CHECKLIST FOR STREAMLINED REVIEW

PURSUANT TO CALIFORNIA PUBLIC RESOURCES CODE SECTION 21083.3 AND CEQA GUIDELINES SECTIONS 15168 AND 15182

111 SAN BRUNO AVE

Prepared by:
City of San Bruno
567 El Camino Real, CA 94066

June 12, 2024

111 SAN BRUNO AVE
CEQA ENVIRONMENTAL CHECKLIST FOR STREAMLINED REVIEW

Project Title:	111 San Bruno Avenue
Application Number:	ZC23-001, TM23-001, AR23-003
Lead Agency:	City of San Bruno 567 El Camino Real San Bruno, CA 94066
Contact Person(s):	Michael Smith, Senior Planner Phone: (650) 616-7062 Email: msmith@sanbruno.ca.gov
Project Location:	111 San Bruno Avenue West City of San Bruno San Mateo County, California APN: 020-121-360
Applicant	San Bruno Development, LLC c/o Larry Li 2000 Alameda de Las Pulgas, #154 San Mateo, CA 94402
Property Owner	San Bruno Development LLC 2000 Alameda de Las Pulgas, #154 San Mateo, CA 94402
General Plan Designation: **Zoning:**	Transit Oriented Development P-D, Planned Development
Description of Project:	The proposed project includes the construction of a new five-story mixed-use building which would include 2,670 square feet of ground floor commercial space, 46 residential condominium units, and 50 parking spaces. Please see Chapter 2 for a detailed project description.
Surrounding land uses and setting; briefly describe the Project's surroundings:	The subject property is approximately 18,025 square feet in area and is located on the southwest corner of San Bruno Avenue West and Huntington Avenue. The site is located directly across the street from the San Bruno Caltrain station at the northern entrance to San Bruno's downtown core. The site is currently vacant, but was previously occupied by a vacant, two-story, commercial building and surface parking spaces. The commercial building was demolished in May 2018. The property is currently zoned P-D (Planned Development).
Other public agencies whose approval is required (e.g., permits, financial, or participation agreements):	Review by C/CAG (as the Airport Land Use Commission) is required; the FAA determined that the proposed project will result in "no hazard to air navigation".

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1. Introduction

This California Environmental Quality Act (CEQA) Analysis evaluates environmental impacts from the proposed project at 111 San Bruno Avenue West, which consists of a five-story building including 2,670 square feet (sf) of commercial space, 46 residential units, and 48 parking spaces located at the intersection of San Bruno Avenue West and Huntington Avenue (hereinafter referred to as the "Project"). The Project will offer a mix of studio, 1-bedroom, 2-bedroom, and 3-bedrom units.

1.1 Overview of CEQA Analysis

Documentation herein has been prepared by the City of San Bruno as lead agency in full accordance with the procedural and substantive requirements of CEQA and the CEQA Guidelines. This CEQA Analysis uses streamlining provisions in accordance with CEQA Guidelines 15182 (projects pursuant to a Specific Plan), 15183 (Projects consistent with a Community Plan, General Plan or Zoning), and 15332 (In-fill development exemption). Specifically, the project is consistent with the Transit Corridors Specific Plan and the associated certified Environmental Impact Report (EIR). A link to the Transit Corridors Specific Plan EIR can be found here: https://www.sanbruno.ca.gov/634/Transit-Corridors-Plan.

1.2 Public Review Process

This project has been analyzed pursuant to CEQA Guidelines Section 15182 and does not require circulation for public review and comment. Nonetheless, the city will make this CEQA Analysis available as part of the public hearing process.

1.3 Purpose and Summary of this CEQA Document

The purpose of this document is to evaluate environmental effects of the Project under CEQA. This document considers the specific environmental effects of the Project as proposed and considers whether such impacts were adequately addressed in prior environmental analyses in the City of San Bruno Transit Corridors Plan EIR. The Project is required to incorporate or comply with all applicable mitigation measures identified in the Transit Corridors Plan EIR and applicable conditions of approval. There are a number of development standards that this project does not comply with, which is a result of several concessions and waivers requested by the applicant in accordance with State Density Bonus Law, which allows for up to 50% density bonus for certain projects. As presented herein, the Project is consistent with the Transit Corridors Plan and qualifies for a Specific Plan Exemption pursuant to provisions of CEQA (15182, 15183, 15332).

2. Project Description

This section of the CEQA Analysis provides a characterization of the 111 San Bruno Ave project including the environmental setting, location, description of construction activities and operational uses, and the required entitlements. The Project Description section concludes with a statement regarding the Project Applicant's commitment to implement the applicable mitigation measures from the Transit Corridors Plan EIR.

