife nursery sites?	☐	☐	☐	☒	☐

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐

Glenview Terrace Project Initial Study/Mitigated Negative Declaration

The adopted IS/MND determined that the approved project would have less than significant impacts on wetlands, riparian habitats, and wildlife corridors due to a lack of such habitat on-site. The adopted IS/MND stated that the project proposed to remove 58 trees from the site, including 44 Heritage Trees. The adopted IS/MND determined that removal of these trees would be a potentially significant impact and that their removal would require replacement in accordance with Section 8.25.050 of the City's Municipal Code. Additionally, it was determined that project construction could have a potentially significant impact on trees proposed to be preserved on-site. The adopted IS/MND determined that potential impacts to special-status species and trees would have a less than significant impact with incorporation of the following mitigation measures:

Special-Status Plant Species

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

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

- If populations of special-status plant species are present, and if a qualified botanist or plant ecologist determines that project impacts

to special-status plant species would be significant, then the following mitigations shall be implemented:

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

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

  Development of an On-site or Off-site Restoration Plan. If the project cannot be designed to avoid significant impacts to special-status plants (as discussed above), then an onsite or offsite restoration plan shall be developed for the significantly impacted species by a qualified botanist or plant ecologist and approved by the City and the California Department of Fish and Wildlife (CDFW) prior to the start of project development. The objective of this mitigation measure would be to replace the special-status plants and habitat lost during project implementation.

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

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

weed control, irrigation, and control of herbivory by livestock and wildlife.

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

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

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

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

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

American Badger

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

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

San Francisco Dusky-Footed Woodrat

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

Mitigation Measure IV-3(b): If an active nest is not identified during pre-construction surveys within 50 feet of construction zones, further mitigation shall not be required. Identified nests shall be avoided, where possible. If avoidance is not possible, the nest(s) shall be manually deconstructed by a qualified biologist when helpless young are not present, typically during the non-breeding season (October through January).

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

Special-Status Bats

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

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

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

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

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

Nesting Birds and Migratory Raptors

Mitigation Measure IV-5(a): Should project construction be scheduled to commence between February 1 and August 31, a pre-construction survey for nesting shall be conducted by a qualified biologist within the on-site trees and shrubs, as well as all trees and shrubs within 250 feet of the site, if accessible. The survey shall occur within 14 days of the on-set of construction and the results of the survey shall be submitted to the Community Development Department.

Mitigation Measure IV-5(b): If active nests are not identified during pre-construction surveys within the on-site trees and shrubs, as well as all trees and shrubs within 250 feet of the site if accessible, further mitigation shall not be required. If active nests are identified during the pre-construction survey, the active nests, and an appropriate construction-free buffer around them (typically 50 feet for passerines and 200 feet for raptors), shall be established, as determined by a qualified biologist. Suitable setbacks from occupied nests shall be maintained until the young have fledged, as determined by a qualified biologist.

Tree Removal and Protection

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

1. Establish a Tree Protection Zone around each tree to be preserved. Because the three trees recommended for preservation are located on adjacent properties, the Tree Protection Zone shall be the property line. Grading, excavation, construction, or storage of materials shall not occur beyond the property line.
2. Install protection around all trees to be preserved. The project's security fence shall serve as tree protection fencing.
3. Trees to be retained require pruning to provide clearance and/or correct defects in structure. All pruning is to be

performed by an ISA Certified Arborist or Certified Tree Worker and shall adhere to the latest editions of the ANSI Z133 and A300 standards, as well as the ISA Best Management Practices for Tree Pruning. Pruning contractor shall have the C25/D61 license specification.

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

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

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

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

Mitigation Measure IV-8: A tree replacement plan for the removal of the 44 Heritage trees on the project site shall be prepared in accordance with San Bruno Municipal Code Section 8.25.050. Replacement trees shall be a minimum of either two 24-inch box size trees, or one 36-inch box size tree for each heritage tree to be removed. The tree replacement plan shall be submitted to the Community Development Department for review and approval. Where the Community Development Director determines that replanting is not feasible and/or appropriate, the Director may require that a payment of equal value to the cost of the purchase and installation of the replacement tree(s) be made to the City Tree Planting Fund.

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 CDFW or USFWS?

As discussed in the Section 4.4.1.2 Existing Conditions, three special-status plant species (robust spineflower, Franciscan onion, and arcuate bush mallow) and six wildlife species (American badger, San Francisco dusky-footed woodrat, saltmarsh common yellowthroat, Townsend's big-eared bat,

pallid bat, and big free-tailed bat) have the potential to occur on-site. As discussed in the adopted IS/MND, potential impacts to special-status species would be reduced to a less than significant impact with incorporation of the adopted mitigation measures. The modified project would have the potential to impact the same special-status species; however, the modified project would disturb less of the eastern portion of the site where the chaparral habitat is located and where these species may be present. Consistent with the approved project, the modified project would be required to implement Mitigation Measures IV-1 through IV-4(d) to reduce impacts to a less than significant level consistent with the approved project. In addition, the modified project would be required to implement Mitigation Measure IV-5(a) and 5(b) to ensure that active nests are identified and protected prior to construction. **[Same Impact as Approved Project (Less than Significant Impact 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, regulations, or by the CDFW or USFWS?

The project site does not contain any riparian habitat or other sensitive natural communities. Therefore, consistent with the approved project, the modified project would not adversely affect any riparian habitat or other sensitive natural communities. **[Same Impact as Approved Project (Less than Significant Impact)]**

c) Would the project have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means?

The project site does not contain any state or federally protected wetlands. Therefore, consistent with the approved project, the modified project would not adversely affect state or federally protected wetlands. **[Same Impact as Approved Project (Less than Significant Impact)]**

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?

As previously discussed in Section 4.4.1.2 Existing Conditions and the adopted IS/MND, the project site does not support a wildlife corridor. However, the adjacent Crestmoor Canyon may provide wildlife with a local wildlife movement corridor. As shown in Figure 3.3-6, the modified project (consistent with the approved project) includes open space areas, including a community garden and bioretention areas along the project's border with Crestmoor Canyon. Therefore, consistent with the approved project, the modified project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with the established native resident or migratory wildlife corridors, or impeded the use of native wildlife nursery sites. **[Same Impact as Approved Project (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?

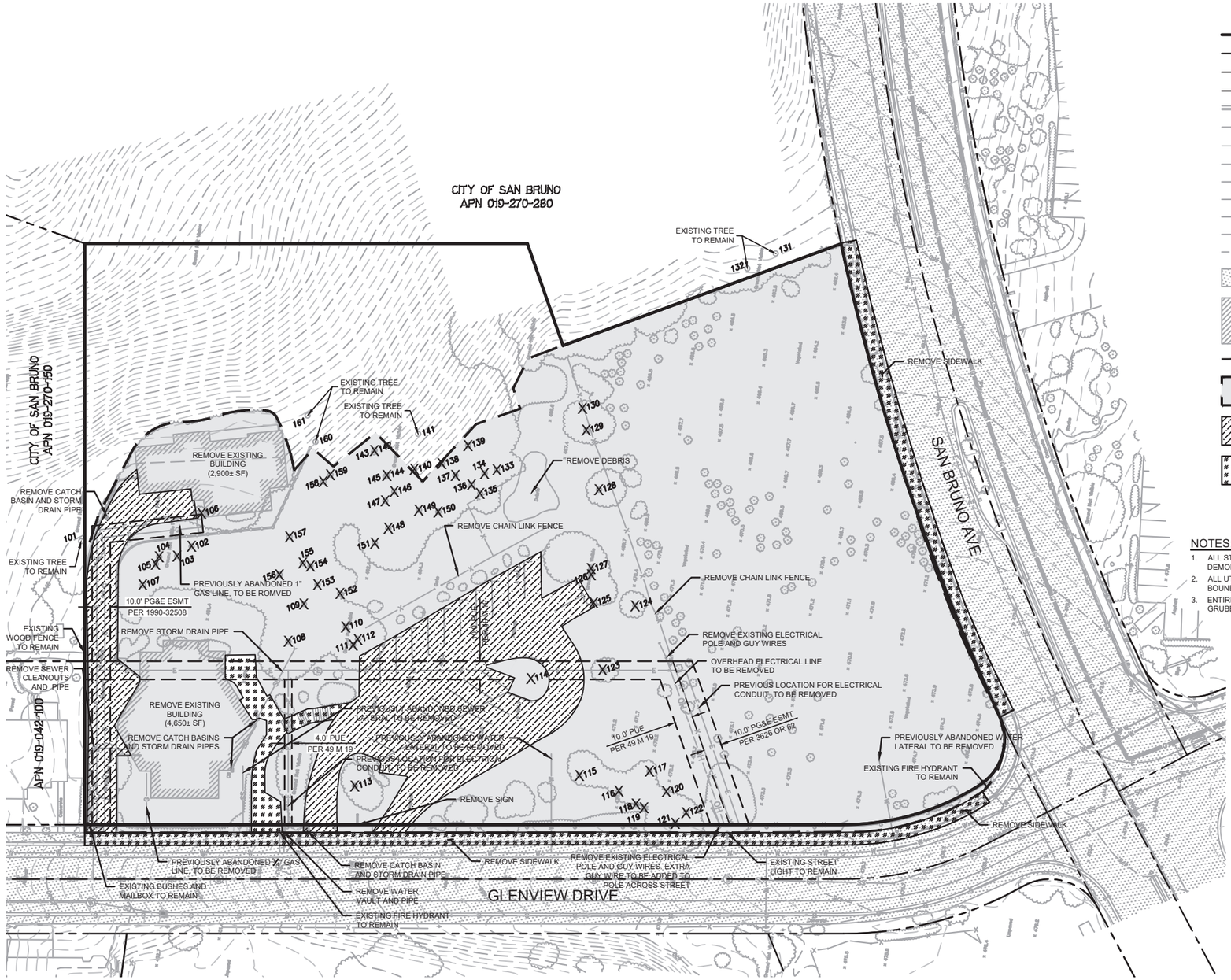
As discussed in Section 4.4.1.2 Existing Conditions, the project site contains a total of 61 trees. The modified project would remove 55 trees (three fewer than the approved project) from the project site, including 42 heritage trees, as shown in Figure 4.4-2. Consistent with the approved project, the modified project would be required to implement Mitigation Measures IV-6 through IV-8 (with the following modifications) to comply with Section 8.25.050 of the City's Municipal Code.

Mitigation Measure IV-8: A tree replacement plan for the removal of the ~~44~~ 42 Heritage trees on the project site shall be prepared in accordance with San Bruno Municipal Code Section 8.25.050. Replacement trees shall be a minimum of either two 24-inch box size trees, or one 36-inch box size tree for each heritage tree to be removed. The tree replacement plan shall be submitted to the Community Development Department for review and approval. Where the Community Development Director determines that replanting is not feasible and/or appropriate, the Director may require that a payment of equal value to the cost of the purchase and installation of the replacement tree(s) be made to the City Tree Planting Fund.

These measures would require the modified project to protect existing trees that will remain on-site and plant an appropriate number of trees to replace those proposed for removal. Therefore, with incorporation of these measures, the project would not conflict with any local ordinances protecting biological resources. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

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?

The City of San Bruno is not within the planning area of the San Bruno Mountain Habitat Conservation Plan, or any other habitat conservation plan. Therefore, consistent with the approved project, the modified project would not conflict with an adopted habitat conservation plan. **[Same Impact as Approved Project (Less than Significant Impact)]**



LEGEND:

- PROJECT BOUNDARY
- RIGHT OF WAY
- EXISTING EASEMENT
- CENTERLINE
- EXISTING CURB & GUTTER
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING WATER LINE
- EXISTING STORM DRAIN
- EXISTING SANITARY SEWER
- EXISTING GAS PIPE
- EXISTING ELECTRICAL CONDUIT
- EXISTING OVERHEAD LINE
- EXISTING PAVEMENT
- EXISTING BUILDING
- OFFSITE DEMOLITION BOUNDARY
- ONSITE DEMOLITION BOUNDARY CLEAR AND GRUB (100,000 SF)
- ASPHALT DEMO (16,200 SF)
- CONCRETE DEMO (7,370 SF)
- X REMOVE EXISTING TREE

NOTES:

1. ALL STRUCTURES, HARDSCAPE, UTILITIES, SIGNS, AND FENCES WITHIN DEMOLITION BOUNDARY TO BE REMOVED.
2. ALL UTILITIES WITHIN SITE ARE TO BE CUT AND CAPPED AT DEMOLITION BOUNDARY OR PER UTILITY AGENCY DIRECTION.
3. ENTIRE SITE WITHIN DEMOLITION BOUNDARY TO BE CLEARED AND GRUBBED AFTER REMOVAL OF HARDSCAPE UNLESS OTHERWISE NOTED.

0 15 30 45 60 90 Feet

TREE SURVEY

NUMBER	TRUNK DBH (IN)	RECOMMENDATION	SPECIES
101	26	PROTECT	COAST LIVE OAK
102	17	REMOVE	COAST REDWOOD
103	16	REMOVE	COAST LIVE OAK
104	12	REMOVE	MONTEREY PINE
105	8	REMOVE	COAST LIVE OAK
106	6	REMOVE	JAPANESE MAPLE
107	5, 4, 3, 3	REMOVE	COAST LIVE OAK
108	22, 16	REMOVE	MONTEREY PINE
109	39, 17	REMOVE	BLUE GUM
110	14, 12	REMOVE	MONTEREY PINE
111	19, 10	REMOVE	ITALIAN STONE PINE
112	13	REMOVE	ITALIAN STONE PINE
113	16, 9	REMOVE	MONTEREY PINE
114	17	REMOVE	MONTEREY PINE
115	10, 6	REMOVE	MONTEREY CYPRESS
116	9, 7, 6, 4	REMOVE	MONTEREY CYPRESS
117	7	REMOVE	MONTEREY CYPRESS
118	6, 4, 3	REMOVE	MONTEREY CYPRESS
119	6	REMOVE	MONTEREY CYPRESS
120	6	REMOVE	MONTEREY CYPRESS
121	25	REMOVE	MONTEREY CYPRESS
122	9	REMOVE	MONTEREY CYPRESS
123	10, 5	REMOVE	MONTEREY CYPRESS
124	11, 10	REMOVE	ITALIAN STONE PINE
125	14	REMOVE	MONTEREY PINE
126	13	REMOVE	MONTEREY CYPRESS
127	6	REMOVE	MONTEREY PINE
128	14, 12	REMOVE	ITALIAN STONE PINE
129	19	REMOVE	MONTEREY PINE
130	6	REMOVE	MONTEREY PINE
131	18, 16, 9, 8, 7, 6, 6	PROTECT	COAST LIVE OAK
132	9, 4	PROTECT	TOYON
133	7, 5	REMOVE	COAST LIVE OAK
134	11	REMOVE	COAST LIVE OAK
135	10, 5, 3	REMOVE	COAST LIVE OAK
136	8	REMOVE	DEODAR CEDAR
137	10, 8	REMOVE	COAST LIVE OAK
138	11	REMOVE	COAST LIVE OAK
139	7, 6	REMOVE	TOYON
140	12, 9	REMOVE	COAST LIVE OAK
141	6	PROTECT	TOYON
142	9	REMOVE	COAST LIVE OAK
143	6, 4, 4	REMOVE	TOYON
144	6	REMOVE	COAST LIVE OAK
145	10, 6	REMOVE	COAST LIVE OAK
146	9, 6	REMOVE	COAST LIVE OAK
147	6, 5	REMOVE	COAST LIVE OAK
148	11, 10, 6	REMOVE	DEODAR CEDAR
149	8, 7	REMOVE	COAST LIVE OAK
150	10, 8, 6	REMOVE	DEODAR CEDAR
151	7	REMOVE	MONTEREY PINE
152	6	REMOVE	SCOTS PINE
153	8	REMOVE	COAST LIVE OAK
154	9	REMOVE	COAST LIVE OAK
155	7	REMOVE	COAST LIVE OAK
156	19	REMOVE	MONTEREY PINE
157	31	REMOVE	COAST LIVE OAK
158	43	REMOVE	TOYON
159	55	REMOVE	TOYON
160	67	PROTECT	TOYON
161	79	PROTECT	COAST LIVE OAK

TREE REMOVAL PLAN | FIGURE 4.4-2

4.5 Cultural Resources

4.5.1 Environmental Setting

4.5.1.1 *Regulatory Framework*

Federal and State

National Historic Preservation Act

Federal protection is legislated by the National Historic Preservation Act of 1966 (NHPA) and the Archaeological Resource Protection Act of 1979. These laws maintain processes for determination of the effects on historical properties eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA and related regulations (36 Code of Federal Regulations [CFR] Part 800) constitute the primary federal regulatory framework guiding cultural resources investigations and require consideration of effects on properties that are listed or eligible for listing in the NRHP. Impacts to properties listed in the NRHP must be evaluated under CEQA.

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is administered by the State Office of Historic Preservation and encourages protection of resources of architectural, historical, archeological, and cultural significance. The CRHR identifies historic resources for state and local planning purposes and affords protections under CEQA. Under Public Resources Code Section 5024.1(c), a resource may be eligible for listing in the CRHR if it meets any of the NRHP criteria.[26]

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

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

[26] California Office of Historic Preservation. "CEQA Guidelines Section 15064.5(a)(3) and California Office of Historic Preservation Technical Assistance Series #6." Accessed August 31, 2020. http://www.ohp.parks.ca.gov/pages/1069/files/technical%20assistance%20bulletin%206%202011%20update.pdf.

California Native American Historical, Cultural, and Sacred Sites Act

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

Public Resources Code Sections 5097 and 5097.98

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

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

4.5.1.2 *Existing Conditions*

The conditions at the project site remain as they were described in the adopted IS/MND.

Archaeological Resources

The project site has a very low potential for buried archaeological resources.[27]

Historic Resources

There are no federal- or state-designated or locally designated historical resources on the project site.[28] The vacant single-family dwelling unit is less than 45 years old. The vacant church building was reviewed for eligibility on the California Register of Historic Places and was found not eligible under Criterion 1 through 4.

[27] City of San Bruno. *Glenview Terrace Project Initial Study/Mitigated Negative Declaration.* April 2021. SCH # 2021040782. Page 59.
[28] Ibid.

4.5.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource as pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒	☐

Glenview Terrace Project Initial Study/Mitigated Negative Declaration

The adopted IS/MND concluded that implementation of the approved 29 single-family units would result in less than significant cultural resources impacts[29] with the implementation of the following mitigation measures:

Mitigation Measure V-1: If any prehistoric artifacts, or other indications of cultural deposits are found once ground disturbing activities are underway, all work within the place of discovery shall be halted within 100 feet of the find, the Community Development Department shall be notified, and the find(s) shall be immediately evaluated by an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, to evaluate the finds at the expense of the developer. If the resource is determined to be eligible for inclusion in the California Register of Historical Resources and project impacts cannot be avoided (preservation in place is the preferred manner of mitigating impacts to archaeological sites), data recovery shall be undertaken. Data recovery efforts could range from rapid photographic documentation to extensive excavation depending upon the physical nature of the resource. The degree of effort shall be determined at the discretion of a qualified archaeologist and shall be sufficient to

[29] City of San Bruno. *Glenview Terrace Project Initial Study/Mitigated Negative Declaration.* April 2021. SCH # 2021040782. Pages 58-61.

recover data considered important to the area's history and/or prehistory. Work may continue on other parts of the project site while historical or unique archaeological resource mitigation takes place (Public Resources Code Sections 21083 and 21087). The language of this mitigation measure shall be included on any future grading plans, utility plans, and improvement drawings approved by the City of San Bruno.

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

Mitigation Measure V-2: In the event of the accidental discovery or recognition of any human remains, the City shall be notified and further excavation or disturbance of the find or any nearby area reasonably suspected to overlie adjacent human remains shall not occur until compliance with the provisions of CEQA Guidelines Section 15064.5(e)(1) and (2) has occurred. The Guidelines specify that in the event of the discovery of human remains other than in a dedicated cemetery, no further excavation at the site or any nearby area suspected to contain human remains shall occur until the County Coroner has been notified to determine if an investigation into the cause of death is required. If the Coroner determines that the remains are Native American, then, within 24 hours, the Coroner must notify the Native American Heritage Commission, which in turn will notify the Most Likely Descendants who may recommend treatment of the remains and any grave goods. If the Native American Heritage Commission is unable to identify a Most Likely Descendant or Most Likely Descendant fails to make a recommendation within 48 hours after notification by the Native American Heritage Commission, or the landowner or his authorized agent rejects the recommendation by the Most Likely Descendant and mediation by the Native American Heritage Commission fails to provide a measure acceptable to the landowner, then the landowner or his authorized representative shall rebury the human remains and grave goods with appropriate dignity at a location on the property not subject to further disturbances. Should human remains be encountered, a copy of the resulting County Coroner report noting any written consultation with the Native American Heritage Commission shall be submitted as

proof of compliance to the City's Community Development Department.

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

As discussed in Section 4.5.1.2, there are no historical resources present pursuant to CEQA Guidelines Section 15064.5. For these reasons, the project would not cause an adverse change in the significance of a historical resource. **[Same Impact as Approved Project (Less than Significant Impact)]**

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

The site was previously disturbed with a parking lot, church building, single-family dwelling unit, and the former gas station. Further, as discussed in Section 4.5.1.2, the project site has a very low potential for buried archaeological resources. Compared to the approved project, the modified project would result in less grading overall and thereby less ground disturbance. Consistent with the approved project, the modified project would be required to implement mitigation measure MM V-1, which would ensure that any unknown culturally significant archaeological resources encountered during construction would be identified, evaluated and appropriately treated in accordance with the recommendations of a qualified archaeologist. As such, the modified project would not result in new or greater impacts than what was disclosed in the adopted IS/MND. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

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

While there is no specific reason to anticipate it happening on the project site, human remains have the potential to be discovered during construction. If human remains were unearthed during project construction, damage to or destruction of culturally significant human remains would be a potentially significant impact. Consistent with the approved project, the modified project would be required to implement mitigation measure MM V-2, which would ensure that any human remains encountered during ground-disturbing activities are appropriately identified and treated and the impact reduced to a less than significant level. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

4.6 Energy

4.6.1 Environmental Setting

4.6.1.1 *Regulatory Framework*

Federal and State

Energy Star and Fuel Efficiency

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

Renewables Portfolio Standard Program

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

Executive Order B-55-18 To Achieve Carbon Neutrality

In September 2018, Governor Brown issued an executive order, EO-B-55-18 To Achieve Carbon Neutrality, setting a statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." The executive order requires CARB to "ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal." EO-B-55-18 supplements EO S-3-05 by requiring not only emissions reductions, but also that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO_2 from the atmosphere through sequestration.

California Building Standards Code

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6 of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately

every three years.[30] Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.[31]

California Green Building Standards Code

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

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars II program in 2022 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing pollutants and GHG emissions into a single coordinated set of requirements for vehicle model years 2026 through 2035. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.[32]

Local

City of San Bruno General Plan

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

Policies	Description
PFS-62	Develop and implement a Green Building Design Ordinance and design guidelines for climate-oriented site planning, building design, and landscape design to promote energy efficiency. These standards may include, but are not limited to, the following: • Require the use of Energy Star• ® appliances and equipment in new residential and commercial development, and new City facilities; • Require all new City facilities and new residential development to incorporate green building methods meeting the equivalent of LEED Certified "Silver" rating or better; and • Require all new residential development to be pre-wired for optional photovoltaic roof energy systems and/or solar water heating.

[30] California Building Standards Commission. "California Building Standards Code." Accessed January 5, 2024. https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo.
[31] California Energy Commission (CEC). "2022 Building Energy Efficiency Standards." Accessed January 5, 2024. https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency.
[32] California Air Resources Board. "Advanced Clean Cars II." Accessed January 5, 2024. https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/advanced-clean-cars-ii

Policies	Description
	The Ordinance will allow variances to site or building requirements—building setbacks, lot coverage, and building height—that will enable use of alternative energy sources, such as passive heating and/or cooling.
PFS-63	Require that all new development complies with California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6).
PFS-65	Require new development to incorporate passive heating and natural lighting strategies if feasible and practical. These strategies should include, but are not limited to, the following: • Using building orientation, mass and form, including façade, roof, and choice of building materials, color, type of glazing, and insulation to minimize heat loss during winter months and heat gain during the summer months; • Designing building openings to regulate internal climate and maximize natural lighting, while keeping glare to a minimum; and • Reducing heat-island effect of large concrete roofs and parking surfaces.
PFS-66	Enforce landscape requirements that facilitate efficient energy use or conservation, such as drought-resistant landscaping and/or deciduous trees along southern exposures.
PFS-70	Facilitate environmentally sensitive construction practices by: • Restricting use of chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs) and halons in mechanical equipment; • Promoting use of products that are durable and allow efficient end-of-life disposal (e.g. reusable, recyclable, biodegradable); • Promoting the purchase of locally or regionally available materials; and • Promoting the use of cost-effective design and construction strategies that reduce resource and environmental impacts.

City of San Bruno Municipal Code

San Bruno's Energy Reach Code is contained in Title 11, Buildings, Construction and Fire Protection of the SBMC. The Reach Codes apply to new construction projects in San Bruno. It requires new residential construction to be outfitted with entirely electric fixtures.

4.6.1.2 *Existing Conditions*

Total energy usage in California was approximately 6,278.7 trillion British thermal units (Btu) in the year 2021, the most recent year for which this data was available.[33] Out of the 50 states, California is ranked second in total energy consumption and 49th in energy consumption per capita. The breakdown by sector was approximately 20 percent (14,732.2 trillion Btu) for residential uses, 19 percent (1,396.7 trillion Btu) for commercial uses, 23.2 percent (1,704.4 trillion Btu) for industrial uses, and 37.8 percent (2,785 trillion Btu) for transportation.[34] This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

[33] United States Energy Information Administration. "State Profile and Energy Estimates, 2020." Accessed January 8, 2024. https://www.eia.gov/state/?sid=CA#tabs-2.
[34] Ibid.

Electricity in San Mateo County in 2021 was consumed primarily by the non-residential sector (62 percent), with the residential sector consuming 38 percent. In 2021, a total of approximately 4,177 GWh of electricity was consumed in San Mateo County.[35]

Peninsula Clean Energy (PCE) is a public and locally controlled electricity provider for the County of San Mateo. Electricity provided by PCE is delivered through PG&E transmission lines. Commercial and residential customers in San Mateo County are included in the PCE service area and can choose to have 50 to 100 percent of their electricity supplied from carbon-free and renewable sources. Customers are automatically enrolled in the ECOplus plan, which generates its electricity from 100 percent carbon-free sources, with at least 50 percent from renewable sources. Customers have the option to enroll in the ECO100 plan, which generates its electricity from 100 percent carbon-free, renewable sources. [36]

Fuel for Motor Vehicles

In 2022, California produced 125 million barrels of crude oil and in 2019, 11.7 billion gallons of gasoline were sold in California. [37], [38] The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles) in the United States has steadily increased from about 13.1 miles per gallon (mpg) in the mid-1970s to 25.4 mpg in 2021.[39] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was updated in April 2022 to require all cars and light duty trucks achieve an overall industry average fuel economy of 49 mpg by model year 2026. [40,41]

[35] California Energy Commission. Energy Consumption Data Management System. "Electricity Consumption by County." Accessed January 8, 2024. http://ecdms.energy.ca.gov/elecbycounty.aspx.

[36] Sources: 1) Peninsula Clean Energy. "Frequently Asked Questions." Accessed January 8, 2024. https://www.peninsulacleanenergy.com/faq/. 2) Peninsula Clean Energy. "Energy Choices." Accessed January 8, 2024. https://www.peninsulacleanenergy.com/faq/.

[37] U.S. Energy Information Administration. "Petroleum & Other Liquids, California Field Production of Crude Oil." Accessed January 8, 2024. https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=pet&s=mcrfpca1&f=a

[38] California Department of Tax and Fee Administration. "Net Taxable Gasoline Gallons." Accessed January 8, 2024. https://www.cdtfa.ca.gov/dataportal/dataset.htm?url=VehicleTaxableFuelDist.

[39] United States Environmental Protection Agency. "The 2022 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." December 2022. https://www.epa.gov/system/files/documents/2022-12/420s22001.pdf

[40] United States Department of Energy. *Energy Independence & Security Act of 2007.* Accessed January 8, 2024. http://www.afdc.energy.gov/laws/eisa.

[41] United States Department of Transportation. USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024-2026." Accessed January 8, 2024. https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026

4.6.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
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?	☐	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒	☐

Glenview Terrace Project Initial Study/Mitigated Negative Declaration

The adopted IS/MND concluded that while energy would be consumed during project construction and operation, impacts on energy resources would be limited to a less than significant impact through compliance with existing regulations such as the CARB Scoping Plan, the California Building Standards Code, and the CALGreen Building Standards Code. Additionally, the adopted IS/MND concluded that due to the project site's location near public transit, energy impacts associated with operational VMT would be less than significant.

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

Energy is consumed during the construction and operational phases of the project. The construction phase would require energy for the actual manufacture and transportation of building materials, preparation of the site (e.g., importing fill and grading), and the actual construction of the project. Adherence to existing regulations and programs would reduce energy loss resulting from the disposal of construction and demolition materials through diversion and recycling. Additionally, as noted in the adopted IS/MND, all construction equipment would be regulated per the CARB In-Use Off-Road Diesel Vehicle Regulation and the CARB 2017 Scoping Plan, which would require the modified project to implement measures such as limiting idling times and increasing use of electric and renewable fuel-powered equipment. Additionally, as discussed in Section 4.3 Air Quality, the project would be required to implement Mitigation Measure III-1 and BAAQMD's basic construction measures, which would require the project to use construction equipment with low-emission engines and control dust generation on-site. Consistent with the approved project, construction of

the modified project would not result in a potentially significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources.

Operation

Operation of the modified project would consume energy for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, and electronics. As shown in Table 4.6-1 below, the modified project would consume approximately 565,322 kWh/yr more electricity than the approved project. The modified project would consist of all electric buildings consistent with the City's Reach Code and would not utilize any natural gas. Assuming the average fuel economy of 25.4 mg,[42] the modified project would consume approximately 17,203 more gallons of gasoline per year than the approved project.

Table 4.6-1: Comparison of Estimated Annual Energy Use

Development	Electricity Use (kWh)	Natural Gas Use (kBtu)	Gasoline[1] (gallons per year)
Approved Project	179,362	--	31,683
Modified Project	744,684	--	48,886
Difference	**+565,322**	**--**	**+17,203**

Sources: Illingworth & Rodkin, Inc. *Glenview Terrace, San Bruno Detailed Report.* February 2, 2024.

CalEEMod. Appendix G, Default Data Tables

Notes:

[1] Gasoline use calculated based on estimated annual VMT of proposed uses in CalEEMod divided by average U.S. fuel economy. Per the 2021 EPA Automotive Trends Report, the average U.S. Fuel Economy is 25.4 mpg for light-duty vehicles.

The modified project-related energy usage would be greater than the approved project, but is less than significant in comparison with state and county consumption of electricity, natural gas, and gasoline identified under Section 4.6.1.2 Existing Conditions. Furthermore, although the modified project would use more energy than the approved project, the consumption would not be wasteful, inefficient, or unnecessary. The project would comply with the CALGreen Building Code and the City of San Bruno General Plan and Municipal Code. For these reasons, consistent with the approved project, operation of the modified project would not result in a potentially significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources. **[Same Impact as Approved Project (Less than Significant Impact)]**

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

[42] United States Environmental Protection Agency. "The 2022 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." December 2022. https://www.epa.gov/system/files/documents/2022-12/420s22001.pdf

As discussed above, the modified project would comply with the CALGreen Building Code, CARB regulations, San Bruno General Plan, and the SBMC. Therefore, consistent with the approved project, the modified project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.7 Geology and Soils

The following discussion is based, in part, on a Preliminary Geologic and Geotechnical Assessment prepared for the project by Quantum Geotechnical, Inc., dated November 2023.[43] A copy of this report is included in Appendix F of this Addendum.

4.7.1 Environmental Setting

4.7.1.1 *Regulatory Framework*

State

Alquist-Priolo Earthquake Fault Zoning Act

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

Seismic Hazards Mapping Act

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

California Building Standards Code

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

[43] The report prepared by Quantum Geotechnical, Inc. includes review and incorporation of previously prepared geotechnical assessments and recommendations.

California Division of Occupational Safety and Health Regulations

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

Public Resources Code Section 5097.5

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

Local

City of San Bruno General Plan

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

Policies	Description
ERC-3	Protect natural vegetation in park, open space, and scenic areas as wildlife habitat, to prevent erosion, and to serve as noise and scenic buffers.
ERC-45	If, prior to grading or construction activity, an area is determined to be sensitive for paleontological resources, retain a qualified paleontologist to recommend appropriate actions. Appropriate action may include avoidance, preservation in place, excavation, documentation, and/or data recovery, and shall always include preparation of a written report documenting the find and describing steps taken to evaluate and protect significant resources.
HS-B	Reduce the potential for damage from geologic hazards through appropriate site design and erosion control.
HS-C	Reduce the potential for damage from seismic hazards through geotechnical analysis, hazard abatement, emergency preparedness, and recovery planning.
HS-4	Prevent soil erosion by retaining and replanting vegetation, and by siting development to minimize grading and land form alteration.
HS-7	Development in areas subject to seismic hazards, including ground shaking, liquefaction, and seismically-induced landslides (Figure 7-2) will comply with guidelines set forth in the most recent version of the California Division of Mines and Geology Special Publication 117

Policies	Description
HS-8	Identify existing structural hazards related to un-reinforced masonry, poor or outdated construction techniques, and lack of seismic retrofit. Coordinate with the Redevelopment Agency to provide assistance to property owners to abate or remove structural hazards that create an unacceptable level of risk.

City of San Bruno Municipal Code

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

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

4.7.1.2 *Existing Conditions*

The conditions at the project site remain as they were described in the adopted IS/MND (refer to Appendix F).

Geologic Hazards

Seismicity and Fault Rupture

The project site is located within the boundaries of an Alquist Priolo Earthquake Fault Zone, established by the State Geologist for potential surface fault rupture associated with the nearby San Francisco Peninsula Segment (SFPS) of the San Andreas Fault. Geotechnical investigations were conducted on-site in 2006, 2013, and 2016 to search for evidence of any fault-related features on-site and evaluate the risk of fault activity on-site. The results of the surveys indicated that the site

was not underlain by active strands of the San Andreas Fault and that the potential for surface fault rupture is low.

Liquefaction

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

During the 2013 geotechnical investigation, it was determined that there was no liquefaction potential at the portion of the site with the existing church building and single-family residence given that the site is underlain at shallow depths by consolidated bedrock. During the 2016 geotechnical investigation, soil borings were collected in the northern and southern parcels on-site and encountered medium dense clayey sand 2.5 to eight feet below ground surface (bgs), which was determined to be undocumented fill. Groundwater was not encountered. The project is not mapped within a Liquefaction Zone per the Seismic Hazards Program of the California Department of Conservation.[44]

Landslides

Seismically-induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes and can be exacerbated by surface erosion. According to previous investigations on-site, the eastern margin of the project site is considered critical for slope instability based on past and existing performance of the steep eastern slope that descends approximately 100 feet to the entrenched upper reach of San Bruno Creek. Therefore, there would be potential for landslides on-site on the sloped areas on the eastern side of the project.

Lateral Spreading

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

Subsidence

Loose unsaturated sandy soils have the potential to settle during strong seismic shaking. Liquefaction can often result in subsidence or settlement. According to previous geological studies,

[44] California Department of Conservation. Earthquake Hazards Application. Accessed December 22, 2023. Available at: https://maps.conservation.ca.gov/cgs/.

the project site is underlain at shallow depths by consolidated bedrock. Soil borings conducted as part of a 2016 investigation for the northern and southern parcels determined that medium dense clayey sand interpreted to be undocumented fill was encountered between 2.5 to eight feet bgs within all three project parcels. Therefore, the potential for settlement or subsidence to occur at the project site is relatively low.

Expansive Soils

Expansive soils can undergo significant volume changes with changes in moisture content. Specifically, such soils shrink and harden when dried and expand and soften when wetted. According to the National Resources Conservation Service (NRCS), the project site is not mapped as having soils with the potential for shrink-swell.[45] In addition, the geotechnical investigations prepared for the project site did not indicate that expansive soils were present.

Paleontological Resources

The City's General Plan EIR does not note the existence of any unique geologic features within the City. Due to the geology of the area, the General Plan EIR determined that there are few fossils or paleontological resources in the City.[46]

4.7.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
– Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42)?	☐	☐	☐	☒	☐
– Strong seismic ground shaking?	☐	☐	☐	☒	☐

[45] National Resources Conservation Service. Dwellings Without Basements – San Mateo County, Eastern Part, and San Francisco County, California (Glenview Terrace Project). Accessed December 22, 2023. Available at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx.

[46] City of San Bruno. *San Bruno 2025: General Plan Draft Environmental Impact Report.* December 2008. p. 3-150.

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
– Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒	☐
– Landslides?	☐	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒	☐
d) Be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☐	☒	☐

Glenview Terrace Project Initial Study/Mitigated Negative Declaration

The adopted IS/MND concluded that the approved project would have less than significant impacts associated with liquefaction, expansive soils, use of septic tanks, and paleontological resources. However, the adopted IS/MND concluded that the approved project could have potentially significant impacts associated with seismic rupture, strong seismic ground shaking, landslides, lateral spreading, and slope instability. The adopted IS/MND concluded that these impacts would be reduced to a less than significant level with implementation of the following mitigation measures:

Mitigation Measure VII-1: All grading and foundation plans for the development shall be designed by a Civil and Structural Engineer and reviewed and approved by the Director of Public Works/City Engineer, Chief Building Official, and a qualified Geotechnical Engineer prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the Geotechnical Reply to Peer Review, Preliminary Storm Drain Outfall Slope Retreat

Assessment, & Geotechnical Report Update Study prepared for the proposed project by Geosphere Consultants, Inc. (February 7, 2020) are properly incorporated and utilized in the project design.

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

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

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

a) 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?

As previously discussed, the project site is within an Alquist-Priolo Fault Zone. However, no fault traces exist within the project site itself and the risk of surface rupture is low. The risk of liquefaction at the project site is also low. The project site is susceptible to strong seismic ground shaking and seismic-induced landslides. Consistent with the approved project, impacts associated with these geologic hazards would be reduced to a less than significant level with implementation of Mitigation Measures VII-1 and VII-2, which would require project grading and foundation plans to be reviewed by a qualified geotechnical engineer and incorporation of a stitch pier system to protect against slope instability. Compared to the approved project, the modified project would result in less grading overall and thereby less ground disturbance. For these reasons, development of the 58 townhouse units proposed by the modified project would not further exacerbate seismic

hazards on-site. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

b) Would the project result in substantial soil erosion or the loss of topsoil?

The project would include grading of the project site prior to construction of the townhouse residences, internal roadways, and stormwater treatment areas. Compared to the approved project, the modified project would result in less grading overall and thereby less ground disturbance. During construction activities, topsoil would be moved and graded, leading to disturbed soils. Such disturbed soils could be subject to wind and water erosion while the topsoil is exposed. Following development of the site, all exposed soils would be covered with impervious surfaces or landscaping and, thus, long-term erosion would not occur. The modified project would be subject to the stormwater management and discharge regulations of SBMC Chapter 10.18 as well as Mitigation Measure VII-3, which would require the project to prepare and implement an erosion control plan, consistent with the approved project. Additionally, because the modified project would disturb more than one acre of soil and would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), which would include construction BMPs for erosion control. Implementation of these measures would reduce impacts associated with soil erosion to a less than significant level. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

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?

As discussed under checklist question a), the project site has a low risk of experiencing liquefaction or subsidence. However, the potential exists for landslides, lateral spreading, and slope instability. Compared to the approved project, the modified project would result in less grading overall and thereby less ground disturbance in unstable soil. Consistent with the approved project, the modified project would implement Mitigation Measure VII-1 and VII-2, with the following revisions reflecting the updated geotechnical report that has been prepared for the modified project.

Mitigation Measure VII-1: All grading and foundation plans for the development shall be designed by a Civil and Structural Engineer and reviewed and approved by the Director of Public Works/City Engineer, Chief Building Official, and a qualified Geotechnical Engineer prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the Preliminary Geologic and Geotechnical Assessment prepared by Quantum Geotechnical, Inc. (November 2023) ~~Geotechnical Reply to Peer Review, Preliminary Storm Drain Outfall Slope Retreat Assessment, & Geotechnical Report Update Study prepared for the proposed~~

~~project by Geosphere Consultants, Inc. (February 7, 2020)~~ are properly incorporated and utilized in the project design.

Mitigation Measure VII-2: Implement Mitigation Measure VII-1, including the recommendations in Preliminary Geologic and Geotechnical Assessment prepared by Quantum Geotechnical, Inc. (November 2023) ~~Appendix B to the Geosphere Consultants February 7, 2020 Report~~, which contain recommendations for site drainage and stitch pier retention system.

Implementation of Mitigation Measure VII-1 and VII-2 would require project grading and foundation plans to be reviewed by a qualified geotechnical engineer and incorporation of a stitch pier system to protect against slope instability and reduce potential impacts to a less than significant level. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

d) Would the project be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?

The project site is not located on expansive soil. **[Same Impact as Approved Project (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?

The project would connect to existing City sewer services and would not include the construction or operation of septic tanks or other alternative wastewater disposal systems. **[Same Impact as Approved Project (No Impact)]**

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

According to the General Plan EIR, the soils within the City have a low sensitivity for paleontological resources and no unique geological features are known to exist within the City. Therefore, the project would not directly or indirectly destroy a unique paleontological resources or site or unique geological feature. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.8 Greenhouse Gas Emissions

4.8.1 Environmental Setting

4.8.1.1 *Background Information*

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. In GHG emission inventories, the weight of each gas is multiplied by its global warming potential (GWP) and is measured in units of CO_2 equivalents (CO_2e). The most common GHGs are carbon dioxide (CO_2) and water vapor but there are also several others, most importantly methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO_2 and N_2O are byproducts of fossil fuel combustion
- N_2O is associated with agricultural operations such as fertilization of crops
- CH_4 is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents, but their production has been stopped by international treaty
- HFCs are now used as a substitute for CFCs in refrigeration and cooling
- PFCs and SF_6 emissions are commonly created by industries such as aluminum production and semiconductor manufacturing

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

4.8.1.2 *Regulatory Framework*

State

Assembly Bill 32 and State Bill 32

Under the California Global Warming Solutions Act, also known as AB 32, CARB established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHGs, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources. The first Scoping Plan was approved by CARB in 2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan.

In 2016, SB 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to express the 2030 statewide target in terms of million metric tons of CO_2e ($MMTCO_2e$). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 $MMTCO_2e$.

2022 Scoping Plan

On December 15, 2022, CARB approved the 2022 Scoping Plan. The 2022 Scoping Plan provides a sector-by-sector guide on how to reduce man-made (i.e., anthropogenic) GHG emissions by 85 percent below 1990 levels and achieve carbon neutrality by 2045 over a 25-year horizon.[47] The primary focus of the 2022 Scoping Plan is to reduce the usage of fossil fuels by electricizing the transportation sector, procuring electricity from renewable resources, phasing out natural gas in land use developments, and building transit-oriented communities that encourage multi-modal transportation. If implemented successfully, the 2022 Scoping Plan would not only reduce GHG emissions but also reduce smog-forming air pollution (NO_x) by 71 percent and reduce fossil fuel demand by 94 percent. The 2022 Scoping Plan also details natural carbon capture and storage process along with mechanical carbon capture programs to address the remaining 15 of anthropogenic GHG emissions that will remain post-2045. To meet these goals, CARB also includes a revised goal of reducing state GHG emissions 48 percent below 1990 levels by 2030.