The Project site is located within the City of San Bruno in San Mateo County, between the cities of South San Francisco and Millbrae. The project site is surrounded by multiple high-volume transit corridors, such as U.S. Route 101 (US 101) that runs in a north-south direction and is located adjacent to the city to the east. Interstate 380 (I-380) runs through the city in a east-west direction and connects I-280 to US 101. The city also includes Caltrain and BART routes that run generally parallel to El Camino Real less than ¼ mile to the east of this street. San Francisco International Airport is on the eastern side of US 101, in

close proximity to the City of San Bruno. Golden Gate National Cemetery to the northwest of the city. The City of San Bruno is approximately 12 miles (19 km) south of Downtown San Francisco.

The planning entitlements expected for this project require review from the Planning Commission, the Traffic Safety & Parking Committee, with final approval from the City Council:

As proposed, staff anticipates the following entitlements, which will require review from the Planning Commission and Traffic Safety & Parking Committee and final approval from the City Council: Zone Change: The project requires a Zone change from P-D (Planned Development) to TOD-1 (Medium Density Residential). Architectural Review Permit: An Architectural Review Permit is required for any new building. The Architectural Review Permit is the primary subject of review and recommended action for the project. Tentative Tract Map: A tentative tract map is necessary to create individual lots for the commercial space located on the ground floor level and the airspace residential units located on floors 2 – 5. The request for a tentative tract map will allow the units to be sold as condominiums in the future. Loading Zones: Review from the Traffic Safety and Parking Committee (TSPC) may be required for the proposed passenger loading zones along Huntington Avenue.

2.1 Environmental Setting

The subject property is approximately 18,025 square feet in area and is located on the southwest corner of San Bruno Avenue West and Huntington Avenue. The site is located directly across the street from the San Bruno Caltrain station at the northern entrance to San Bruno's downtown core. The site is currently vacant, but was previously occupied by a vacant, two-story, commercial building and surface parking spaces. The commercial building was demolished in May 2018. The property is currently zoned P-D (Planned Development).

There are a series of multi-family residential structures located to the west of the subject site. A vacant commercial property is located directly to the south, and the Caltrain station is located to the east across Huntington Avenue. There are two properties located directly to the north of the subject site, both of which are undeveloped.

2.2 Project Location

The Project site has a General Plan land use designation of Transit Oriented Development, and its zoning district is P-D (Planned Development). The TOD-1 zoning district implements the Transit Oriented Development land use designation in the General Plan and the San Bruno Avenue and Huntington Avenue designations in the TCP that includes development standards and design guidelines for development/redevelopment of private property within the TCP area. The TCP allows for a Floor Area Ratio of 2.0 for parcels smaller than 20,000 square feet in the San Bruno Avenue designation.

2.3 Project Description

The applicant proposes to construct a new five-story mixed-use development consisting of 46 residential dwelling units (condominiums), approximately 2,670 square feet of ground floor commercial space, and a garage with 48 parking spaces. The 46 residential units would include the following mix of unit types:

Unit Type	Number of Units
Studio	10
1-Bedroom	14
2-Bedroom	21
3-Bedroom	1

The project seeks to take advantage of the State Density Bonus Law to increase the residential density. Specifically, the applicant is proposing that 15% of the residential units be provided at the very low Area Median Income level, which equates to a 50% density bonus. The base density for the subject site is 31 residential units. A 50% bonus results in 15 additional units beyond the base density, for a total of 46 residential units (31 base units, 15 density bonus units).

The ground floor would contain one commercial space measuring approximately 2,670 square feet, a lobby, and various rooms (trash/recycling room, stairwells, and a utility room) associated with the mixed-use development. Residential units are proposed on level two through level five. The majority of the residential units also contain private outdoor decks/patios. Additionally, common usable open space would be provided at the fifth floor/roof level, which is adjacent to the proposed gym. The open space located on the roof level would measure approximately 2,600 square feet in total area.

Vehicular access to the subject site is provided via two separate curb cuts. One curb cut is located off of San Bruno Avenue and the other curb cut is located in the southeast portion of the site off of Huntington Avenue. Both curb cuts provide access to the ground floor garage, which contains a total of 48 parking spaces, primarily provided via two-high parking lifts. Two parking spaces would be provided at grade.

Landscaping would be provided at various locations on the ground floor level. Specifically, a total six street trees within the public right-of-way are proposed. Five of the street trees are provided along the Huntington Avenue frontage and one street tree is provided along the San Bruno Avenue frontage. A number of planters are also proposed at the ground floor level along the Huntington Avenue frontage adjacent to the commercial space. Additional planters are provided at the second-floor level and at the fifth floor/roof level in the common outdoor area. The common outdoor space on the fifth floor/roof level also includes a total of eight trees.

The Transit Corridors Plan Environmental Impact Report concluded that the available treatment capacity at the South San Francsico/San Bruno Water Quality Control Plant (WQCP) is adequate to meet an anticipated net increase of 144,169 gallons per day (gpd) dry weather wastewater. This project is estimated to use 10,819 gallons of water per day, which would result in approximately 7 percent of the total anticipated wastewater flow under implementation of the Transit Corridors Plan. The proposed 111 San Bruno Avenue project would not result in any new or more severe impacts on water facilities than those already identified in the Transit Corridors Plan EIR.