Senate Bill 375 and Plan Bay Area 2050

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

[47] CARB. *2022 Scoping Plan for Achieving Carbon Neutrality*. November 16, 2022. Page 5.

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission (MTC) partnered with the Association of Bay Area Governments (ABAG), BAAQMD, and the Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area 2050.

Plan Bay Area 2050 is a long-range plan for the nine-county San Francisco Bay Area that provides strategies that increase the availability of affordable housing, support a more equitable and efficient economy, improve the transportation network, and enhance the region's environmental resilience. Plan Bay Area 2050 promotes the development of a variety of housing types and densities within identified priority development areas (PDAs). PDAs are areas generally near existing job centers or frequent transit that are locally identified for housing and job growth.[48]

Play Bay Area 2050 includes a goal to increase the number of households that live within 0.5 mile of frequent transit by 2050. Plan Bay Area 2050 promotes strategies that support active and shared modes, combined with a transit-supportive land use patterns, which together are forecasted to lower the share of Bay Area residents that drive to work alone from 50 percent in 2015 to 33 percent in 2050, resulting in a decrease in GHG emissions. Plan Bay Area 2050 also includes goals to expand TDM initiatives that support and augment employers' commute programs, providing a path to emissions reductions.

SB 100

SB 100, known as the 100 Percent Clean Energy Act of 2018, was adopted on September 10, 2018. The overall goal is to have all retail electricity sold in California procured from 100 percent renewable and zero-carbon resources by the year 2045. SB 100 also modified the renewables portfolio standard to 50 percent by 2025 and 60 percent by 2030.

Executive Order B-55-18 and Assembly Bill 1279

Executive Order B-55-18 was issued in September 2018. It ordered a new statewide goal of achieving carbon neutrality no later than 2045 and to maintain net negative emissions thereafter.

Assembly Bill 1279, also known as the California Climate Crisis Act, was approved on September 16, 2022 and codifies the statewide goal set by Executive Order B-55-18 of achieving net zero GHG emissions no later than the year 2045 and maintaining net negative emissions thereafter. In addition, this bill has a statewide goal of reducing anthropogenic GHG emissions by 85 percent below the 1990 levels by the year 2045. The bill requires CARB to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals, and implement strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage technologies in California. The bill requires CARB to submit an annual report.

[48] Association of Bay Area Governments and Metropolitan Transportation Commission. Plan Bay Area 2050. October 21, 2021. Page 20.

Advanced Clean Cars II Regulation

To continue reducing air pollutants and GHG emissions in the transportation sector, CARB adopted the Advanced Clean Cars II Regulations (Resolution 22-12) on August 25, 2022. The new regulation requires that by 2035 all new passenger cars, trucks, and SUVs sold in California will have zero emissions. This regulation bans the sale of new gasoline or diesel passenger cars, trucks, and SUVs in California from automakers. Beginning in 2026, 35 percent of new vehicle sales must be zero-emission vehicles and plug-in hybrid electric vehicles and that percentage will increase per year. By 2030, 70 percent of new vehicle sales will be zero-emissions vehicles and by the 2035 model year 100 percent of new vehicle sales will be zero-emissions. CARB will limit the use of plug-in hybrid electric vehicles in the percentage requirements to keep the manufacturing of zero-emissions as the primary goal. Existing gasoline cars can continue to be driven and sold as used cars beyond 2035. CARB is required to track and report on the zero-emissions vehicle market development annually.

California Building Standards Code – Title 24 Part 11 and Part 6

The CALGreen Code is part of the California Building Standards Code under Title 24, Part 11.[49] The CALGreen Code encourages sustainable construction standards that incorporate planning/design, energy efficiency, water efficiency resource efficiency, and environmental quality. These green building standard codes are mandatory statewide and are applicable to residential and non-residential developments. The most recent CALGreen Code (2022 CALGreen Code) was effective as of January 1, 2023.

The California Building Energy Efficiency Standards (California Energy Code) is under Title 24, Part 6 and is overseen by the CEC. This code includes design requirements to conserve energy in new residential and non-residential developments. This Energy Code is enforced and verified by cities during the planning and building permit process. The 2022 Energy Code replaced the 2019 Energy Code as of January 1, 2023. There are new 2022 standards for single-family residences, multi-family residences, and non-residential uses.[50,51,52] Major changes include electric-ready single-family and multi-family residence and solar photovoltaic systems and energy storage systems for residential and commercial developments.

Requirements for electric vehicle (EV) charging infrastructure are set forth in Title 24 of the California Code of Regulations and are regularly updated on a three-year cycle. The CALGreen standards consist of a set of mandatory standards required for new development, as well as two more voluntary standards known as Tier 1 and Tier 2. The 2022 CALGreen standards require

[49] Refer to https://www.dgs.ca.gov/BSC/CALGreen
[50] California Energy Commission. "2022 Building Energy Efficiency Standards What's New for Single-Family Residential." Revised July 15, 2022. Accessed January 11, 2024. https://www.energy.ca.gov/sites/default/files/2022-08/2022_Single-family_Whats_New_Summary_ADA.pdf.
[51] California Energy Commission. "2022 Building Energy Efficiency Standards What's New for Multifamily." Revised August 4, 2022. Accessed January 11, 2024. https://www.energy.ca.gov/sites/default/files/2022-08/2022_Multifamily_Whats_new_Summary_ADA.pdf.
[52] California Energy Commission. "2022 Building Energy Efficiency Standards What's New for Nonresidential." Revised August 4, 2022. Accessed January 11, 2024. https://www.energy.ca.gov/sites/default/files/2022-08/2022_Nonresidential_Whats_New_Summary_ADA.pdf.

deployment of additional EV chargers in various building types, including multi-family residential, hotel, and non-residential land uses. They include requirements for both EV capable parking spaces and the installation of EV supply equipment for multi-family residential and nonresidential buildings. The 2022 CALGreen standards also include requirements for both EV readiness and the actual installation of EV chargers.

CALGreen also requires new construction and demolition projects to have a diversion of at least 65 percent of the construction waste generated.

Regional and Local

2017 Clean Air Plan

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

BAAQMD CEQA Thresholds for Evaluating Climate Impacts from Land Use Projects and Plans

In April 2022, the BAAQMD Board of Directors adopted the Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans. The report includes BAAQMD's thresholds of significance for use in determining whether a proposed project or plan will have a significant impact on climate change and provides substantial evidence to support these thresholds. The April 2022 GHG thresholds replace the GHG thresholds set forth in the May 2017 BAAQMD CEQA Air Quality Guidelines and represent what is required of new land use development projects and plans to achieve California's long-term climate goal of carbon neutrality by 2045.

4.8.1.3 *Existing Conditions*

Unlike emissions of criteria and toxic air pollutants, which have regional and local impacts, emissions of GHGs have a broader, global impact. Global warming is a process whereby GHGs accumulating in the upper atmosphere contribute to an increase in the temperature of the earth and changes in weather patterns.

The conditions at the project site remain as they were described in the adopted IS/MND. Given that the existing church and residential unit are vacant, the project site does not generate GHG emissions.

4.8.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?	☐	☐	☐	☒	☐

Glenview Terrace Project Initial Study/Mitigated Negative Declaration

The adopted IS/MND concluded, based on a quantitative analysis discussed in more detail below, that the approved project would have a less than significant GHG emissions impact because the project would be below numeric thresholds used to evaluate compliance with AB 32 and SB 32 and would be consistent with the 2017 Scoping Plan and Plan Bay Area 2040.

4.8.2.1 *Thresholds of Significance*

At the time of preparation of the adopted IS/MND, a "Substantial Progress" efficiency metric of 2.6 MT CO_2e/year/service population and a bright-line threshold of 660 MT CO_2e/year based on the GHG reduction goals of EO B-30-15 was used to evaluate the l project's GHG impact consistent with the 2017 BAAQMD Guidelines. The approved project was estimated to generate GHG emissions below these thresholds and thus, was determined to have a less than significant impact. However, in April of 2022, BAAQMD adopted new CEQA Guidelines that included a new set of significance thresholds that are based on a qualitative analysis rather than the previously quantitative metrics, as CEQA allows for both quantitative and qualitative approaches to evaluating GHG emissions. For land use projects to result in a less than significant GHG emissions impact, the project would need to comply with threshold A or B below:

A. Projects must include, at a minimum, the following project design elements:
    1. Buildings
        a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
        b. The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.
    2. Transportation

a. Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:
    i. Residential projects: 15 percent below the existing VMT per capita
    ii. Office projects: 15 percent below the existing VMT per employee
    iii. Retail projects: no net increase in existing VMT

a. Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

B. Be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).

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

Construction

Short-term GHG emissions from the construction phase of the modified project would consist primarily of heavy equipment exhaust, worker travel, materials delivery, and solid waste disposal. Compared to the approved project, the modified project would have a shorter construction timeframe and would involve less earthwork and off haul. Neither the City nor BAAQMD have adopted thresholds of significance for construction-related GHG emissions. Given that construction emissions would be temporary (27 months or three months less than the approved project), project construction would not be considered a significant source of GHG emissions and would not interfere with the implementation of SB 32.

Operation

As described in Section 4.8.1.2 Regulatory Framework, BAAQMD updated their recommended CEQA thresholds of significance for GHG emissions in 2022, after the City had undertaken the quantified GHG analysis contained in the 2022 IS/MND. Under these recently updated thresholds, projects must demonstrate either A) specific building design and transportation elements or B) consistency with a local GHG reduction strategy. The City of San Bruno has not adopted a qualified GHG reduction strategy that meets the CEQA Guidelines Section 15183.5(b) guidelines; therefore, the City's CAP cannot be used to streamline the GHG analysis, and the modified project must show compliance with Threshold A.

The modified project would comply with the qualitative building measures under Threshold A. The modified project does not include any natural gas appliances and the proposed residential units would be 100 percent electric. As discussed in Section 4.6 Energy, the modified project complies with the CALGreen Building Code, the City of San Bruno General Plan, and the SBMC, ensuring that

energy would not be used wastefully, inefficiently, or unnecessarily. As discussed further in Section 4.15 Transportation, the modified project would have a VMT per capita of 9.1, which does not exceed the threshold of 15 percent below the City, County, or regional average VMT per capita of 10.37, 11.17, and 11.87, respectively.[53] Lastly, the modified project would provide three EV charger parking spaces, 15 EV ready parking spaces, and six EV capable parking spaces consistent with CalGreen Tier 2 requirements.

As stated above, the modified project would result in temporary GHG emissions during construction which would not interfere with SB 32. The modified project's operational GHG emissions would be consistent with the BAAQMD Threshold A measures, which include building design and transportation measures. Consistency with the BAAQMD project design qualitative thresholds would ensure consistency with the SB 32 and carbon neutral goals set by the State. Therefore, the modified project would result in a less than significant GHG impact during construction and operations of the proposed project. **[Same Impact as Approved Project (Less than Significant Impact)]**

b) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

The modified project would incorporate the same energy efficiency and green building measures as the approved project as detailed in the adopted IS/MND such as EV charging spaces, rooftop solar panels, organic materials collection, water-efficient landscaping, and energy-efficient appliances. With incorporation of these measures, the modified project would comply with the 2017 Scoping Plan and 2017 Clean Air Plan. **[Same Impact as Approved Project (Less than Significant Impact)]**

[53] Hexagon Transportation Consultants, Inc. *Glenview Terrace Residential Development.* December 19, 2023.

4.9 Hazards and Hazardous Materials

The following discussion is based, in part, on a Technical Review of 2020 GEOCON Soil Vapor Survey prepared for the project by Stantec Consulting Services, Inc. (Stantec) dated November 2023. Copies of these reports are included in Appendix G.

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Framework*

Overview

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

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

Federal and State

Federal Aviation Regulations Part 77

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

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law created a tax on the chemical and petroleum industries and provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the

environment. Over five years, $1.6 billion was collected and the tax went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA accomplished the following objectives:

- Established prohibitions and requirements concerning closed and abandoned hazardous waste sites;
- Provided for liability of persons responsible for releases of hazardous waste at these sites; and
- Established a trust fund to provide for cleanup when no responsible party could be identified.

The law authorizes two kinds of response actions:

- Short-term removals, where actions may be taken to address releases or threatened releases requiring prompt response; and
- Long-term remedial response actions that permanently and significantly reduce the dangers associated with releases or threats of releases of hazardous substances that are serious, but not immediately life-threatening. These actions can be completed only at sites listed on the EPA's National Priorities List.

CERCLA also enabled the revision of the National Contingency Plan (NCP). The NCP provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also established the National Priorities List. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.[54]

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA), enacted in 1976, is the principal federal law in the United States governing the disposal of solid waste and hazardous waste. RCRA gives the EPA the authority to control hazardous waste from the "cradle to the grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also sets forth a framework for the management of non-hazardous solid wastes.

The Federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization, phasing out land disposal of hazardous waste, and corrective action for releases. Some of the other mandates of this law include increased enforcement

[54] United States Environmental Protection Agency. "Superfund: CERCLA Overview." Accessed December 20, 2023. https://www.epa.gov/superfund/superfund-cercla-overview.

authority for the EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.[55]

Government Code Section 65962.5

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by state and local agencies and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB).[56]

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 provides the EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. The TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint.

California Accidental Release Prevention Program

The California Accidental Release Prevention (CalARP) Program aims to prevent accidental releases of regulated hazardous materials that represent a potential hazard beyond the boundaries of a property. Facilities that are required to participate in the CalARP Program use or store specified quantities of toxic and flammable substances (hazardous materials) that can have off-site consequences if accidentally released. San Mateo County Environmental Health Services (SMCEHS) reviews CalARP risk management plans as the CUPA.

Asbestos-Containing Materials

Friable asbestos is any asbestos-containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder by hand, allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Common examples of non-friable ACMs are asphalt roofing shingles, vinyl floor tiles, and transite siding made with cement. The EPA began phasing out use of friable asbestos products in 1973 and issued a ban in 1978 on manufacture, import, processing, and distribution of some asbestos-containing products and new uses of asbestos products.[57] The EPA is currently considering a proposed ban on on-going use of

[55] United States Environmental Protection Agency. "Summary of the Resource Conservation and Recovery Act." Accessed December 20, 2023. https://www.epa.gov/laws-regulations/summary-resource-conservation-and-recovery-act.
[56] California Environmental Protection Agency. "Cortese List Data Resources." Accessed December 20, 2023. https://calepa.ca.gov/sitecleanup/corteselist/.
[57] United States Environmental Protection Agency. "EPA Actions to Protect the Public from Exposure to Asbestos." Accessed December 20, 2023. https://www.epa.gov/asbestos/epa-actions-protect-public-exposure-asbestos

asbestos.[58] National Emission Standards for Hazardous Air Pollutants (NESHAP) guidelines require that potentially friable ACMs be removed prior to building demolition or remodeling that may disturb the ACMs.

CCR Title 8, Section 1532.1

The United States Consumer Product Safety Commission banned the use of lead-based paint in 1978. Removal of older structures with lead-based paint is subject to requirements outlined by the Cal/OSHA Lead in Construction Standard, CCR Title 8, Section 1532.1 during demolition activities. Requirements include employee training, employee air monitoring, and dust control. If lead-based paint is peeling, flaking, or blistered, it is required to be removed prior to demolition.

Regional and Local

San Mateo County Comprehensive Airport Land Use Plan

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

City of San Bruno General Plan

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

Policies	Description
HS-1	Regulate development, including remodeling or structural rehabilitation, to assure adequate mitigation of safety hazards on sites having a history or threat of slope instability, erosion, subsidence, seismic dangers (including those resulting from liquefactions, ground failure, ground rupture), flooding, and/or fire hazards.
HS-3	Ensure the health, safety, and welfare of San Bruno residents by requiring appropriate use, disposal, and transport of hazardous materials.
HS-24	Control the transport of hazardous substances to minimize potential hazards to the local population. Identify appropriate regional and local routes for transportation of hazardous materials, and require that fire and emergency personnel can easily access these routes for response to spill incidents.
HS-30	Regulate development on sites with known or suspected contamination of soil and/or groundwater to ensure that construction workers, the public, future occupants, and the environment are adequately protected from hazards associated with contamination, in accordance with federal, State, and local rules, regulations, policies, and guidelines.

[58]Ibid.

Policies	Description
PFS-30	Require installation and maintenance of fire protection measures in high-risk and urban-interface areas, including but not limited to: • Proper siting, road and building clearances, and access; • Brush clearance (non-fire resistant landscaping 50 feet from structures); • Use of fire resistive materials (pressure-impregnated, fire resistive shingles or shakes); • Landscaping with fire resistive species; and • Installation of early warning systems (alarms and sprinklers).
PFS-39	Minimize risks to single-access residential neighborhoods by providing alternative access for fire and other emergency personnel.
PFS-41	Create and maintain an up-to-date Emergency Operations Plan with information including but not limited to evacuation routes and procedures, chain of command communication structure, alerts and warning systems, emergency shelter provisions, and responsibilities and instructions for all relevant departments (police, fire, hazardous materials, emergency medical services, public works).

4.9.1.2 *Existing Conditions*

The conditions at the project site remain as they were described in the adopted IS/MND.

Site History

The project site is currently developed with a parking lot, vacant church building, and vacant single-family dwelling unit. The project site was formerly developed with gas stations at 2880 and 2890 West San Bruno Avenue. Both gas station sites were listed on the Cortese List as Leaking Underground Storage Tank (LUST) cases.[59] Both cases underwent remediation, the 2880 case was closed in 2002 and the 2890 case was closed in 2008. However, residual contaminants remain in place (see discussion below).

On-Site Sources of Contamination

Soil vapor samples were taken on-site and evaluated by Geocon in 2019 (refer to Appendix G). Contaminants in soil vapor were found to be in concentrations below regulatory screening levels. However, SMCEHS requested that a soil and groundwater management plan be submitted prior to redevelopment of the project site.

Off-Site Sources of Contamination

One off-site hazardous materials site was identified on the Cortese List within 1,000 feet of the project site. The site, known as Crest Cleaners, is a former drycleaning facility that was located at the former Skycrest Shopping Centers at 118 Skycrest Center, approximately 400 feet south of the project site. The Crest Cleaners site is on the Cortese List because it has been associated with a

[59] The former gas stations at 2880 and 2890 were removed in 1992 and 1994, respectively. Source: State Water Resources Control Board. Geotracker database. Accessed January 18, 2024.

discharge of waste in the form of tetrachloroethene (PCE) that has contaminated soils in the area.[60] The site (upgradient to crossgradient of the project site) has since undergone remediation and soil contamination in the area is continually being monitored.

Asbestos and Lead-Based Paint

Given the age of the existing church and single-family residence, both buildings may contain ACMs and lead-based paint.

Airport Hazards

The project site is located within Airport Influence Area B, the Land Use Policy Action/Project Referral Area, of the Comprehensive Airport Land Use Plan for the Environs of San Francisco International Airport (ALUP).[61] The project site is located outside of the airport safety compatibility zones and is outside the 65 dB CNEL noise zone.

Wildland Fire Hazards

the project site is not located in FHSZ,[62] however it is located within a WUI due to its proximity to Crestmoor Canyon.

4.9.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐

[60] State Water Resources Control Board. Geotracker database: CREST CLEANERS (FORMER) (T10000003601). Accessed January 18, 2024. https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000003601

[61] Ricondo & Associates, Inc. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.* November 2012.

[62] CAL FIRE. San Mateo County State Responsibility Area Fire Hazard Severity Zones. June 15, 2023. https://34c031f8-c9fd-4018-8c5a-4159cdff6b0d-cdn-endpoint.azureedge.net/-/media/osfm-website/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-map-2022/fire-hazard-severity-zones-maps-2022-files/fhsz_county_sra_11x17_2022_sanmateo_2.pdf

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	☐	☐	☐	☒	☐
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, result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒	☐
f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒	☐

The adopted IS/MND concluded that the approved project would involve limited use of hazardous materials. The project would have less than significant impacts associated with airport and wildfire hazards due to its location outside of airport noise and safety zones and outside of FHSZs. It was determined that the project would have a less than significant impact on emergency access because it would not interfere with potential evacuation or response routes and would not substantially alter the existing circulation system in the surrounding area. The adopted IS/MND concluded that project construction could expose construction workers, the public, and the environment to hazardous materials such as asbestos, lead-based paint, and residual petroleum contamination from past gas station uses. However, construction-related impacts would be reduced to a less than significant level with implementation of the following mitigation measures:

Mitigation Measure IX-1: Prior to issuance of a demolition permit for any on-site structures, the Developer shall consult with certified Asbestos and/or Lead Risk Assessors to complete and submit for review to the City of San Bruno Community Development Director an asbestos and lead survey. If

ACMs or lead-containing materials are not discovered during the survey, further mitigation related to ACMs or lead containing materials shall not be required. If ACMs and/or lead-containing materials are discovered by the survey, the project applicant shall prepare a work plan to demonstrate how the on-site ACMs and/or lead-containing materials shall be removed in accordance with current California Occupational Health and Safety (Cal-OSHA) Administration regulations and disposed of in accordance with all California Environmental Protection Agency regulations, prior to the demolition and/or removal of the on-site structures. The applicant shall submit the work plan to the City for review and approval.

Mitigation Measure IX-2: If unidentified or suspected contaminated soil or groundwater evidenced by stained soil, noxious odors, or other factors, is encountered during site improvements, work shall stop in the area of potential contamination, and the type and extent of contamination shall be identified by a Registered Environmental Assessor (REA) or qualified professional. The REA or qualified professional shall prepare a report that includes, but is not limited to, activities performed for the assessment, summary of anticipated contaminants and contaminant concentrations, relevant Low-Threat Underground Storage Tank Closure Policy (LTCP) criteria for identified contaminants, whether the contaminants exceed LTCP criteria, thus warranting remediation, and recommendations for appropriate handling and disposal. Site improvement activities shall not recommence within the contaminated areas until any necessary remediation identified in the report is complete. The report and verification of proper remediation and disposal shall be submitted to the San Bruno Community Development Department for review and approval.

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction

The modified project would remove the same on-site structures proposed for removal by the approved project, and so would present the same risk of hazard from materials contained in building materials or soil containing lead-based paint. Any hazardous materials (e.g., debris or soil containing lead-based paint or coatings) that would be removed from the site during project construction would be properly disposed of in accordance with established regulations described under checklist question b) below. In addition, the modified project would be subject Mitigation Measures IX-1 and IX-2 referenced under checklist question b) below and listed above, which would

reduce potential impacts associated with transportation and disposing contaminated soil and other hazardous materials, as necessary, to less than significant.

Operation

Consistent with the approved project, the modified project would involve the use of common household cleaning products, fertilizers, and herbicides on-site, any of which could contain potentially hazardous chemicals and there would be twice as many households on the site as with the approved project; however, such products would be expected to be used in accordance with manufacturers' instructions and would be handled in compliance with all applicable standards and regulations.

Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. **[Same Impact as Approved Project (Less than Significant Impact)]**

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?

Asbestos-Containing Materials and Lead-Based Paint

As previously discussed, ACMS, lead-based paint, and petroleum-based contaminants may exist on-site. Therefore, building demolition and earth-moving activities during project construction could expose construction workers, the public, and the environment to hazardous materials on-site. Consistent with the approved project, the modified project would be required to implement Mitigation Measures IX-1 and IX-2, which would reduce construction-related impacts to a less than significant level by requiring the project to obtain an asbestos and lead survey by certified assessors, preparing and implementing an asbestos and lead removal work plan as applicable, and stopping work if areas of contamination are encountered and obtaining an assessment by a qualified professional. These measures will ensure that construction work does not expose construction workers, the public, or the environment to hazardous materials and that any hazardous materials encountered are handled and removed in a safe and proper manner.

Soil Contamination

As described in Section 4.9.1.2, the project site has residual contaminants in soil vapor due to past gas station uses. While soil vapor concentrations were found below regulatory screening levels, SMCEHS has requested that the project submit a soil and groundwater management plan prior to redevelopment of the project site. Therefore, the following condition of approval shall also apply to the modified project.

Condition of Approval:

- Prior to the issuance of demolition or grading permits, the applicant shall prepare a Soil and Groundwater Management Plan. The purpose of these documents will be to establish appropriate management practices for handling impacted soil, soil vapor and groundwater that may be encountered during construction activities. The soil and groundwater management plan shall be submitted to San Mateo County Environmental Health Services (SMCEHS) for review and approval. Proof of SMCEHS approval shall be provided to the City of San Bruno Community Development Director prior to issuance a grading or excavation permit, whichever occurs first.

Consistent with the approved project, the modified project would not create a significant hazard to the public or the environment with implementation of Mitigation Measures IX-1 and IX-2 and the condition of approval above. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

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

The nearest schools relative to the project site are Highlands Christian School, located approximately 0.35-mile northwest of the site, and Stratford School, located approximately 0.40-mile east of the site. Because schools are not located within a quarter mile of the site, the proposed project would result in no impact related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **[Same Impact as Approved Project (No Impact)]**

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

As previously discussed, two former gas station sites located within the boundaries of the project site at 2880 and 2890 San Bruno Avenue West were included on the Cortese List as LUST cases. These sites have undergone remediation and monitoring and are considered closed cases. Sampling performed by Geocon in 2019 found contaminants in soil vapor to be in concentrations below regulatory screening levels. However, the modified project would be required to prepare a soil and groundwater management plan per the condition of approval listed under checklist question b), and would be required to perform additional sampling if potential hazardous conditions are encountered during construction per Mitigation Measure IX-2. For these reasons, the modified project would not create a significant hazard to the public or the environment. **[Same Impact as Approved Project (Less than Significant Impact)]**

e) If 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?

The closest airport to the project site is the San Francisco International Airport, located approximately 2.3 miles to the east. The project site is located within Airport Influence Area B, the Land Use Policy Action/Project Referral Area, of the Comprehensive Airport Land Use Plan for the Environs of San Francisco International Airport (ALUP).[63] However, the flight path of the aircrafts do not fly directly over the project site and sound levels are below 65 dB and the site is located outside of the safety compatibility zones. As such, the modified project would not be exposed to significant hazards by being located within an airport land use plan area. **[Same Impact as Approved Project (Less than Significant Impact)]**

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

Emergency response vehicles would be able to access the southern section of the project site from the proposed southern driveway. The minimum width of the internal roadways through the southern section of the site would be 26 feet wide, which is adequate for emergency vehicles.[64] No turn around space for emergency vehicles is proposed along D Street (see Figure 3.3-2), however, fire trucks could service the proposed units on D Street from Glenview Drive using an existing fire hydrant given that D Street is proposed to only be approximately 140 feet long. The modified project would not substantially alter the existing circulation pattern in the area and would not add a substantial level of vehicle traffic to the area (see Section 4.15 Transportation) so as to interfere with emergency response and evacuation. For these reasons, consistent with the approved project, the modified project would provide adequate access for emergency vehicles and would not interfere with an adopted emergency response plan or emergency evacuation plan. **[Same Impact as Approved Project (Less than Significant 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 discussed in Section 4.9.1.2 Existing Conditions, the project site is not located in FHSZ, however it is located within a WUI due to its proximity to Crestmoor Canyon. However, the modified project would implement design measures to prevent the outbreak or spread of a wildfire at or near the site such as defensible areas, removal of dead vegetation and diseased trees, and the use of fire-resistant building materials. Therefore, the modified project would not expose people or structures

[63] Ricondo & Associates, Inc. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.* November 2012.
[64] Hexagon Transportation Consultants, Inc. *Glenview Terrace Residential Development Transportation Analysis.* December 19, 2023.

to a significant risk of loss, injury, or death involving wildland fires. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.10 Hydrology and Water Quality

4.10.1 Environmental Setting

4.10.1.1 *Regulatory Framework*

Federal and State

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

Under Section 303(d) of the federal Clean Water Act, the SWRCB and RWQCBs are required to identify impaired surface water bodies that do not meet water quality standards and develop total maximum daily loads (TMDLs) for contaminants of concern. The list of the state's identified impaired surface water bodies, known as the "303(d) list" can be found on the on the SWRCB's website.[65]

National Flood Insurance Program

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

Statewide Construction General Permit

The SWRCB has implemented an NPDES General Construction Permit for the State of California (Construction General Permit). For projects disturbing one acre or more of soil, a Notice of Intent (NOI) must be filed with the RWQCB by the project sponsor, and a SWPPP must be prepared by a qualified professional prior to commencement of construction and filed with the RWQCB by the project sponsor. The Construction General Permit includes requirements for training, inspections,

[65] California State Water Resources Control Board. "2020-2022 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report)." May 11, 2022. Accessed January 3, 2024. https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2020_2022_integrated_report.html.

record keeping, and, for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

Regional and Local

San Francisco Bay Basin Plan

The San Francisco Bay RWQCB regulates water quality in accordance with the Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan). The Basin Plan lists the beneficial uses that the San Francisco Bay RWQCB has identified for local aquifers, streams, marshes, rivers, and the San Francisco Bay, as well as the water quality objectives and criteria that must be met to protect these uses. The San Francisco Bay RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for nonpoint sources such as the urban runoff discharged by a City's stormwater drainage system. The Basin Plan also describes watershed management programs and water quality attainment strategies.

Municipal Regional Permit Provision C.3

The San Francisco Bay RWQCB re-issued the Municipal Regional Stormwater NPDES Permit (MRP) in May 2022 to regulate stormwater discharges from municipalities and local agencies (co-permittees) in Alameda, Contra Costa, San Mateo, and Santa Clara Counties, and the cities of Fairfield, Suisun City, and Vallejo.[66] Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 5,000 square feet or more of impervious surface area are required to implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff. LID-based treatment controls are intended to maintain or restore the site's natural hydrologic functions, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g., rainwater harvesting for non-potable uses). The MRP also requires that stormwater treatment measures are properly installed, operated, and maintained.

In addition to water quality controls, the MRP requires new development and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation, or other impacts to local rivers, streams, and creeks. Projects may be deemed exempt from these requirements if: (1) the post-project impervious surface area is less than, or the same as, the pre-project impervious surface area; (2) the project is located in a catchment that drains to a hardened (e.g., continuously lined with concrete) engineered channel or channels or enclosed pipes, which extend continuously to the Bay, Delta, or flow controlled reservoir, or, in a catchment that drains to channels that are tidally influenced; or

[66] California Regional Water Quality Control Board San Francisco Region. Municipal Regional Stormwater NPDES Permit, Order No. R2-2022-0018, NPDES Permit No. CAS612008. May 11, 2022.

(3) the project is located in a catchment or subwatershed that is highly developed (i.e., that is 70 percent or more impervious).[67]

Construction Dewatering Waste Discharge Requirements

Each of the RWQCBs regulate construction dewatering discharges to storm drains or surface waters within its Region under the NPDES program and Waste Discharge Requirements.

San Mateo Countywide Water Pollution Prevention Program

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

San Mateo County Flood Control District

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

City of San Bruno General Plan

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

Policies	Description
LUD-76	Assure that new development mitigates impacts on existing public services, including transit services, water, sewer, and storm drainage systems, police and fire protection, libraries, and parks and recreation facilities.
ERC-13	Through environmental review, assure that all projects affecting resources of regional concern (e.g., the San Francisco garter snake habitat, water and air quality, the San Francisco Fish and Game Reserve) satisfy regional, State and federal laws.

[67] The Hydromodification Applicability Maps developed the permittees under Order No. R2-2009-0074 were prepared using this standard, adjusted to 65 percent imperviousness to account for the presence of vegetation on the photographic references used to determine imperviousness. Thus, the maps for Order No. R2-2009-0074 are accepted as meeting the 70 percent requirement.

Policies	Description
ERC-20	Require implementation of Best Management Practices to reduce accumulation of non-point source pollutants in the drainage system originating from streets, parking lots, residential areas, businesses, and industrial operations.
ERC-24	Require that new development incorporate features into site drainage plans that reduce impermeable surface area and surface runoff volumes. Such features may include: • Additional landscaped areas including canopy trees and shrubs; • Reducing building footprint; • Removing curbs and gutters from streets and parking areas where appropriate to allow stormwater sheet flow into vegetated areas; • Permeable paving and parking area design; • Stormwater detention basins to facilitate infiltration; and • Building integrated or subsurface water retention facilities to capture rainwater for use in landscape irrigation and other non-potable uses.
HS-D	Protect sites subject to flooding hazards by implementing storm drainage improvements, and by requiring building design and engineering that meets or exceeds known flood risk requirements.
PFS-9	Upgrade the water distribution system as necessary to provide adequate water pressure to meet fire safety standards and to respond to emergency peak water supply needs.
PFS-13	Establish water conservation Best Management Practices (BMPs) and require them for new development and for municipal buildings and facilities.
PFS-21	Upgrade or replace sewer lines to accommodate anticipated flows and to prevent overflows. Upgrade sewer lift stations as needed.

City of San Bruno Urban Runoff Management Policies

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

- No person shall throw, deposit, leave, maintain, keep, or permit to be thrown, deposited, placed, left or maintained, any refuse, rubbish, garbage, or other discarded or abandoned objects, articles, and accumulations, in or upon any street, alley, sidewalk, storm drain inlet, catch basin, conduit or other drainage structure, business place, or upon any public or private lot of land in the city, so that the same might be or become a pollutant, except in containers or in lawfully established dumping grounds.
- Standard for Parking Lots and Similar Structures. Persons owning or operating a parking lot, gas station pavement or similar structure shall clean those structures as frequently and thoroughly as practicable in a manner that does not result in discharge of pollutants to the city storm sewer system.
- Best Management Practices for New Developments and Redevelopments. Any construction contractor performing work in the city shall endeavor, whenever possible, to provide filter

materials at the catch basin to retain any debris and dirt flowing into the city's storm sewer system. City may establish controls on the volume and rate of storm water runoff from new developments and redevelopments as may be appropriate to minimize the discharge and transport of pollutants.

- Compliance with Best Management Practices. Where best management practices guidelines or requirements have been adopted by the city for any activity, operation, or facility which may cause or contribute to storm water pollution or contamination, illicit discharges, and/or discharge of non-storm water to the storm water system, every person undertaking such activity or operation, or owning or operating such facility shall comply with such guidelines or requirements as may be identified by the director of public works. (Ord. 1558 § 1, 1994)

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

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

Per Subsection 12.16.030, "Grading progress and inspection", swales or ditches on terraces shall have a minimum gradient of three percent and shall be paved with reinforced concrete not less than three inches in thickness. They shall have a minimum paved width of five feet. A single run of swale or ditch shall not collect runoff from a tributary area exceeding fifteen thousand square feet (projected) without discharging into a down drain. Sediment basins may also be required by the city engineer to detain runoff and trap sediment during construction until slope erosion planting has been established.

<u>City of San Bruno Storm Drain Master Plan</u>

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

4.10.1.2 *Existing Conditions*

The conditions at the project site remain as they were described in the adopted IS/MND.

Hydrology and Drainage

San Bruno's Public Works Department Streets and Stormwater Division operates and maintains the storm drainage system in the City. The City of San Bruno contains six watersheds that drain the city.

The city's primary drainage basins—Crystal Springs Creek, Huntington Creek, and San Bruno Creek—encompass 80 percent of San Bruno's land area. The project site drains to the San Bruno Channel.[68] The 142,856 square-foot project site consists of 25,350 square feet (18 percent) of impervious surface area and 117,506 square feet (82 percent) of pervious surface area.

Water Quality

San Bruno's storm drain system prevents flooding by channeling stormwater runoff into San Mateo County Flood Control District channels, which then funnel the water to the San Francisco Bay. However, this runoff is not treated, and can deliver pollutants to the Bay from any impermeable surface within the city. Stormwater runoff accounts for up to 80 percent of the pollution entering San Francisco Bay, and can contain the following pollutants: oil, grease, or antifreeze from leaking cars or trucks; paint or paint products; leaves or yard waste; pesticides; herbicides, or fertilizers from yards and gardens; solvents and household chemicals; animal wastes, litter, or sewer leakage; and construction debris such as fresh concrete, mortar, or cement.[69]

Groundwater

San Bruno is unique among cities on the San Francisco Peninsula because it uses a local water source to meet more than half of its needs. The city currently pumps water from four active groundwater supply wells, which produce approximately half of the city's water supply. These producing wells draw water from a deep aquifer—Westside Groundwater Basin—located between 250 feet and 500 feet below ground surface. The aquifer is capped by an impervious layer of clay, which acts as a barrier to any contaminants that might be at or near the surface. The wells are located in the eastern portion of the city.[70] Borings taken on-site up to 22 feet in depth did not encounter groundwater.[71]

Flooding and Other Hazards

No areas designated by FEMA as 500-year or 100-year floodplains exist within San Bruno. Per the FIRM prepared by FEMA, the project site is within Zone X, an area of minimal flood hazard with less than a 0.2 percent annual chance of flooding.[72]

A seiche is defined as a standing wave generated by rapid displacement of water within an enclosed body of water (such as a reservoir, lake, or bay) due to an earthquake that triggers land movement within the water body or landsliding into or beneath the water body. The nearest enclosed body of water is San Andreas Lake, approximately 0.4 miles south of the project site.

[68] City of San Bruno. *Storm Drain Master Plan*. June 2014.
[69] City of San Bruno. *San Bruno General Plan*. March 2009.
[70] Ibid.
[71] Quantum Geotechnical, Inc. *Preliminary Geologic and Geotechnical Assessment on San Bruno A at Glenview Drive and San Bruno Avenue.* November 2023.
[72] Federal Emergency Management Agency. Flood Insurance Rate Map, Community Panel No. 06081C0127F. Map. Effective Date: April 5, 2019.

A tsunami is a large tidal wave caused by an underwater earthquake or volcanic eruption. Tsunamis affecting the Bay Area can result from offshore earthquakes within the Bay Area. Tsunami inundation maps for San Mateo County show that the project site is not within a tsunami inundation area.[73]

4.10.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒	☐
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:	☐	☐	☐	☒	☐
– result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒	☐
– substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☐	☒	☐
– create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒	☐
– impede or redirect flood flows?	☐	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒	☐

[73] California Geological Survey. San Mateo County Tsunami Inundation Maps. Accessed January 3, 2024. https://www.conservation.ca.gov/cgs/tsunami/maps/san-mateo

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒	☐

The adopted IS/MND determined that topsoil could be exposed due to grading and excavation of the site during project construction. However, the adopted IS/MND concluded that project construction would have a less than significant impact on water quality with implementation of stormwater management measures as required by Section 10.18.090 of the City's Municipal Code as well as compliance with the State's General Construction Permit, which includes preparation of a SWPPP and implementation of BMPs, and implementation of Mitigation Measure VII-2 (as described in Section 4.7 Geology and Soils).

Given that the approved project would create or alter 10,000 square feet or more of impervious surface area, the adopted IS/MND determined that the project would be subject to the requirements of the C.3 Stormwater Standards, which are included in the City's NPDES General Permit. The adopted IS/MND determined that the approved project's proposed bioretention areas would comply with the C.3 Stormwater Standards and therefore, the project would have a less than significant operational impact on water quality. The adopted IS/MND concluded that the approved project would not substantially decrease groundwater supplies, would not substantially alter existing drainage patterns, would not impede or redirect flood flows, and would not pose a substantial risk related to the release of pollutants due to project inundation due to flooding, tsunami, or seiche.

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

Construction

Construction activities (e.g. grading and excavation) on the site may result in temporary impacts to surface water quality. When disturbance to underlying soils occurs, the surface runoff that flows across the site may contain sediments that are ultimately discharged into the storm drainage system. Compared to the approved project, the modified project would result in less grading overall and thereby less soil and ground disturbance. Consistent with the approved project, the modified project would comply with the stormwater runoff control measures required by Section 10.18.090 of the City's Municipal Code, the State's General Construction Permit, and Mitigation Measure VII-2 (see Section 4.7 Geology and Soils). Therefore, the modified project would not violate any water

quality standards or waste discharge requirements or substantially degrade water quality during construction.

Post-Construction

Development of the project would result in an increase in impervious surfaces on-site. The approved project would have resulted in approximately 78,504 square feet of impervious surfaces on-site while the modified project would result in 75,411 square feet of impervious surfaces on-site. Thus, the modified project would result in less impervious surfaces and less drainage alteration on-site than the previously approved project. Consistent with the approved project, the modified project would be subject to the requirements of the C.3 Stormwater Standards. Additionally, the modified project would also be required prepare and implement a SWPPP pursuant to the NPDES Construction General Permit because it would disturb more than once acre of soil and the modified project would be required to comply the City's Urban Runoff Management Policies, which ensures new developments follow local and regional regulations regarding the reduction of pollutants in stormwater and implement City BMPs, such as stormwater filters, to reduce such pollutants. Therefore, the modified project would have a less than significant impact on post-construction water quality. **[Same Impact as Approved Project (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?

Groundwater was not encountered on-site in borings taken up to 22 feet in depth.[74] Consistent with the approved project, the modified project would construct a stitch pier wall along the eastern portion of the site, the wall would vary from four- to six-feet high and the stitch piers would extend seven to 30 feet below grade. If groundwater is encountered, dewatering would be performed in accordance with the City's Groundwater Discharge Regulations outlined in Section 10.12 of the Municipal Code.

The City of San Bruno does utilize groundwater from the Westside Basin as a portion of its water supply. Prior to 2016, groundwater made up approximately 50 percent of the City's water supply. Since then, the City has decreased its use of groundwater to approximately 10 percent or lower in accordance with the conservation goals of the Regional Groundwater Storage and Recovery Project. During the 2019/2020 fiscal year, groundwater made up 7.4 percent of the City's total water supply.[75] Given the City's recent efforts in reducing groundwater usage and that the modified project would represent a small increase in the City's overall water demand (as discussed in more detail in Section 4.16 Utilities and Service Systems), the modified project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. **[Same Impact as Approved Project (Less than Significant Impact)]**

[74] Quantum Geotechnical, Inc. *Preliminary Geologic and Geotechnical Assessment on San Bruno A at Glenview Drive and San Bruno Avenue.* November 2023.
[75] City of San Bruno. *2020 Urban Water Management Plan*. November 2021.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows?

Development of the project would result in an increase in impervious surfaces on-site. The approved project would have resulted in approximately 78,504 square feet of impervious surfaces on-site while the modified project would result in 75,411 square feet of impervious surfaces on-site. Thus, the modified project would result in less impervious surfaces and less drainage alteration on-site than the previously approved project. Additionally, as previously discussed, the modified project would include bioretention areas to treat stormwater and would comply with the requirements of the C.3 Stormwater Standards.

The new C.3 Stormwater Standards, effective as of July 1, 2023, mandate that any new or replaced off-site improvements must be treated for the project. In the revised project, 7,395 square feet of impervious sidewalk will be replaced, necessitating a minimum of 250 square feet of treatment area. A 270-square-foot off-site treatment area (flow-through planter) adjacent to the sidewalk is proposed at the north end of the site along Glenview Drive. This proposal exceeds the required C3.0 treatment area by 20 square feet, thereby complying with the standards.

The modified project would also be required to prepare and implement a SWPPP pursuant to the NPDES Construction General Permit. For these reasons, the modified project would not substantially alter the existing drainage pattern of the site or area. **[Same Impact as Approved Project (Less than Significant Impact)]**

d) Would the project risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones?

As discussed in the adopted IS/MND and in Section 4.10.1.2 Existing Conditions, the project site is located in an area of minimal flood hazard, is not within a tsunami zone, and is not adjacent to a body of water subject to seiches. Therefore, the modified project would result in a less than significant risk for releasing pollutants due to inundation. **[Same Impact as Approved Project (Less than Significant Impact)]**

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Water Quality Control

As previously discussed under checklist question a), the modified project would implement stormwater management measures as required by Section 10.18.090 of the City's Municipal Code as well as compliance with the State's General Construction Permit. The modified project would also be subject to the requirements of the C.3 Stormwater Standards and would comply with the City's Urban Runoff Management Policies, which ensures new developments follow local and regional regulations regarding the reduction of pollutants in stormwater and implement City BMPs, such as stormwater filters, to reduce such pollutants. Thus, the modified project would not conflict with or obstruct implementation of the San Francisco Bay Basin Plan.

Groundwater Management Plan

The project site is located in the Westside subbasin of the San Francisco Bay groundwater basin. The Westside subbasin has not been identified as a medium- or high-priority groundwater basin by the California Department of Water Resources; as such, a Groundwater Sustainability Plan does not need to be prepared for the subbasin per the requirements of the Sustainable Groundwater Management Act. Therefore, the modified project would not conflict with a sustainable groundwater management plan. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.11 Noise

The following discussion is based, in part, on a Noise and Vibration Assessment prepared by Illingworth & Rodkin, Inc. A copy of the report, dated December 19, 2023, is attached to this IS/Addendum as Appendix H.

4.11.1 Environmental Setting

4.11.1.1 *Background Information*

Noise

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

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are generally expressed using one of several noise averaging methods, including L_{eq}, DNL, or CNEL.[76] These descriptors are used to measure a location's overall noise exposure, given that there are times when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and times when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). L_{max} is the maximum A-weighted noise level during a measurement period.

Vibration

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

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

4.11.1.2 *Regulatory Framework*

Federal

Federal Transit Administration Vibration Limits

The Federal Transit Administration (FTA) has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects. The FTA has proposed vibration impact criteria based on maximum overall levels for a single event. The impact criteria for groundborne vibration are shown in Table 4.11-1 below. These criteria can be applied to development projects in jurisdictions that lack vibration impact standards.

Table 4.11-1: Groundborne Vibration Impact Criteria

Land Use Category	Groundborne Vibration Impact Levels (VdB inch/sec)		
	Frequent Event	Occasional Events	Infrequent Events
Category 1: Buildings where vibration would interfere with interior operations	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime use	75	78	83

Source: Federal Transit Administration. *Transit Noise and Vibration Assessment Manual.* September 2018.

State

California Building Standards Code

The CBC establishes uniform minimum noise insulation performance standards to protect persons within new buildings housing people, including hotels, motels, dormitories, apartments, and dwellings other than single-family residences. Title 24 mandates that interior noise levels attributable to exterior sources do not exceed 45 L_{dn}/CNEL in any habitable room. Exterior windows must have a minimum Sound Transmission Class (STC) of 40 or Outdoor-Indoor Transmission Class (OITC) of 30 when the property falls within the 65 dBA DNL noise contour for a freeway or expressway, railroad, or industrial source.

Local

City of San Bruno General Plan

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

Policies	Description
HS-32	Encourage developers to mitigate ambient noise levels adjacent to major noise sources by incorporating acoustical site planning into their projects. Utilize the City's Building Code to implement mitigation measures, such as: Incorporating buffers and/or landscaped berms along high-noise roadways and railways; Incorporating traffic calming measures and alternative intersection design within and/or adjacent to the project; Using reduced-noise pavement (rubberized asphalt); and Incorporating state-of-the-art structural sound attenuation measures.
HS-33	Prevent the placement of new noise sensitive uses unless adequate mitigation is provided. Establish insulation requirements as mitigation measures for all development, per the standards in Table 7-1.
HS-34	Discourage noise-sensitive uses such as hospitals, schools, and rest homes from locating in areas with high noise levels. Conversely, discourage new uses likely to produce high levels of noise from locating in areas where noise-sensitive uses would be impacted.
HS-35	Require developers to comply with relevant noise insulation standards contained in Title 24 of the California Code of Regulations (Part 2, Appendix Chapter 12A).
HS-36	Encourage developers of new residential projects to provide noise buffers other than sound walls, such as vegetation, storage areas, or parking, as well as site planning and locating bedrooms away from noise sources.
HS-37	Require that all sponsors of new housing (residential and senior housing units) record a notice of Fair Disclosure, regarding the proximity of the proposed development to San Francisco International Airport and of the potential impacts of aircraft operation, including noise impacts, per Ordinance 1646 and AB 2776.
HS-38	Require developers to mitigate noise exposure to sensitive receptors from construction activities. Mitigation may include a combination of techniques that reduce noise generated at the source, increase the noise insulation at the receptor, or increase the noise attenuation rate as noise travels from the source to the receptor.

City of San Bruno Municipal Code

San Bruno's Noise Ordinance is contained in Title 6 of the San Bruno Municipal Code. The ordinance places limits on noise levels in residential zones, limits construction activity noise levels and hours near residential zones, establishes machinery noise level limits, and addresses amplified sounds. The following ordinances are applicable to the project:

- **6.16.030 Ambient noise level limits.** Where the ambient noise level is less than designated in this section, the respective noise level in this section shall govern.

  Sound Level A, decibels

  Residential zone, time ten p.m. to seven a.m., forty-five decibels; 7:00 a.m. to 10:00 p.m., sixty decibels.

- **6.16.050 Noise levels exceeding ambient base level.** Any noise level exceeding the zone ambient base level at the property plane of any property, or exceeding the zone ambient base level on any adjacent residential area zone line or at any place of other property (or, if a condominium or apartment house, within any adjoining apartment) by more than ten decibels shall be deemed to be prima facie evidence of a violation of the provisions of this chapter. However, during the period of 7:00 a.m. to 10:00 p.m. the ambient base level may be exceeded by twenty decibels for a period not to exceed thirty minutes during any twenty-four-hour period.

- **6.16.060 Machinery noise levels.** No person shall operate any machinery, equipment, pump, fan, air conditioning apparatus or similar mechanical device in any manner so as to create any noise which would cause the noise level at the property plane of any property to exceed the ambient base noise level by more than ten decibels. However, during the period of 7:00 a.m. to 10:00 p.m. the ambient noise level may be exceeded by twenty decibels for a period not to exceed thirty minutes during any twenty-four-hour period.

- **6.16.070 Construction of buildings and projects.** No person shall, within any residential zone, or within a radius of five hundred feet therefrom, operate equipment or perform any outside construction or repair work on any building, structure, or other project, or operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction-type device which shall exceed, between the hours of 7:00 a.m. and 10:00 p.m., a noise level of 85 decibels as measured at 100 feet, or exceed between the hours of 10:00 p.m. and 7:00 a.m. a noise level of 60 decibels as measured at one hundred feet, unless such person shall have first obtained a permit therefor from the director of public works. No permit shall be required to perform emergency work.

4.11.1.3 *Existing Conditions*

The project site is located at the northeast corner of the San Bruno Avenue West and Glenview Drive intersection. The project site is bound to the north by existing residential uses and to the east by dense vegetation. Other surrounding land uses include a shopping center and gas station to the south, opposite San Bruno Avenue, and a vacant lot and the Earland Glenview Park to the west, opposite Glenview Drive.

The existing noise environment at the site results primarily from traffic noise along San Bruno Avenue West and nearby Skyline Boulevard. Local traffic along Glenview Drive and aircraft associated with San Francisco International Airport also contribute to the noise environment.

As part of the adopted IS/MND, a noise monitoring survey was completed between September 10, 2019, and September 11, 2019.[77] The conditions at the project site remain as they were described

[77] City of San Bruno. *Glenview Terrace Project Initial Study/Mitigated Negative Declaration.* April 2021. SCH # 2021040782. Page 101.

in the adopted IS/MND. One long-term (LT-1) and two short-term (ST-1 and ST-2) noise measurements were made as part of the monitoring survey and are shown in Figure 4.11-1.

Long-term noise measurement LT-1 was in the north-central portion of the site, approximately 185 feet north of the centerline of San Bruno Avenue West and approximately 145 feet east of the centerline of Glenview Drive. Noise levels at LT-1 were dominated by traffic along San Bruno Avenue West. The average hourly Leq during daytime hours (7:00 a.m. and 10:00 p.m.) was 58 dBA and during nighttime hours (10:00 p.m. and 7:00 a.m.) was 53 dBA. The average L50 was 54 dBA during daytime hours and 51 dBA during nighttime hours. The day-night average noise level calculated from Tuesday, September 10, 2019, to Wednesday, September 11, 2019, was 60 dBA Ldn.

Short-term noise measurements were made on Tuesday, September 10, 2019, between 11:20 a.m. and 12:10 p.m. Results of the measurements are summarized in Table 4.11-2 below.

Table 4.11-2: Summary of Short-Term Noise Measurements (dBA)

Noise Measurement Location	Date, Time	Measured Noise Level, dBA			Primary Noise Source
		L_{max}	$L_{(50)}$	L_{eq}	
ST-1: ~45 feet east of the Glenview Drive centerline	9/10/2019 at 11:20 a.m.	65	56	57	Glenview Drive
ST-2: ~65 feet north of the San Bruno Avenue West centerline	9/10/2019 at 11:55 a.m.	76	58	60	San Bruno Avenue West

Source: City of San Bruno. *Glenview Terrace Project Initial Study/Mitigated Negative Declaration.* April 2021. SCH # 2021040782.

NOISE MEASUREMENT LOCATIONS | FIGURE 4.11-1

4.11.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact as Approved Project
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?	☐	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐

Glenview Terrace Project Initial Study/Mitigated Negative Declaration

The Glenview Terrace Project IS/MND concluded that the Approved Project would result in less than significant noise impacts with the implementation of the following mitigation measures:

Mitigation Measure XIII-1(a): Construction activities shall comply with the San Bruno Municipal Code and shall be limited to the hours of 7:00 AM to 10:00 PM.

Mitigation Measure XIII-1(b): Prior to commencement of construction activities, the project contractor shall locate fixed construction equipment such as compressors and generators as far as possible from sensitive receptors. The project contractor shall shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power construction equipment.

Mitigation Measure XIII-1(c): Prior to commencement of construction activities, the project applicant shall ~~acquire a permit to operate construction equipment between the hours of 7:00 AM and 10:00 PM from the Director of~~

~~Public Works.~~ receive approval of a construction management plan which includes the noise reduction measures from MMXIII-1(b).[78]

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?

Construction Noise

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

Construction is planned to occur over a period of 27 months (compared to 30 months for the approved project). Estimated construction noise levels are presented in Table 4.11-3 below.

Table 4.11-3: Estimated Construction Noise Levels at Nearby Land Uses

Phase of Construction	Calculated Hourly Average Noise Levels, L_{eq} (dBA)			
	North Res. (265 ft)	East Res. (975 ft)	South Comm. (290 ft)	SE Res. (575 ft)
Demolition	68	57	68	62
Site Preparation	69	58	68	62
Grading/Excavation	72	61	72	66
Trenching/Foundation	70	59	69	64
Building –Exterior	64	52	63	57
Building – Interior/ Architectural Coating	64	53	64	58
Paving	68	57	67	62

As shown in Table 4.11-3, construction noise levels are predicted to comply with the City of San Bruno's Municipal Code threshold of 85 dBA at 100 feet during daytime hours on typical

[78] Mitigation Measure XIII-1(c) has been revised from the adopted Initial Study/MND because construction projects are not required to obtain a permit to operate equipment.

construction days. Construction activities associated with the approved project would also not exceed 85 dBA at 100 feet.[79] Consistent with the approved project, the modified project would be required to implement Mitigation Measures XIII(a)-(b) to further reduce temporary noise impacts by requiring that construction equipment be located as far as possible from sensitive receptors and muffling equipment.

Operational Noise

A significant impact would result if the proposed project would result in a substantial permanent increase in noise levels at sensitive receptors in the vicinity. A substantial increase would occur if: a) the noise level increase is 5 dBA L_{dn} or greater, with a future noise level of less than 60 dBA L_{dn}; or b) the noise level increase is 3 dBA L_{dn} or greater, with a future noise level of 60 dBA L_{dn} or greater. Noise-sensitive receptors surrounding the project site are exposed to existing noise levels greater than 60 dBA L_{dn}, according to existing noise contours shown in Figure 7.5 of the City's General Plan; therefore, a significant noise increase would occur if project-generated operations would permanently increase noise levels by 3 dBA L_{dn}.

Section 6.16.030 of the City's Municipal Code defines ambient zone base noise levels at residential land uses to be 60 dBA L_{eq} during daytime hours between 7:00 a.m. and 10:00 p.m. and 45 dBA L_{dn} during nighttime hours between 10:00 p.m. and 7:00 a.m. Sections 6.16.050 and 6.16.060 of the City's Municipal Code prohibits the generation of noise exceeding these ambient zone base levels by 10 dBA at the property plane of any property.

Project Traffic Increase

The approved project would generate 274 daily vehicle trips. The adopted IS/MND concluded that the approved project's traffic noise increase would be no more than 1 dBA $L_{dn.}$ Based on the traffic study completed for the modified project by Hexagon Traffic Consultants, Inc. in December 2023, the modified project would generate 418 daily trips. By comparing the existing plus project traffic volumes to the existing volumes, the modified project's contribution was estimated to be at or below 1 dBA L_{dn} along all segments in the project vicinity. Consistent with the approved project, the modified project's traffic noise increase would be no more than 1 dBA $L_{dn.}$ Therefore,the modified project would not result in a permanent noise increase of 3 dBA L_{dn} or more at noise-sensitive receptors in the project vicinity.

Mechanical Equipment

Typical residential land uses (such as the approved and modified projects) include mechanical equipment such as heating, ventilation, and air conditioning (HVAC) units. While the site plan does not show the location of the HVAC units, such units are typically located on the ground-level of each townhome near the front doors or several HVAC units clustered together at the ends of buildings. For the proposed buildings, it is assumed that up to five units could be located at the end of the

[79] City of San Bruno. *Glenview Terrace Project Initial Study/Mitigated Negative Declaration.* April 2021. SCH # 2021040782.

buildings, and under worst-case conditions, it is assumed that each of these units would operate continuously throughout a 24-hour period. Noise levels produced by a typical residential HVAC unit would range from 53 to 63 dBA at three feet during operation. Five units would produce noise levels that would range from 60 to 70 dBA at three feet. Assuming all five units would cycle on and off continuously during daytime and nighttime hours, day-night average noise levels would be up to 76 dBA L_{dn} at three feet.

Table 4.11-4 below shows the estimated mechanical equipment noise propagated to the property lines of the surrounding land uses, assuming no attenuation from mechanical screen or intervening buildings.

Table 4.11-4: Estimated Operational Noise Levels for Residential HVAC Equipment

Receptor	Distance from Nearest HVAC Equipment, feet	Hourly L_{eq}, dBA	L_{dn}, dBA	Noise Level Increase, dBA L_{dn}
North Residences	50	Up to 46	52	1
East Residences	760	Up to 22	28	0
South Commercial	115	Up to 38	45	0
Southeast Residences	355	Up to 29	35	0

As shown in Table 4.11-4, mechanical equipment noise levels are not expected to exceed the City's daytime ambient base noise level of 60 dBA L_{eq} or nighttime ambient base noise level of 45 dBA L_{eq} by more than 10 dBA at the nearest surrounding residential property lines.

[Same Impact Approved Project (Less than Significant Impact with Mitigation Incorporated)]

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g., jackhammers, hoe rams) are used. Construction activities would include demolition, site preparation work, foundation work, and new building framing and finishing. Pile driving equipment, which can cause excessive vibration, is not expected to occur during construction of the modified project. Compared to the approved project, the modified project would have a shorter construction timeframe and would involve less ground disturbance.

The City of San Bruno does not specify a construction vibration limit. For structural damage, the California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV for new residential and modern commercial/industrial structures, 0.3 in/sec PPV for older residential structures, and a limit of 0.25 in/sec PPV for historic and some old buildings (see Table 3). The 0.3

in/sec PPV vibration limit would be applicable to properties in the immediate vicinity of the project site and the 0.25 in/sec PPV vibration limit would be applicable to the nearest historic property.[80]

The approved project was estimated to generate vibration levels less than 0.2 in/sec PPV at distances of 25 feet.[81]

Table 4.11-5 below shows the modified project's vibration levels for construction equipment at a distance of 25 feet.

Table 4.11-5: Vibration Levels for Construction Equipment at a Source Distance of 25 feet and at the Nearest Surrounding Buildings

Equipment		PPV at 25 ft. (in/sec)	Estimated Vibration Levels at Nearest Building Façades Surrounding the Project Site, in/sec PPV			
			North Res. (40ft)	East Res. (750ft)	South Comm. (100ft)	SE Res. (365ft)
Clam shovel drop		0.202	0.120	0.005	0.044	0.011
Hydromill (slurry wall)	in soil	0.008	0.005	0.000	0.002	0.000
	in rock	0.017	0.010	0.000	0.004	0.001
Vibratory Roller		0.210	0.125	0.005	0.046	0.011
Hoe Ram		0.089	0.053	0.002	0.019	0.005
Large bulldozer		0.089	0.053	0.002	0.019	0.005
Caisson drilling		0.089	0.053	0.002	0.019	0.005
Loaded trucks		0.076	0.045	0.002	0.017	0.004
Jackhammer		0.035	0.021	0.001	0.008	0.002
Small bulldozer		0.003	0.002	0.000	0.001	0.000

As shown in Table 4.11-5 above, construction of the modified project would generate vibration levels well below 0.3 in/sec PPV at the nearest buildings surrounding the site, consistent with the approved project. **[Same Impact Approved Project (Less than Significant Impact)]**

[80] There are no historic buildings in the vicinity of the project site.
[81] City of San Bruno. *Glenview Terrace Project Initial Study/Mitigated Negative Declaration.* April 2021. SCH # 2021040782. Page 111.

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?

The project site is located approximately 2.5 miles northwest of the San Francisco International Airport. According to the San Mateo County Airport Land Use Commission (ALUC) and the contours provided above in the Regulatory Criteria section, the project site lies outside the 65 dBA CNEL/L_{dn} contour line. Therefore, future residents of the modified would not be exposed to excessive aircraft noise levels. **[Same Impact Approved Project (Less than Significant Impact)]**

4.11.3 Non-CEQA Effects

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

Future Exterior Noise Environment

The site plan shows two ground-level common use outdoor areas associated with the proposed project. A park area is shown on the interior of the site, between Buildings A, C, and D. A picnic area is shown in the northeastern corner of the project site as well. Both outdoor use areas would be well-shielded from all surrounding roadways. Future exterior noise levels at the center of the park and picnic areas would be below 65 dBA $L_{dn,}$ meeting the City's normally acceptable threshold for multi-family residential uses.

Future Interior Noise Levels

Standard residential construction provides approximately 15 dBA of exterior-to-interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. Where exterior noise levels range from 60 to 65 dBA L_{dn}, the inclusion of adequate forced-air mechanical ventilation is often the method selected to reduce interior noise levels to acceptable levels by closing the windows to control noise. Where noise levels exceed 65 dBA L_{dn}, forced-air mechanical ventilation systems and sound-rated construction methods are normally required. Such methods or materials may include a combination of smaller window and door sizes as a percentage of the total building façade facing the noise source, sound-rated windows and doors, sound rated exterior wall assemblies, and mechanical ventilation so windows may be kept closed at the occupant's discretion.

The southern façades of Buildings A and B would face San Bruno Avenue West, with setbacks of approximately 50 feet from the centerline. At this distance, the units facing San Bruno Avenue West would be exposed to future exterior noise levels up to 69 dBA L_{dn}. Assuming windows to be partially open, future interior noise levels in these units would be up to 54 dBA L_{dn}.

The second row of buildings (i.e., Buildings C, D, and I) would be setback by 130 to 215 feet from the centerline of San Bruno Avenue West and would be partially shielded by Buildings A and B. Additionally, the western façade of Building C would be exposed to traffic noise along Glenview Drive, with setbacks of approximately 40 feet from the centerline. At these distances, the townhomes would be exposed to future exterior noise levels ranging from below 60 to 66 dBA L_{dn}. Assuming windows to be partially open, future interior noise levels in these units would be up to 51 dBA L_{dn}.

All other buildings would be setback 240 feet or more from the centerline of San Bruno Avenue West and would be adequately shielded from the traffic noise. Additionally, these buildings would be setback from Glenview Drive by 40 to 190 feet from the centerline. These townhome units would be exposed to future exterior noise levels at or below 60 dBA L_{dn}. Assuming windows to be partially open, future interior noise levels in these units would be up to 45 dBA L_{dn}.

To meet the interior noise requirements set forth by the State of California of 45 dBA L_{dn}, implementation of noise insulation features would be required.

Conditions of Approval:

The following noise insulation features shall be incorporated into the proposed project to reduce interior noise levels to 45 dBA L_{dn} or less at residential interiors:

- Provide a suitable form of forced-air mechanical ventilation, as determined by the local building official, for all residential units on the project site, so that windows can be kept closed at the occupant's discretion to control interior noise and achieve the interior noise standards.

- Preliminary calculations indicate that residential rooms located along the southern façades of Buildings A and B would require windows and doors with a minimum rating of 31 STC with adequate forced-air mechanical ventilation to meet the interior noise threshold of 45 dBA L_{dn}.

- Preliminary calculations indicate that residential rooms located along the western façade of Building C would require windows and doors with a minimum rating of 28 STC with adequate forced-air mechanical ventilation to meet the interior noise threshold of 45 dBA L_{dn}.

- Townhomes located in all other buildings would require standard construction materials with the incorporation of a suitable form of forced-air mechanical ventilation to meet the 45 dBA L_{dn} threshold.

The implementation of these noise insulation features would reduce interior noise levels to 45 dBA L_{dn} or less at residential uses.

4.12 Population and Housing

4.12.1 Environmental Setting

4.12.1.1 *Regulatory Framework*

State

Housing-Element Law

State requirements mandating that housing be included as an element of each jurisdiction's general plan is known as housing-element law. The Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its housing element. California housing-element law requires cities to: 1) zone adequate lands to accommodate its RHNA; 2) produce an inventory of sites that can accommodate its share of the RHNA; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and a work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis.[82] The City of San Bruno Housing Element and related land use policies were last updated in 2023.

Regional and Local

Plan Bay Area 2050

Plan Bay Area 2050 is a long-range plan for the nine-county San Francisco Bay Area that provides strategies that increase the availability of affordable housing, support a more equitable and efficient economy, improve the transportation network, and enhance the region's environmental resilience. Plan Bay Area 2050 promotes the development of a variety of housing types and densities within identified Priority Development Areas (PDAs). PDAs are areas generally near existing job centers or frequent transit that are locally identified for housing and job growth.[83]

ABAG allocates regional housing needs to each city and county within the San Francisco Bay Area, based on statewide goals. These allocations are designed to lay the foundation for Plan Bay Area 2050's long-term envisioned growth pattern for the region. ABAG also develops a series of forecasts and models to project the growth of population, housing units, and jobs in the Bay Area. ABAG, MTC, and local jurisdiction planning staff created the Forecasting and Modeling Report, which is a technical overview of the growth forecasts and land use models upon which Plan Bay Area 2050 is based.

[82] California Department of Housing and Community Development. "Regional Housing Needs Allocation and Housing Elements" Accessed December 21, 2023. http://hcd.ca.gov/community-development/housing-element/index.shtml.

[83] Association of Bay Area Governments and Metropolitan Transportation Commission. *Plan Bay Area 2050*. October 21, 2021. Page 20.

4.12.1.2 *Existing Conditions*

According to the California Department of Finance, the City of San Bruno had a population of 42,054 as of January 1, 2023.[84] ABAG projects the City's population will be 51,370 by 2040.[85] There is one existing, vacant single-family residence on-site.

4.12.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) 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)?	☐	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐

Glenview Terrace Project Initial Study/Mitigated Negative Declaration

The adopted IS/MND estimated that the approved 29 single-family residences would generate approximately 79 new residents, based on an average of 2.71 persons per housing unit as assumed in the General Plan Land Use and Urban Design Element. The adopted IS/MND concluded that this increase in residents would not represent substantial unplanned population growth given that the General Plan EIR determined that buildout of the 2025 General Plan would result in an increase of approximately 682 housing units and 2,649 residences. The adopted IS/MND also concluded that the project would not displace any existing residents given that the existing residence on-site is vacant.

a) 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)?

[84] California Department of Finance. "E-5 Population Estimates for Cities, Counties, and the State, 2020-2023." Accessed December 21, 2023. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/

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

The modified project would develop the site with 58 townhouse residential units, a net increase of 29 units when compared with the approved project. The approved project was estimated to generate 79 new residents.[86] The modified project's 58 units would generate a total of 154 new residents, an increase of 75 residents compared to the approved project.[87] The modified project is consistent with the site's land use designation, and therefore is consistent with the buildout analyzed in the General Plan. Additionally, the modified project (consistent with the approved project) does not include any employment-generating uses (e.g., retail, commercial, office, etc.) or the extension of roads or other infrastructure that could indirectly induce unplanned population growth. **[Same Impact as Approved Project (Less than Significant Impact)]**

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project would demolish the existing vacant single-family residence. Demolition of this vacant residence would not displace any existing residents. The displacement of existing residential uses, therefore, would not necessitate the construction of replacement housing elsewhere. **[Same Impact as Approved Project (No Impact)]**

[86] City of San Bruno. *Glenview Terrace Project Initial Study/Mitigated Negative Declaration.* April 2021. SCH # 2021040782. Page 114.

[87] According to the San Bruno Housing Element, the average household size in San Bruno is 2.64. Source: City of San Bruno. *2023-2031 Housing Element Update Initial Study/Mitigated Negative Declaration.* January 2023.

4.13 Public Services

4.13.1 Environmental Setting

4.13.1.1 *Regulatory Framework*

State

Government Code Section 66477

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

Government Code Section 65995 through 65998

California Government Code Section 65996 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to the issuance of a building permit. Government Code Sections 65995 through 65998 set forth provisions for the payment of school impact fees by new development by "mitigating impacts on school facilities that occur (as a result of the planning, use, or development of real property" (Section 65996[a]). The legislation states that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA (Section 65996[b]).

Developers are required to pay a school impact fee to the school district to offset the increased demands on school facilities caused by the proposed residential development project. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Regional and Local

County of San Mateo Trails Master Plan

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

City of San Bruno General Plan

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

Policies	Description
LUD-76	Assure that new development mitigates impacts on existing public services, including transit services, water, sewer, and storm drainage systems, police and fire protection, libraries, and parks and recreation facilities.
PFS-39	Minimize risks to single-access residential neighborhoods by providing alternative access for fire and other emergency personnel.
OSR-1	Maintain a parkland dedication/in lieu fee standard of 4.5 acres/1,000 residents.
OSR-2	Amend the City's Zoning Ordinance to ensure that all developments are subject to dedication/in lieu fee requirements, whether or not such developments result from subdivision.
OSR-3	Revise the City's Park In-Lieu Fee Ordinance to create an option (at the City's discretion) to accept either Park In-Lieu Fees or require the developer to design/build parks and/or recreation facilities as part of the development.
PFS-59	In order to prevent anticipated future population growth in San Bruno from burdening existing over-extended library services, City staff will ensure upon individual project review that the developer sets aside contributions or in-lieu fees in general proportion to the burden proposed new residential development would have on the library system, and that those fees are used to improve public library facilities. The per capita share will be negotiated between the Ad Hoc Library Citizen's Committee, City Staff, and City Council, within 1 year of Plan adoption, and will be applied uniformly (and if necessary, retroactively) across all residential development occupancy permit applications submitted after Plan adoption, until such time as an alternative form of support is provided, or the library facilities are fully upgraded to the requirements as described on pages 8-12.

City of San Bruno Municipal Code

Per Section 12.260 of the City's Municipal Code, San Bruno assesses fees upon development projects to fully or partially offset the costs of public facilities and infrastructure that is needed to serve new demand created by development projects.

City of San Bruno Development Impact Fees Nexus Study

The City of San Bruno prepared the San Bruno Development Impact Fee Nexus Study designed to provide the City of San Bruno with the necessary technical documentation in order to adopt a comprehensive development impact fee program. As discussed in the nexus study, development impact fees are one-time charges on new development projects that are collected and used by jurisdictions to cover the cost of capital facilities and infrastructure needed to serve the new residential and development growth. Impact fees are regulated by Assembly Bill (AB) 1600 (Government Code Section 66000 et seq.). The purpose of the nexus study is to determine the maximum allowable fees that the City can charge for facilities and infrastructure consistent with the legal requirements of AB 1600. Fees collected under AB 1600 are to be collected for capital facility and infrastructure improvements only, used to fund facility needs created by new development rather than existing deficiencies, and the fees are to be based on a rational nexus between new development and the costs of the capital facilities and infrastructure needed to accommodate such development.

4.13.1.2 *Existing Conditions*

The conditions at the project site remain as they were described in the adopted IS/MND.

Fire Protection Services

Fire protection services are provided by the San Bruno Fire Department, which operates out of two fire stations. Station 51 is located on the south side of the City Hall complex at 555 El Camino Real approximately 2.3 miles east of the project site, and covers the area east of I-280. Station 52 is located near the intersection of Sneath Lane and Earl Avenue at 1999 Earl Avenue, approximately 0.5 miles northwest of the project site, and responds to emergency calls west of I-280, including the project site.

A Community Risk Assessment prepared for the SBFD in October 2022 determined that the general condition of both fire stations in the City was poor and in need of replacement; the assessment also recommended relocating Station 52 to a vacant lot at the northwest corner of the San Bruno Avenue and Glenview Drive intersection. The SBFD currently has an average "call received to first unit arrival" response time of seven minutes and 36 seconds, which is below the National Fire Protection Association (NFPA) performance goal of six minutes and 30 seconds. The Community Risk Assessment also identified staffing deficits during high-rise structure fire, motor vehicle accident, and trench rescue events.

The SBFD is also subject to the San Mateo County Joint Powers Agreement (JPA), which requires that the closest available paramedic engine company respond to calls for emergency medical service, and the closest available engine and truck company respond to fire calls. In addition, a full assignment response such as a fire, fire alarm, or other type of call, which would necessitate a large response, requires three engines; therefore, an additional engine would need to come from a neighboring jurisdiction in an event requiring a full assignment response.

Police Protection Services

Police protection services are provided by the San Bruno Police Department (SBPD). Police headquarters are located at 1177 Huntington Avenue, approximately 2.6 miles northeast of the project site. SBPD currently employs 50 full-time sworn officers (equivalent to 11 officers for every 10,000 residents) and over 60 civilian employees who provide police services and public safety dispatching to approximately 42,000 residents of the City of San Bruno.[88]

The San Bruno Development Impact Fee Nexus Study (refer to Section 4.13.1.1 above) identified the need for specific upgrades and additions to help the Police Department serve new growth in the City. These include the expansion of the Evidence Room at a cost of $650,000, upgrades to the Dispatch Center at a cost of $700,000, the creation of a satellite police substation at a cost of $30,000, upgrades to surveillance and tracking technology at a cost of $525,000, and the replacement of police vehicles at a cost of $4,075,983.

[88] City of San Bruno. "Police". Accessed January 2, 2024. https://www.sanbruno.ca.gov/472/Police

Schools

Four different school districts serve San Bruno residents from kindergarten through the community college level: San Bruno Park School District, South San Francisco Unified School District, San Mateo Union High School District, and the San Mateo Community College District. The project area is served by John Muir Elementary School (approximately 0.9 miles south of the project site), Parkside Middle School (approximately 1.9 miles southeast), and Capuchino High School (approximately 2.9 miles southeast). Buildout of the General Plan is projected to raise student enrollment Citywide to 5,100 students by 2025.[89]

Parks

The City's Parks Maintenance Division is responsible for the maintenance of all the City's outdoor recreation sites, including 18 parks covering 71 acres, 12 baseball fields, eight soccer fields, two football fields, and one dog park – several of which are located on four different school sites covering an additional 25 acres. In addition to city parks, local recreation centers, school facilities, San Mateo County's 108-acre Junipero Serra Park provides recreational opportunities for San Bruno residents. The project site is located approximately 75 feet from Earl Glenview Park, 1.5 miles south of Monte Verde Park, 1.6 miles west of Grundy Park, and two miles southeast of Pacifica Heights Park.

The City maintains a parkland standard of 4.5 acres per 1,000 residents. The existing park acreage in the City is 179 acres (71 acres of City parkland plus Junipero Serra Park), which based on the existing population of 42,054 residents, equates to 4.26 acres per 1,000 residents.[90]

Other Public Facilities

The San Bruno Public Library is located at 701 Angus Avenue West, approximately two miles northeast of the project site. The nearest recreation center to the project site is the San Bruno Senior Center, located approximately two miles southeast of the site.

[89] City of San Bruno. *San Bruno General Plan Draft EIR*. December 2008.
[90] 42,054 divided by 1,000 equals 42.054, 179 acres divided by 42.054 equals 4.26.

4.13.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:					
a) Fire Protection?	☐	☐	☐	☒	☐
b) Police Protection?	☐	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒	☐
d) Parks?	☐	☐	☐	☒	☐
e) Other Public Facilities?	☐	☐	☐	☒	☐

Glenview Terrace Project Initial Study/Mitigated Negative Declaration

The adopted IS/MND concluded that while the approved project would result in an increase in demand upon public services, the increase in demand had been previously anticipated by the City's General Plan. Additionally, impacts fees paid by the project would offset impacts on public services. The adopted IS/MND determined that the approved project would have a less than significant impact on fire and police protection services, schools, parks, and other public facilities.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services?

As noted in Section 4.13.1.2, the SBFD is currently not meeting staff service ratios and response time performance objectives, and both stations are in need of replacement. Additionally, the Community Risk Assessment recommended relocating Station 52 from its current location at 1999 Earl Avenue approximately 2,275 feet to the south to a vacant lot located at the northwest corner of the San Bruno Avenue and Glenview Drive intersection (across from the project site).

As discussed in Section 4.12 Population and Housing, the modified project would generate approximately 75 more residents than the previously approved project. This net increase in

residents could have an increased impact on fire protection services, however, the modified project would still be consistent with the growth anticipated by the City's General Plan. The modified project would be subject to development impact fees that would contribute to the replacement of Station 51 and the potential construction of a new Fire Station 52. While the specific details of any future alterations or replacement of Station 51 are not currently known, replacement of Station 51 is anticipated to be found categorically exempt under CEQA Guidelines Section 15302, given that it would involve the replacement of an existing facility on the same site with fundamentally the same purpose and capacity as the structure replaced, and none of the exceptions identified in Section 15300.2 appear to be present. Future project-level CEQA review would be required to replace Fire Station 51, but it is not foreseeable at this time that any significant impacts would result that would not be adequately addressed through standard requirements and measures regularly imposed on new development. Therefore, the modified project would not require the construction of new or expanded fire facilities. **[Same Impact as Approved Project (Less than Significant Impact)]**

b) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services?

As documented in Section 4.13.1.2, the SBPD is currently providing 11 officers for every 10,000 residents; the City's target service ratio is to meet the national average of 16.6 officers for every 10,000 residents. Additionally, the City of San Bruno Development Impact Fees Nexus Study (refer to Section 4.13.1.1) determined that renovations to the existing police headquarters were necessary in order to serve projected growth in the City.

The modified project would generate approximately 75 more residents than the previously approved project. This net increase in residents could have an increased impact on police protection services. Payment of development impact fees and taxes by the modified project would contribute to the completion of the improvements to the police headquarters and installation of the police substation identified in the nexus study. These actions would require subsequent project-level analysis, and are not anticipated to result in any significant environmental impacts.[91] For the reasons stated above, implementation of the modified project would not result in substantial adverse physical environmental impacts associated with the provision of new or physically altered police facilities in order to maintain acceptable service ratios, response times, or other performance objectives. **[Same Impact as Approved Project (Less than Significant Impact)]**

[91] The renovations identified in the nexus study, which include the expansion of the Evidence Room and upgrades to the Dispatch Center, would not require substantial construction or result in a change of use or intensity of operations that could have an environmental impact. The nexus study also identified the need for a satellite police substation at a cost of $30,000, which would involve the setup of a small portable building on a yet to be determined site. No construction activity would be required to install the portable building, and due to its small size and intended use, operation of the police substation is not anticipated to incur any potentially significant impacts.

c) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools?

The modified project would develop the site with 58 townhouse residences, a net increase of 29 units when compared with the approved project. Using the San Bruno Park School District's multi-family housing student generation rates for elementary schools (0.14 students per unit) and middle schools (0.06 student/unit), the project is estimated to add eight elementary school students to the John Muir Elementary student body and four middle school students to the Parkside Middle School student body.[92] This would be a net increase of approximately one elementary school student and two middle school students as compared to the approved project.[93] Using the San Mateo-Foster City School District's[94] townhome student generation rate (0.12 student/unit), the project is estimated to add seven students to the Capuchino High School student body, a net increase of approximately three students as compared to the approved project.[95]

Under the provisions of SB 50, a project's impacts on school facilities are fully mitigated via the payment of the requisite new school construction fees established pursuant to Government Code Section 65995. Therefore, the modified project would have a less than significant impact on schools. **[Same Impact as Approved Project (Less than Significant Impact)]**

d) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks?

The modified project would generate approximately 75 more residents than the previously approved project. This net increase in residents could have an increased impact on local parks. However, the modified project would include a community garden for the proposed residents. Inclusion of this private recreational facility would partially offset the increased demand on existing public recreational facilities in the City by the proposed residents. The physical impacts associated with this private open space are evaluated as part of the project in this Addendum. Additionally, the modified project would be required to pay development impact fees to satisfy the City's parkland dedication requirement (General Plan Policy OSR-1), which would offset impacts to existing park

[92] 58 townhome units multiplied by 0.14 = 8.12 students. 58 townhome units multiplied by 0.06 = 3.48 students. Source: San Bruno Park School District. *Residential Development Research Report*. August 2019.
[93] 29 single-family units multiplied by 0.30 = 8.7 students. 29 single-family units multiplied by 0.08 = 2.32 students.
[94] The San Mateo-Foster City School District has a fee sharing agreement with the San Mateo Union High School District. Source: Level 1 Developer Fee Study for San Mateo-Foster City School District. August 2020.
[95] 29 townhome units multiplied by 0.12 = 6.96 students. 58 single-family units multiplied by 0.12 = 3.48 Source: Level 1 Developer Fee Study for San Mateo-Foster City School District. August 2020.

facilities. Therefore, consistent with the approved project, the modified project would have a less than significant impact on parks. **[Same Impact as Approved Project (Less than Significant Impact)]**

e) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities?

As discussed in Section 4.12 Population and Housing, the modified project would generate approximately 75 more residents than the previously approved project. This net increase in residents could have an increased impact on local public facilities such as libraries and community centers. Like the approved project, the modified project would be required to pay development fees toward the City's Community Facilities Impact Fee Fund pursuant to Section 12.260 of the City's Municipal Code. Payment of these fees would help offset impacts to other public facilities such as libraries and community centers. Therefore, consistent with the approved project, the modified project would have a less than significant impact on public facilities. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.14 Recreation

4.14.1 Environmental Setting

4.14.1.1 *Regulatory Framework*

State

Government Code Section 66477

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

Regional and Local

County of San Mateo Trails Master Plan

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

City of San Bruno General Plan

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

Policies	Description
LUD-76	Assure that new development mitigates impacts on existing public services, including transit services, water, sewer, and storm drainage systems, police and fire protection, libraries, and parks and recreation facilities.
OSR-1	Maintain a parkland dedication/in lieu fee standard of 4.5 acres/1,000 residents.
OSR-2	Amend the City's Zoning Ordinance to ensure that all developments are subject to dedication/in lieu fee requirements, whether or not such developments result from subdivision.
OSR-3	Revise the City's Park In-Lieu Fee Ordinance to create an option (at the City's discretion) to accept either Park In-Lieu Fees or require the developer to design/build parks and/or recreation facilities as part of the development.

City of San Bruno Municipal Code

Per Section 12.260 of the City's Municipal Code, San Bruno assesses fees upon development projects to fully or partially offset the costs of public facilities and infrastructure that is needed to serve new demand created by development projects.

4.14.1.2 *Existing Conditions*

The conditions at the project site remain as they were described in the adopted IS/MND.

The City's Parks Maintenance Division is responsible for the maintenance of all the City's outdoor recreation sites, including 18 parks covering 71 acres, 12 baseball fields, eight soccer fields, two football fields, and one dog park – several of which are located on four different school sites covering an additional 25 acres. In addition to city parks, local recreation centers, school facilities, San Mateo County's 108-acre Junipero Serra Park provides recreational opportunities for San Bruno residents. The project site is located approximately 75 feet from Earl Glenview Park, 1.5 miles south of Monte Verde Park, 1.6 miles west of Grundy Park, and two miles southeast of Pacifica Heights Park.

4.14.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
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 will occur or be accelerated?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐

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 4.12 Population and Housing, the modified project would generate approximately 75 more residents than the previously approved project. The modified project would be required to pay development impact fees to satisfy the City's parkland dedication requirement (General Plan Policy OSR-1), which would offset impacts to existing park facilities. Therefore, consistent with the approved project, the modified project would have a less than significant impact

on parks and other recreational facilities. **[Same Impact as Approved Project (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?

The modified project is not anticipated to require the construction or expansion of recreational facilities. The modified project would include a community garden for the proposed residents. Inclusion of this private recreational facility would partially offset the increased demand on existing public recreational facilities in the City by the proposed residents. The physical impacts associated with this private open space are evaluated as part of the project in this Addendum. The modified project would therefore not result in an adverse physical effect associated with construction or expansion of recreational facilities. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.15 Transportation

The following discussion is based, in part, on a Transportation Analysis prepared by Hexagon Transportation Consultants, Inc. A The following discussion is based, in part, on a Transportation Analysis prepared by Hexagon Transportation Consultants, Inc. A copy of this report, dated December 19, 2023, is attached to this Initial Study as Appendix I.

4.15.1 Environmental Setting

4.15.1.1 *Regulatory Framework*

State

Regional Transportation Plan

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including San Mateo County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2050 in October 2021, which includes a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2050.

Senate Bill 743

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

SB 743 did not authorize OPR to set specific VMT impact thresholds, but it did direct OPR to develop guidelines for jurisdictions to utilize. CEQA Guidelines Section 15064.3(b)(1) describes factors that might indicate whether a development project's VMT may be significant. Notably, projects located within 0.50 mile of transit should be considered to have a less than significant transportation impact based on OPR guidance.

Regional and Local

Congestion Management Program

C/CAG works on issues that affect the quality of life in general: transportation, air quality, stormwater runoff, airport/land use compatibility planning, hazardous waste, solid waste and recycling. C/CAG, as the Congestion Management Agency for San Mateo County, is required to

prepare and adopt a Congestion Management Program (CMP) on a biennial basis. The purpose of the CMP is to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions. The CMP is required to be consistent with the MTC planning process that includes regional goals, policies, and projects for the Regional Transportation Improvement Program.[96] Projects are required to submit a Transportation Demand Management (TDM) plan in compliance with the CMP guidelines if the project will generate 100 net new average daily trips (ADT) to the CMP roadway network. The TDM Policy only applies to multi-family residential developments only. Single-family home developments are exempted from this TDM Policy.[97]

City of San Bruno General Plan

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

Policies	Description
LUD-9	Provide safe and comfortable pedestrian routes through residential areas by requiring sidewalks on both sides of streets, planting street trees adjacent to the curb, allowing on-street parking, and minimizing curb cuts.
LUD-76	Assure that new development mitigates impacts on existing public services, including transit services, water, sewer, and storm drainage systems, police and fire protection, libraries, and parks and recreation facilities.
T-A	Provide for efficient, safe, and pleasant movement for all transportation modes—vehicles, bicycles, transit, and pedestrians.
T-B	Maintain acceptable levels of service for vehicular movement along the city's street network. Acceptable level of service could vary based on characteristics of the area under consideration.
T-F	Provide efficient local transit—such as a shuttle system—to the BART and Caltrain stations to avoid dependence on individual motor vehicles.
T-G	Protect residential areas from congestion and associated noise resulting from BART and Caltrain spillover traffic.
T-2	Ensure that all transportation improvements—roadway, transit, bicycle, and pedestrian—are designed and constructed according to Americans with Disabilities Act standards. Improve existing facilities so they are compliant with American Disability Act standards.
T-3	Encourage provision of bicycle facilities such as weather protected bicycle parking, direct and safe access for pedestrians and bicyclists to adjacent bicycle routes and transit stations, showers and lockers for employees at the worksite, secure short-term parking for bicycles, etc.
T-6	Maintain LOS standards for intersections for AM and PM peak periods as shown in Figure 4-2.

[96] City/County Association of Governments of San Mateo County. "San Mateo County Congestion Management Program 2019". Accessed January 2, 2024. https://ccag.ca.gov/programs/transportation-programs/congestion-management/.

[97] It is assumed that townhomes (such as the project) would be considered attached single-family homes under this policy.

Policies	Description
T-7	Undertake improvements to intersections shown T-7 in Table 4-8 and in Figure 4-7 to ensure their operation at the LOS shown in Figure 4-2. Determine costs for these improvements and establish an impact fee program to assess improvement costs to new development, proportionate to the impacts created by such development.
T-14	Use traffic-calming measures to reduce speeding in residential areas, rather than limiting through-street connections. Traffic-calming measures may include: • Narrowing travel lanes and allowing on-street parking; • Using different paving materials at pedestrian crosswalks; • Planting street trees and other vegetation; • Building corner bulb-outs and intersection round-abouts; • Installing stop and/or yield signage; and • Speed limit enforcement or other mitigation measures.
T-22	Apply turning restrictions to major arterials during peak hours to improve general traffic flow.

City of San Bruno Transportation Element

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

City of San Bruno Walk 'N Bike Plan

The City of San Bruno Walk 'N Bike Plan was adopted July 26, 2016. The plan presents the desired state of walking and biking in San Bruno 10 years out that would result from implementation of the Walk 'N Bike Plan. Chapters Five through Eight of the Walk 'N Bike Plan identify specific infrastructure projects and program action items that would implement the City's vision.

4.15.1.2 *Existing Conditions*

The conditions at the project site remain as they were described in the adopted IS/MND.

Roadway Network

For the purposes of this Initial Study, SR-35/Skyline Boulevard and all parallel streets are considered to run north-south, and cross streets, such as San Bruno Avenue, are considered to run east-west. Regional and local roadways providing access to the project site are described below.

- **I-280** is a north-south freeway that extends from San Francisco to downtown San Jose. In the project vicinity, I-280 has eight mixed-flow lanes. Regional access to the project site is provided via an interchange with San Bruno Avenue.
- **SR-35/Skyline Boulevard is** a mostly two-lane state highway. It runs along the ridge of the Santa Cruz Mountains from the high point of State Route 17 near Lexington Reservoir in Santa Clara County to State Route 1 just south of Daly City in San Mateo County, where it crosses SR 1 and loops around Lake Merced to become Sloat Boulevard in San Francisco. In the study area, Skyline Boulevard is a north-south principal arterial with four lanes north of the study area, converting to two-lanes within the study area. Skyline Boulevard provides access to the project site via San Bruno Avenue.
- **San Bruno Avenue** is a four-lane east-west arterial street between McDonnel Road in the east and Skyline Boulevard in the west. San Bruno Avenue provides access to the project site via Glenview Drive.
- **Glenview Drive** is a two-lane north-south local street that extends south from Plymouth Way to Ridgeway Avenue where it transitions into Skyline Boulevard. Glenview Drive provides direct access to the project site via three driveways.

Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the vicinity of the project site, sidewalks exist along both sides of Glenview Drive and San Bruno Avenue. Marked crosswalks with pedestrian signal heads and push buttons are provided on the north and east approaches of the signalized intersection at Skyline Boulevard and San Bruno Avenue. Crosswalks are available on the north and east approaches at the unsignalized intersection of Glenview Drive and San Bruno Avenue.

Bicycle Facilities

The existing bicycle network in San Bruno consists of three classifications of facilities:

- Class I Bikeway (bike path) – completely separated, with paved right of way (shared with pedestrians) which excludes general motor vehicle traffic.
- Class II Bikeway (bike lane) – provides a striped and stenciled lane for one-way bike travel on a street or highway.
- Class III Bikeway (bike route) – a shared use roadway with motor vehicle traffic and is identified by signage or permanent markings. Cyclists can use any non-freeway street in San Bruno but there are limited dedicated bicycle facilities.

In the vicinity of the project site, Class II bicycle lanes are provided on both sides of Sneath Lane. A Class I bicycle path (the San Andreas Trail) exists south of the study area parallel to Skyline Blvd. San Bruno Avenue has wide shoulders that act as bike lanes but there is no bike lane striping or signage.

Existing and proposed bikeways in the study area from the 2016 Walk n' Bike Plan are depicted in Figure 4.15-1.

Source: Hexagon Transportation Consultants, Inc.

EXISTING BICYCLE FACILITIES

FIGURE 4.15-1

Transit Facilities

Primary transit service in San Bruno is provided by the San Mateo County Transit District (SamTrans), Caltrain, and BART. However, the project site is not well served by any existing transit routes. The San Bruno Caltrain Station is located 2.1 miles east of the project site, and the nearest BART station is the San Bruno Station, located approximately 2.5 miles from the project site. There are three bus routes that serve that stop, as summarized in Table 4.15-1 below and shown on Figure 4.15-2.

Table 4.15-1: Existing Transit Service

Bus Route[1]	Route Description	Weekday Hours of Operation	Headway
Local Route 141	Airport/Linden - Skyline College	6:15 AM - 10:15 PM	30 minutes
School Route 41	Parkside IL - San Bruno BART	7:45 AM - 8:10 AM (westbound) 3:10 PM - 3:30 PM (eastbound)	n/a[2]
School Route 42	Pacifica - Parkside IL	7:35 AM - 8:20 AM (eastbound) 3:10 PM - 4:00 PM (westbound)	n/a[3]

Notes:

[1] Closest bus stop to bus routes 141, 41 and 42 is located at Claremont Drive and Sneath Lane (0.5 mile from the project location).

[2] Route 41 only has one bus during the peak hour. On Wednesdays, the eastbound route runs from 1:25 to 1:45 PM and on the remaining weekdays, the route runs from 3:10 to 3:30 PM.

3 Route 42 only has one bus during the peak hour. On Wednesdays, the westbound route runs from 1:09 to 2:00 PM and on the remaining weekdays, the route runs from 3:10 to 4:00 PM.

Source: Hexagon Transportation Consultants, Inc.

EXISTING TRANSIT FACILITIES | FIGURE 4.15-2

4.15.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities?	☐	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☐	☒	☐

Glenview Terrace Project Initial Study/Mitigated Negative Declaration

The Glenview Terrace Project IS/MND concluded that implementation of the approved 29 single-family units would result in less than significant transportation impacts. The IS/MND found that under existing conditions, the unsignalized intersection of Claremont Drive and Sneath Lane is operating at LOS F during the AM Peak Hour under existing conditions. Similarly, the signalized intersection of Skyline Boulevard and Sneath Lane also operates at LOS F under existing conditions in both the AM and PM Peak Hours. The additional delay associated with the Approved Project traffic was determined to not conflict with the City's LOS policies.

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities?

Pedestrian and Bicycle Facilities

As discussed in Section 4.15.1.2, pedestrian access to the project site is provided via existing sidewalks on San Bruno Avenue, Glenview Drive, and crosswalks at the nearby intersections. The project would build new sidewalks along its frontage on San Bruno Avenue. Pedestrian walkways would be provided through the site that provide pedestrian access from Glenview Drive and San Bruno Avenue to all the residential units.

In the project vicinity, neither San Bruno Avenue, Glenview Drive, nor the other nearby streets have striped bike lanes. The City's *Walk 'n Bike Plan* outlines the potential bicycle improvement

strategies near the project site (see Figure 3) including bike lanes along San Bruno Avenue and Skyline Boulevard, although none are currently planned or funded projects.

Therefore, consistent with the Approved Project, the Modified Project would not result in a conflict with any adopted programs, plans, ordinances, or policies addressing pedestrian or bicycle facilities and a less-than-significant impact would occur related to pedestrian and bicycle facilities.

Transit Facilities

The project site is not well served by any existing transit routes. The closest bus stop is at Claremont Drive and Sneath Lane, which is about 0.5 mile from the project site. There are three bus routes that serve that stop, as described above. The bus stops are beyond walking distance for most residents. The San Bruno Caltrain Station is located 2.1 mile east of the project site and the nearest BART station is the San Bruno Station, located approximately 2.5 mile from the project site. Consistent with the Approved Project, the Modified Project would not result in a conflict with any adopted programs, plans, ordinances, or policies addressing transit facilities and a less-than-significant impact would occur related to transit facilities.

Based on the above, the project would not conflict with a program, plan, ordinance, or policy regarding bicycle and pedestrian facilities. **[Same Impact as Approved Project (Less than Significant Impact)]**

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Since the City has not yet adopted a VMT policy or significance thresholds related to VMT, the VMT thresholds used for this project are based on the San Mateo County VMT guidelines, published September 23, 2020. As stated in the County's VMT guidelines, for residential projects, OPR recommends that new developments should utilize a threshold that is 15 percent below baseline (existing) conditions. OPR allows a jurisdiction to choose its baseline between City Average, County Average, and Regional Average. OPR recommends that new developments should utilize a threshold that is 15 percent below baseline (existing) conditions. Baseline conditions may be defined as the existing regional VMT per resident/capita, Countywide average VMT per capita, or citywide average VMT per capita. Residential development in San Mateo County averages 13.14 daily VMT per resident, which equates to a threshold of 11.17 daily VMT per resident. Residential development in San Bruno averages 12.2 daily VMT per resident, which equates to a threshold of 10.37 daily VMT per resident.[98]

Using the C/CAG travel forecasting model, the Modified Project's VMT was estimated to be 9.10 daily VMT per resident, which is lower than the County and City-wide threshold (and the calculated VMT (9.20) estimated for the approved project). Therefore, the Modified Project would result in a less than significant VMT impact. **[Same Impact as Approved Project (Less than Significant Impact)]**

[98] The adopted Initial Study/MND used a threshold of 10.5 for San Bruno. This based on C/CAG data from 2020.

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

Vehicle access to the project site would be provided via one right-in/right-out driveway and two full access driveways along Glenview Drive. All the driveways would be at least 26.5 feet wide, which is sufficient for two-way traffic.

The proposed driveway locations were evaluated to determine if the sight distance at the driveways would be adequate. Sight distance of a driveway is evaluated based on the stopping sight distance recommended by Caltrans for a given design speed.

The two full-access driveways on Glenview Drive would be located along a straight segment of Glenview Drive. The speed limit along Glenview Drive is 25 miles per hour. The Caltrans recommended stopping sight distance on Glenview Drive is 150 feet. The project driveways should be kept free of any signage or landscaping that would block sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Glenview Drive. Currently, there are no roadway curves or tall structures that obstruct a driver's ability to see down the road on Glenview Drive.

The southern right-turn only driveway is located approximately 100 feet north of the intersection of Glenview Drive and San Bruno Avenue. It is expected that this driveway would have very few outbound vehicles. Nevertheless, outbound vehicles at the driveway would need be able to see vehicles approaching from the Glenview/San Bruno intersection. Westbound right-turn traffic from San Bruno Avenue to Glenview Drive is expected to travel at lower speeds while making turns. Based on the curb radius, vehicles slow to a maximum of approximately 15 mph when turning right from westbound San Bruno Avenue. The recommended stopping sight distance would be 100 feet for a design speed of 15 mph. Therefore, south of the right-turn only driveway, the area crossing the sight line should be flat, and no planting or structures over two feet tall should be placed within the sight triangle to guarantee outbound drivers at this project driveway could see vehicles turning right from westbound San Bruno Avenue to Glenview Drive.

On-site vehicular circulation was reviewed in accordance with the City of San Bruno Zoning Code and generally accepted traffic engineering standards. The proposed site plan shows that all the internal circular roads serving the southern portion of the project site would be at least 26 feet wide. The proposed width is adequate for two-way circulation and would provide sufficient room for vehicles to back out of the garages. The site plan shows good circulation through the southern section of the project site.

The site plan shows a 140-foot dead-end road ("D Street") serving the two buildings on the northern portion of the project site. Dead-end streets generally are undesirable because upon reaching the end of an aisle, drivers must either back out or perform a three-point maneuver. However, the dead-end street would only provide access to resident garages and one visitor parking space. There would be extra space next to the visitor parking to allow a vehicle to turn around.

The project proposes to have trash pick-up by Recology in front of each unit. Garbage trucks would be able to access the southern section of the project site from the southern right-turn only driveway and exit at the middle full-access driveway. The minimum width of the internal roadways through the southern section of the project site would be 26 feet wide, which is adequate for garbage trucks.

No turn around space would be provided along D street for garbage trucks, large delivery trucks, or emergency vehicles to turn around. Therefore, garbage trucks would have to back out of D Street after collecting garbage. Fire trucks could service the homes on D Street from Glenview Drive because the street would be only 140 feet long. There is an existing fire hydrant on Glenview Drive.

Based on the above, the project would not introduce increased hazards from new geometric design features or incompatible uses. **[Same Impact as Approved Project (Less than Significant Impact)]**

d) Would the project result in inadequate emergency access?

The proposed project would not result in changes to surrounding circulation systems or established evacuation routes. Emergency vehicles would be able to access the southern section of the project site from the southern right-turn only driveway and exit at the middle full-access driveway. The minimum width of the internal roadways through the southern section of the project site would be 26 feet wide, which is adequate for emergency vehicles. Therefore, the proposed project would have a less than significant impact on emergency access. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.15.3 Non-CEQA Effects

While the evaluation of project CEQA impacts on the transportation system is based on vehicle miles traveled (VMT), in accordance with City of San Bruno policies the following discussion is included for informational purposes because the City of San Bruno has policies that address Level of Service as a planning or growth management matter, outside the CEQA process. In the event a deficient LOS condition is identified, the City has discretion whether to require a project to address the deficiency by implementing roadway or other transportation improvements to restore or improve the level of service, and the relevant question under CEQA is whether those improvements would result in adverse physical changes to the environment, and not whether Level of Service has degraded below the condition considered acceptable.

4.15.3.1 *Trip Generation*

Trip generation estimates for the project (see Table 6) are based on standard trip generation rates published in the ITE *Trip Generation Manual* for “Single-Family Attached Housing in a General Urban/Suburban area” (Land use 215). The “Single-Family Attached Housing” category refers to single-family housing units that share a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Based on the ITE trip generation rates of 7.2 daily trips per townhouse unit, it is estimated that the proposed project would generate 418 daily trips, with 28 trips (9 inbound and 19 outbound) occurring during the AM peak hour and 34 trips (19 inbound and 15 outbound) occurring during the PM peak hour.[99]

4.15.3.2 *Intersection Level of Service*

Intersection levels of service were evaluated based on the standards of the City of San Bruno. The results of the analysis show that the intersection of Skyline Boulevard and San Bruno Avenue would continue operating at an unacceptable LOS F. However, since the Modified Project would not cause the critical-movement delay at this intersection to increase by four or more seconds compared to existing conditions, the Modified Project would not have an adverse effect on the operation of this intersection.

The average delay at the intersection of Skyline Boulevard/San Bruno Avenue under project conditions is shown to be less than under no project conditions during the PM peak hour. A decrease in average delay can occur because the intersection delay is a weighted average of all intersection movements. The addition of project traffic to movements with low delays can reduce the average delay for the entire intersection.

4.15.3.3 *Signal Warrant Analysis*

Traffic operations at the unsignalized Glenview Drive/San Bruno Avenue intersection were also analyzed on the basis of the Peak-Hour Volume Signal Warrant, (Warrant #3) described in *the California Manual on Uniform Traffic Control Devices (CA MUTCD)*, 2014 Edition. The results of peak-hour volume signal warrant analysis indicate that the Glenview Drive/San Bruno Avenue intersection would not meet the thresholds that warrant signalization under either existing or existing plus project conditions during both AM and PM peak hours (consistent with the approved project).

4.15.3.4 *Stop Warrant Analysis*

The Traffic Impact Analysis and VMT Analysis prepared for the approved project identified a potential improvement at the intersection of San Bruno Avenue and Glenview Drive to convert the intersection to all- way stop control.[100] The all-way-stop warrants were met under existing and cumulative plus project conditions for the approved project.

For the modified project, a potential all-way stop at the Glenview Drive and San Bruno Avenue intersection was evaluated under existing and existing plus project conditions, based on the criteria described in the CA MUTCD (2014 Edition, Section 2B.07). Based on the results of the multi-way

[99] The approved project would generate 274 daily trips, with 21 trips (5 inbound and 16 outbound) occurring during the AM peak hour and 29 trips (18 inbound and 11 outbound) occurring during the PM peak hour.
[100] City of San Bruno. *Glenview Terrace Project Initial Study/Mitigated Negative Declaration.* April 2021. SCH # 2021040782. Appendix H.

stop analysis, installation of all-way stop control at Glenview Drive and San Bruno Avenue is warranted under both existing and existing plus project conditions.

Currently, pedestrian crossing signs are provided on the west and east approaches of San Bruno Avenue at Glenview Drive. The speed limit along San Bruno Avenue is 45 mph. The Caltrans recommended stopping sight distance on San Bruno Avenue is 360 feet.

Northbound left-turn and southbound right-turn traffic from Skyline Boulevard to San Bruno Avenue eastbound is expected to travel at very low speeds while making turns and the required stopping distance is minimal. The segment of San Bruno Avenue between Skyline Boulevard and Glenview Drive is about 290 feet and there are no roadway curves or tall structures that obstruct a driver's ability to see down the road on San Bruno Avenue. Vehicles turning from Skyline Boulevard to eastbound San Bruno Avenue can see the existing pedestrian crossing sign and would be able to see the future stop sign clearly at the Skyline Boulevard/San Bruno Avenue intersection.

For vehicles travelling along San Bruno Avenue westbound approaching Glenview Drive, a stopping sight distance of 360 feet is required. Currently, there are no roadway curves or tall structures that obstruct drivers' ability to see the pedestrian crossing sign 360 feet away from Glenview Drive. Therefore, there would be adequate stopping sight distance for vehicles travelling on San Bruno Avenue.

Conditions of Approval:

- The project would be required to install 4-way stop signs at the Glenview Drive and San Bruno Avenue West intersection.
- The project would be required to install a STOP AHEAD Sign and also place a STOP AHEAD pavement marking on the roadway when an all-way stop control is installed at the intersection of Glenview Drive and San Bruno Avenue in the future to guide, warn, and regulate traffic.

4.15.3.5 *Intersection Queuing Analysis*

The results of the queuing analysis show that both intersections studied are expected to have sufficient turn lane storage to accommodate the anticipated traffic volumes under existing plus project conditions.

4.16 Utilities and Service Systems

The following discussion is based, in part, on a Water System Hydraulic Evaluation prepared by West Yost (dated April 24, 2024), a Sanitary Sewer Capacity Evaluation prepared by Woodard & Curran (dated April 2, 2024), and a Stormwater System Review prepared by GHG (dated April 9, 2024). Copies of these reports are attached to this Addendum as Appendix J, Appendix K, and Appendix L, respectively.

4.16.1 Environmental Setting

4.16.1.1 *Regulatory Framework*

State

State Water Code

Pursuant to the State Water Code, water suppliers providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. As part of a UWMP, water agencies are required to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. The City of San Bruno adopted its most recent UWMP in November 2021.

Assembly Bill 939

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

Assembly Bill 341

AB 341 sets forth the requirements of the statewide mandatory commercial recycling program. Businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle.

Senate Bill 1383

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

Progress Toward the SB 1383 Organic Wase Reduction Goals" in August 2020 (revised November 2020), which recommended maintaining the disposal reduction targets set forth in SB 1383.[101]

California Green Building Standards Code

CALGreen establishes mandatory green building standards for all buildings in California. The code is updated every three years.[102] CALGreen covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and indoor environmental quality. These standards include the following mandatory set of measures, as well as more rigorous voluntary guidelines, for new construction projects to achieve specific green building performance levels:

- Reducing indoor water use by 20 percent;
- Reducing wastewater by 20 percent;
- Recycling and/or salvaging 65 percent of nonhazardous construction and demolition debris; and
- Providing readily accessible areas for recycling by occupants.

Local

City of San Bruno General Plan

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

Policies	Description
PFS-C	Ensure that the City's water supply systems are adequate to serve the city's present and anticipated needs, and that water conservation is implemented in all residences and businesses.
PFS-D	Ensure that the City's wastewater collection and treatment systems are adequate to serve the city's present and anticipated needs, are safe, and are environmentally sound.
PFS-E	Ensure that the City's solid waste collection agency provides clean and convenient garbage and recycling service.
PFS-8	Require expansion of the City's water distribution system proportionate with new development's fair share of demand.
PFS-17	Ensure that new or expanded water supply and transmission facilities are constructed in a manner in which construction and operation impacts are minimized or avoided.

[101] CalRecycle. Analysis of the Progress Toward the SB 1383 Organic Wase Reduction Goals. Revised November 30, 2020. Accessed January 9, 2024. https://www2.calrecycle.ca.gov/Publications/Details/1693#:~:text=Analysis%20of%20the%20Progress%20Toward,(DRRR%2D2020%2D1693)&text=SB%201383%20establishes%20targets%20to,75%20percent%20reduction%20by%202025.

[102] California Building Standards Commission. "California Building Standards Code." Accessed January 9, 2024. https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo.

Policies	Description
PFS-20	Require expansion of the City's sewer collection system proportionate with new development's fair share of demand.
PFS-72	Work with utility providers to ensure that adequate electrical and natural gas facilities and services are available to meet the demands of existing and future development.

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

To meet existing and future water demands, the City of San Bruno has developed a Water System Master Plan which provides strategies for maintaining and improving water system performance and guiding capital expenditures for the City's water system. The City's 2020 Urban Water Management Plan (2020 UWMP) describes the City's water system, historical and projected water use, water supply sources, and a comparison of projected water supply to water demands during normal, single-dry, and multiple-dry years in five-year increments from 2020 to 2045.

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

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

City of San Bruno Storm Drain Master Plan

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

4.16.1.2 *Existing Conditions*

The conditions at the project site remain as they were described in the adopted IS/MND.

Water

The City of San Bruno purchases water from the San Francisco Public Utilities Commission (SFPUC) and the North Coast County Water District (NCCWD) and pumps groundwater from the Westside Basin. The City of San Bruno is projected to grow in its water demand from 3.53 million gallons per day (mgd) in 2025 to 4.78 mgd in 2045.[103] During normal years, the City is projected to more than enough water supply to meet the projected demand, with surpluses ranging from 1.86 mgd in 2025

[103] City of San Bruno. *2020 Urban Water Management Plan*. November 2021.

to 0.58 mgd in 2045. During single dry year scenarios, the City is projected to have water shortages from 2035 through 2045. During multiple dry year scenarios, the City is projected to have water shortages from 2030 through 2045.[104] The City has a Water Shortage Contingency Plan that would go into effect during water shortages to help meet the City's demand.

Sanitary Sewer/Wastewater Treatment

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

Storm Drainage

San Bruno's Public Works Department Streets and Stormwater Division operates and maintains the storm drainage system in the City. The City of San Bruno contains six watersheds that drain the city. The city's primary drainage basins—Crystal Springs Creek, Huntington Creek, and San Bruno Creek—encompass 80 percent of San Bruno's land area. The project site drains to the San Bruno Channel.[106] The 142,856 square-foot project site consists of 25,350 square feet (18 percent) of impervious surface area and 117,506 square feet (82 percent) of pervious surface area.

Solid Waste

Recology San Bruno provides solid waste disposal services to the City. Garbage is taken to the Recology San Bruno Transfer Station, where recyclable materials and refuse are processed, sorted, and loaded into long-haul trucks for transfer to recycling facilities or the Ox Mountain Landfill. The Ox Mountain Landfill is permitted by the California Integrated Waste Management Board to receive 3,598 tons per day or 1.3 million tons per year. On average, the Ox Mountain Landfill accepts 1,675 tons of solid waste per day. The landfill's maximum capacity is 60.5 million cubic yards, with an estimated closure year of 2034. The remaining capacity at this facility is 22,180,000 cubic yards.[107]

Since 1995, San Bruno has deposited between 42,000 and 49,000 tons of waste at the Ox Mountain Landfill each year. Buildout of land uses according to the General Plan would result in an additional 23,901 pounds per day, or 4,362 tons per year, of solid waste. The city's total 2025 waste stream is

[104] Ibid.
[105] City of San Bruno. *2025 General Plan Draft Environmental Impact Report*. December 2008.
[106] City of San Bruno. *Storm Drain Master Plan*. June 2014.
[107] California's Department of Resources Recycling and Recovery (CalRecycle). SWIS Facility Detail: Corinda Los Trancos Landfill (Ox Mtn) (41-AA-0002). Accessed January 9, 2024. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1561?siteID=3223

projected at 44,654 tons per year. These solid waste projections are within the City's historical disposal tonnage to Ox Mountain Landfill.[108]

4.16.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒	☐
b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
e) Be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒	☐

Glenview Terrace Project Initial Study/Mitigated Negative Declaration

As discussed in the adopted Initial Study /MND, the approved project's proposed utility work would be limited to connecting to minor improvements to existing utility lines, abandoning existing PG&E and AT&T easements, and constructing bioretention areas on-site. The adopted Initial Study /MND concluded that these are typical development improvements that would not cause significant environmental effects. The adopted IS/MND also concluded that the project would not exceed

[108] City of San Bruno. San Bruno General Plan Draft Environmental Impact Report. December 2008.

existing capacities for water, wastewater, or solid waste utilities given the abundant capacities of the existing utility infrastructures/providers and the fact that the approved project would be consistent with anticipated residential growth within the City.

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Water

As discussed in Section 3.2.4 Utilities, the modified project would install new eight-inch water lines that would be placed throughout the project site and would connect to the existing inactive 12-inch water line in Glenview Drive, as detailed in Section 3.3.4. Prior to connecting to the 12-inch water line, the water main would need to be connected, consistent with the approved project, via 165 feet of new 12-inch pipe to the existing Zone 10 mains located at the intersections of Sneath Lane and Earl Avenue and San Bruno Avenue and Glenview Drive. Following completion of the connection, the existing 10-inch main located east of Skyline Boulevard would be abandoned, consistent with the approved project. The potential need for and the environmental effects of these improvement were identified as part of the adopted IS/MND.[109] Therefore, the modified project would not result in significant environmental effects due to construction or relocation of water utilities.

Wastewater

Sewer collection for the proposed residences would be provided by a new eight-inch sanitary sewer line connecting to the City's existing sanitary sewer line within Glenview Drive. As discussed below under checklist question c), the modified project would generate approximately 9,860 gallons of wastewater per day (gpd).[110] Based on the Sewer Capacity Evaluation prepared for the project (refer to Appendix K), the no capacity deficiencies are predicted in the downstream sewers in Earl Avenue, Claremont Drive, Concord Way, and through Crestmoor Canyon based on the flows from the Master Plan model, although a slight surcharge is predicted in the existing deep 8-inch pipe in Claremont Drive and the easement sewer between Earl Avenue and Claremont Drive (refer to Figure 2 of Appendix K for a profile of the sewers). Further, as noted in Section 4.16.1.2 above, the City is currently only using a third of the SSF/SB WQCP treatment plant's capacity. The modified project could be served by the available capacity. Relocation or the construction of new or expanded wastewater facilities would not be required. Therefore, the modified project would not cause significant environmental effects associated with relocation or construction of new or expanded water facilities.

[109] City of San Bruno. *Glenview Terrace Project Initial Study/Mitigated Negative Declaration.* April 2021. SCH # 2021040782. Page 15.

[110] The project's average wastewater demand was estimated based on design unit flow factor of 170 gallons per day (gpd) per dwelling unit.

Stormwater Drainage

Based on the Stormwater System Review completed for the project, the project would have minimal to no impact on the City's storm drain system capacity. The modified project would include construction of bioretention areas on-site (refer to Figure 3.3-7). The modified project would be required to comply with all applicable plans, policies, and regulations for the treatment of stormwater (refer to discussion in Section 4.10 Hydrology). In addition, as previously discussed, the modified project would result in less impervious surfaces than the approved project. Therefore, implementation of the modified project would have a less than significant impact on the City's storm drainage system such that no new or expanded facilities would be required.

Electricity and Telecommunication Facilities

Consistent with the approved project, the modified project would connect to existing electricity lines. The modified project would not include relocation or construction of new or expanded electrical or telecommunication facilities, and therefore, would not cause a significant environmental effect.

Natural Gas

Unlike the approved project, the modified project would be 100 percent electric and would not use any natural gas. The modified project would not, therefore, cause a significant environmental effect associated with relocation or construction of new or expanded natural gas facilities. **[Same Impact as Approved Project (Less than Significant Impact)]**

b) Would the project have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Based on water demand estimates prepared by BKF Engineers, the adopted IS/MND assumed that each unit would consume approximately 250 gallons per day (gpd) for a total of 7,350 gpd, or 2.65 million gallons per year (mgy) for the approved 29 single-family units. The modified project would consume approximately 6,960 gpd or 2.54 mgy.[111] While the modified project would include 29 additional units than the approved project, the units are attached townhomes as opposed to detached single-family units under the approved project. Attached townhomes typically consume less water than detached single-family units due to smaller lawn sizes and smaller household sizes. During a normal supply year in 2025, the City of San Bruno is anticipated to have a surplus of approximately 1.86 mgd, or 679 mgy.[112] The modified project's estimated water consumption would represent approximately 0.3 percent of the City's anticipated surplus water supplies for 2025[113]. Therefore, the City would have sufficient water supplies to accommodate the modified project during normal years. While the City is anticipated to have shortages during drought years,

[111] West Yost. *Water System Hydraulic Evaluation of the 850 Glenview Drive Development*. April 24, 2024.
[112] City of San Bruno. *2020 Urban Water Management Plan*. November 2021. P. 7-21.
[113] 2.10 mgy ÷ 679 mgy x 100 = 0.31%

the modified project would be required to implement water conservation measures along with the rest of the City per the City's Water Shortage Contingency Plan and would not exacerbate the demand on water supplies during drought years because it would represent a relatively small portion of the overall demand throughout the City. For these reasons, the modified project would consume a lesser amount than the approved project. Therefore, the project would not have insufficient water supplies. **[Same Impact as Approved Project (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 does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Based on estimates prepared by BKF Engineers, the adopted IS/MND assumed that the approved 29 single-family units would result in the generation of 6,887.5 gpd, or 2.51 mgy, of wastewater. As previously discussed under checklist question b), the modified project is anticipated to generate approximately 9,860 gpd of wastewater, which is 2,972.5 gpd more than the approved project. As noted above, the City is currently only using a third of the SSF/SB WQCP treatment plant's capacity. The modified project would represent an incremental portion of the available capacity. Therefore, consistent with the approved project, there would be adequate capacity to serve the project's projected wastewater demand. **[Same Impact as Approved Project (Less than Significant 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?

The modified project would generate approximately 42.9 tons of solid waste per year, or approximately 0.12 tons of solid waste per day.[114] The San Bruno transfer station has a permitted capacity of approximately 768 tons per day; the facility currently receives approximately 198 tons of waste per day with a peak tonnage of 271 tons as of 2018. The solid waste generated by the modified project would be incremental in comparison to the excess capacity of 570 tons per day at the transfer station. Additionally, the modified project would comply with all applicable provisions of Chapter 10.20, Garbage and Refuse, of the City's Municipal Code. For these reasons, consistent with the approved project, the modified project would not generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals. **[Same Impact as Approved Project (Less than Significant Impact)]**

e) Would the project be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste?

[114] Ibid.

The modified project would comply with all applicable provisions of Chapter 10.20, Garbage and Refuse, of the City's Municipal Code. Additionally, at least 50 percent of this construction waste would be recycled, in compliance with the City's Recycling and Diversion of Debris from Construction and Demolition Ordinance (Section 10.23 of the SBMC). Therefore, consistent with the approved project, the modified project would not be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.17 Mandatory Findings of Significance

		New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
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?	☐	☐	☐	☒	☐
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.)	☐	☐	☐	☒	☐
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒	☐

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 prior sections of this IS/Addendum, the modified project would not degrade the quality of the environment with the implementation of the identified mitigation measures.

As discussed in Section 4.4 Biological Resources, the modified project would not impact sensitive habitats or any special-status species. The project would be required to implement Mitigation Measure IV-1 through IV-5 to reduce impacts to three special-status plant species and six wildlife species. The modified project would also be required to implement Mitigation Measure IV-5(a) and 5(b) to ensure that active nests are identified and protected prior to construction. In addition, the

modified project would be required to implement Mitigation Measures IV-6 through IV-8 to comply with Section 8.25.050 of the City's Municipal Code. These measures would require the modified project to protect existing trees that will remain on site and plant an appropriate number of trees to replace those proposed for removal.

To avoid impacts to as yet unidentified archaeological resources and human remains, the modified project would implement Mitigation Measure V-1 and V-2 discussed in Section 4.5 Cultural Resources.

In general, an individual project's impact on air quality, energy, GHGs, and VMT are evaluated at a cumulative level. That is, if a project results in a significant impact to air quality (specifically criteria air pollutants), energy, GHGs, and VMT, the project would be considered to have a significant cumulative impact to those resources. In addition, the BAAQMD thresholds used by the City of San Bruno were developed such that a project-level impact would also be a cumulatively considerable impact. The modified project would not result in a significant emissions of criteria air pollutants or GHG emissions under BAAQMD thresholds and, therefore, would not make a substantial contribution to cumulative air quality or GHG emissions impacts (see sections 4.3 Air Quality and 4.8 Greenhouse Gas Emissions). The modified project's consumption of electricity and gasoline was assessed in comparison with consumption at the state and county level (see Section 4.6 Energy) and was found to result in less than significant impacts with adherence to local, state, and federal policies. Therefore, the modified project would not make a substantial contribution to cumulative energy use impacts. As discussed in Section 4.17 Transportation, the modified project with would result in a less than significant VMT impact. Therefore, the project would not contribute to cumulative VMT impacts.

Cumulative health risk impacts

To reduce significant seismic and seismic-related impacts, the modified project would implement Mitigation Measures VII-1 and VII-2, which would require project grading and foundation plans to be reviewed by a qualified geotechnical engineer and incorporation of a stitch pier system to protect against slope instability. The modified project would be subject to the stormwater management and discharge regulations of SBMC Chapter 10.18 as well as Mitigation Measure VII-3, which would require the project to prepare and implement an erosion control plan, consistent with the approved project. As discussed in Section 4.9 Hazards and Hazardous Materials, the modified project would be required to implement Mitigation Measures IX-1 and IX-2, which would reduce construction-related impacts to a less than significant level by requiring the project to obtain an asbestos and lead survey by certified assessors, preparing and implementing an asbestos and lead removal work plan as applicable, and stopping work if areas of contamination are encountered and obtaining an assessment by a qualified professional. As discussed in Section 4.10 Hydrology and Water Quality, the modified project would be required to comply with the City's Urban Runoff Management Policies, which ensures new developments follow local and regional regulations regarding the reduction of pollutants in stormwater and implement City BMPs, such as stormwater filters, to reduce such pollutants. The modified project would also be required to prepare and implement a SWPPP pursuant to the NPDES Construction General Permit.

As discussed in Section 4.11 Noise, the modified project would be required to implement Mitigation Measures XIII(a)-(b) to further reduce temporary noise impacts by requiring that construction equipment be located as far as possible from sensitive receptors and muffling equipment.

Based on the above, with the implementation of mitigation measures, the modified project would not 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. [**Same Impact as Approved Project (Less than Significant Impact)]**

b) Does the project have impacts that are individually limited, but cumulatively considerable?

Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." In addition, under Section 15152(f) of the CEQA Guidelines, where a lead agency has determined that a cumulative effect has been adequately addressed in a prior EIR, the effect is not treated as significant for purposes of later environmental review and need not be discussed in detail.

The modified project would not impact agricultural or forestry resources or mineral resources, therefore, the project would have no contribution to cumulative impacts to these resources. Nor would the modified project contribute to any cumulative impacts associated with wildfire risk, as the project site is not located in or near a state responsibility area or lands classified as very high fire hazard severity zones.

The geographic area for cumulative aesthetic impacts for the modified project is the immediate surrounding area. There are no other projects adjacent to the site in which the modified project would contribute towards a cumulative aesthetic impact. For this reason, the modified project would not contribute to a significant cumulative aesthetic impact.

In general, an individual project's impact on air quality, energy, GHGs, and VMT are evaluated at a cumulative level. That is, if a project results in a significant impact to air quality (specifically criteria air pollutants), energy, GHGs, and VMT, the project would be considered to have a significant cumulative impact to those resources. In addition, the BAAQMD thresholds used by the City of San Bruno were developed such that a project-level impact would also be a cumulatively considerable impact. The project would not result in a significant emissions of criteria air pollutants or GHG emissions under BAAQMD thresholds and, therefore, would not make a substantial contribution to cumulative air quality or GHG emissions impacts (see sections 4.3 Air Quality and 4.8 Greenhouse

Gas Emissions). The modified project's consumption of electricity and gasoline was assessed in comparison with consumption at the state and county level (see Section 4.6 Energy) and was found to result in less than significant impacts with adherence to local, state, and federal policies. Therefore, the proposed project would not make a substantial contribution to cumulative energy use impacts. As discussed in Section 4.17 Transportation, the modified project would result in a less than significant VMT impact, and that is tied to the per capita VMT, and not the overall magnitude of VMT generated by the project and other projects in the area. Therefore, the project would not contribute to cumulative VMT impacts.

As discussed in Section 4.3, a qualitative health risk assessment was not complete for the project since the modified project would be required to implement Mitigation Measure III-1 consistent with the approved project. Mitigation Measure III-1 (as revised) would ensure that all construction equipment larger than 50 horsepower used at the site for more than two continuous days or 20 hours total shall meet U.S. EPA Tier 4 emission standards for PM (PM_{10} and $PM_{2.5}$). Given that there are no other cumulative projects in the vicinity, the modified project would not contribute to a cumulative health risk impact.

The General Plan EIR concluded that buildout of the General Plan would result in less than significant cumulative impacts to public services (including recreational facilities) with future development complying with applicable General Plan policies. The modified project is consistent with the General Plan and would pay the applicable impact fees (including school impact fees required by California Government Code Section 65996). For this reason, the modified project would result in the same less than significant cumulative public services and recreation impacts identified in the General Plan EIR.

Land uses in the City are primarily regulated through the City's General Plan and Municipal Code. As discussed in Sections 4.1.2 Land Use and 4.12 Population and Housing, the modified project is consistent with the General Plan designation for the site, would comply with the SBMC, and comply with applicable General Plan policies and mitigation measures described throughout this Initial Study/Addendum to reduce environmental impacts to a less than significant level.

The geographic area for cumulative biology, cultural resources, tribal cultural resources, geology and soils, hazards and hazardous materials, and hydrology and water quality impacts is generally the surrounding area of the project site because it would affect common resources and impacts would be limited to the immediate vicinity. There are no other projects adjacent to the site in which the project would contribute towards a cumulative impact. Compliance with existing state, regional, and local regulations including the MBTA, Fish and Game Code, City's Tree Preservation Policies, NHPA, CRHR, California Native American Historical, Cultural, and Sacred Sites Act, PRC Sections 5097 and 5097.98, CBC, MRP provisions, NPDES permit requirements, General Plan policies, and Municipal Code regulations identified in Section 4.4 Biological Resources, Section 4.5 Cultural Resources, 4.7 Geology and Soils, 4.9 Hazards and Hazardous Materials, and 4.10 Hydrology and Water Quality of this document would reduce impacts to biological resources, cultural resources, tribal cultural resources, geology and soils, hazards and hazardous materials, and hydrology and water quality to a less than significant level. Future cumulative projects would be subject to these

same requirements; therefore, the modified project would not result in a significant cumulative impact for these resources. [**Same Impact as Approved Project (Less than Significant Impact)]**

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

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, hazardous materials, and noise. As documented throughout this Initial Study/Addendum, implementation of the General Plan policies and mitigation measures that have been identified would reduce these impacts to a less than significant level. No other direct or indirect adverse effects on human beings have been identified. [**Same Impact as Approved Project (Less than Significant Impact)]**

Section 5.0 References

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

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Section 6.0 Lead Agency and Consultants

6.1 Lead Agency

City of San Bruno

Michael Laughlin, Planning & Housing Manager
Eliseo Isai Amaya, Assistant Planner

6.2 Consultants

David J. Powers & Associates, Inc.
Environmental Consultants and Planners

Akoni Danielsen, President/Principal Project Manager
Natalie Noyes, Senior Project Manager
Connor Tutino, Project Manager
Ryan Osako, Graphic Artist

Hexagon Transportation Consultants, Inc.
Transportation Consultants

Illingworth & Rodkin, Inc.
Acoustical & Air Quality Consultants

Section 7.0 Acronyms and Abbreviations

AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACM	Asbestos-Containing Material
ALUC	Airport Land Use Commission
APN	Assessor's Parcel Number
ATCM	Asbestos Airborne Toxic Control Measure
BAAQMD	Bay Area Air Quality Management District
Bay Area	San Francisco Bay Area
Btu	British Thermal Unit
CAAQS	California Ambient Air Quality Standard
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CalARP	California Accidental Release Prevention
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Standards Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFC	Chlorofluorocarbon
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH_4	Methane
CLUP	Comprehensive Land Use Plan
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide

CO_2e	Carbon Dioxide Equivalents
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
dBA	A-weighted decibel
DNL	Day/Night Average Sound Level
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FHSZ	Fire Hazard Severity Zone
FMMP	Farmland Mapping and Monitoring Program
GHG	Greenhouse Gases
GHGRS	Greenhouse Gas Reduction Strategy
GWh	Gigawatt Hour
GWP	Global Warming Potential
Habitat Plan	Santa Clara Valley Habitat Plan
HSWA	Hazardous and Solid Waste Amendments
L_{eq}	Energy-Equivalent Sound/Noise Descriptor
L_{max}	Maximum A-weighted noise level during a measurement period
LOS	Level of Service
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
$MMTCO_2e$	Million Metric Tons of Carbon Dioxide Equivalent
MND	Mitigated Negative Declaration
mpg	Miles per Gallon
MSL	Mean Sea Level
MTC	Metropolitan Transportation Commission

N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standard
NAHC	Native American Heritage Commission
NCP	National Contingency Plan
NESHAP	National Emission Standards for Hazardous Air Pollutants
NO_2	Nitrogen Dioxide
NOA	Naturally Occurring Asbestos
NOD	Notice of Determination
NO_x	Nitrogen Oxides
NRHP	National Register of Historic Places
O_3	Ozone
PCB	Polychlorinated Biphenyls
PCF	Perfluorocarbon
PDA	Priority Development Areas
PG&E	Pacific Gas and Electric Company
PM	Particulate Matter
PM_{10}	Particulate matter with a diameter of 10 microns or less
$PM_{2.5}$	Particulate matter with a diameter of 2.5 microns or less
PPV	Peak Particle Velocity
R&D	Research and Development
RAP	Removal Action Plan
RCRA	Resource Conservation and Recovery Act
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	State Bill
SCS	Sustainable Communities Strategy
SF_6	Sulfur Hexafluoride
SHMA	Seismic Hazards Mapping Act
SMARA	Surface Mining and Reclamation Act
SMGB	State Mining and Geology Board

SMP	Site Management Plan
SO_x	Sulfur Oxides
SR	State Route
SRA	State Responsibility Area
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
Title 24	Title 24, Part 6 of the California Code of Regulations
TSCA	Toxic Substances Control Act
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
VMT	Vehicle Miles Traveled
Williamson Act	California Land Conservation Act
WUI	Wildland-Urban Interface
ZNE	Zero Net Carbon Emission