Mitigation Measure 11-5 would require that new residential construction not be undertaken in Plan area locations within the 70 dB CNEL contour. Proposed future individual residential or other noise-sensitive development at locations where the projected noise exposure due to SFO aircraft operations ranges from 65 to 70 dBA CNEL shall be undertaken only after analysis and needed noise insulation features are included in the design to the satisfaction of the City's Building Division. Implementation of this measure would reduce this impact to a less-than-significant level.

2.4 City Entitlements

The project requires a Zone change from P-D (Planned Development) to TOD-1 (Medium Density Residential). An Architectural Review Permit is required for any new building. A tentative tract map is also necessary to create individual lots for the commercial space located on the ground floor level and the airspace residential units located on floors 2 – 5. The request for a tentative tract map will allow the units to be sold as condominiums in the future. Review from the Traffic Safety and Parking Committee (TSPC) may be required for the proposed passenger loading zones along Huntington Avenue.

2.5 Outside Agency Approval Required

The C/CAG Airport Land Use Committee (ALUC) reviewed the larger project for the site by the same applicant in April of 2018 and the C/CAG Board of Directors, acting as the Airport Land Use Commission, determined that the 111 San Bruno Avenue Mixed-Use project, including related Rezoning, was consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP). The C/CAG decision was subject to the following conditions:

1. Prior to issuance of a building permit, the City of San Bruno shall require the developer/owner of the subject property to grant an avigation easement, as presented in Appendix G of the SFO ALUCP, to the City and County of San Francisco, as the proprietor of SFO.

2. The project construction shall include sound insulation sufficient to reduce interior noise levels from exterior sources to CNEL 45 dB or lower.

3. Because the ultimate tenancy of the commercial space is unknown, a condition shall be included to prohibit children's schools, large child day care centers (facilities serving 15 or more children) and other uses identified in Table IV-2 of the SFO ALUCP as incompatible in Safety Zone 3.

In early 2024, C/CAG staff reviewed the smaller project currently proposed and indicated that an additional ALUC review was not required.

2.6 Environmental Conditions of Approval

The Project must incorporate all applicable mitigation measures set forth in the findings of fact for the certified City of San Bruno Transit Corridors Environmental Impact Report (EIR) (SCH Number 2010122029). In each impact section of the Evaluation of Environmental Impacts, applicable mitigation measures from the findings of fact for the certified EIR are identified.

Maps:

Figure 1: Regional Location

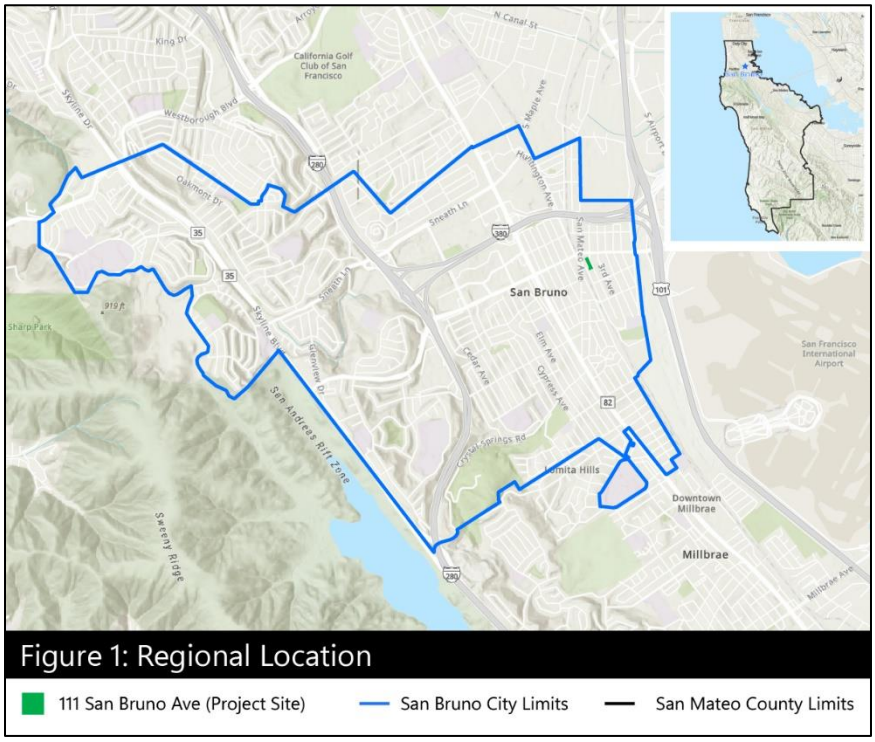


Figure 2: Project Vicinity

Figure 3: General Plan Land Use

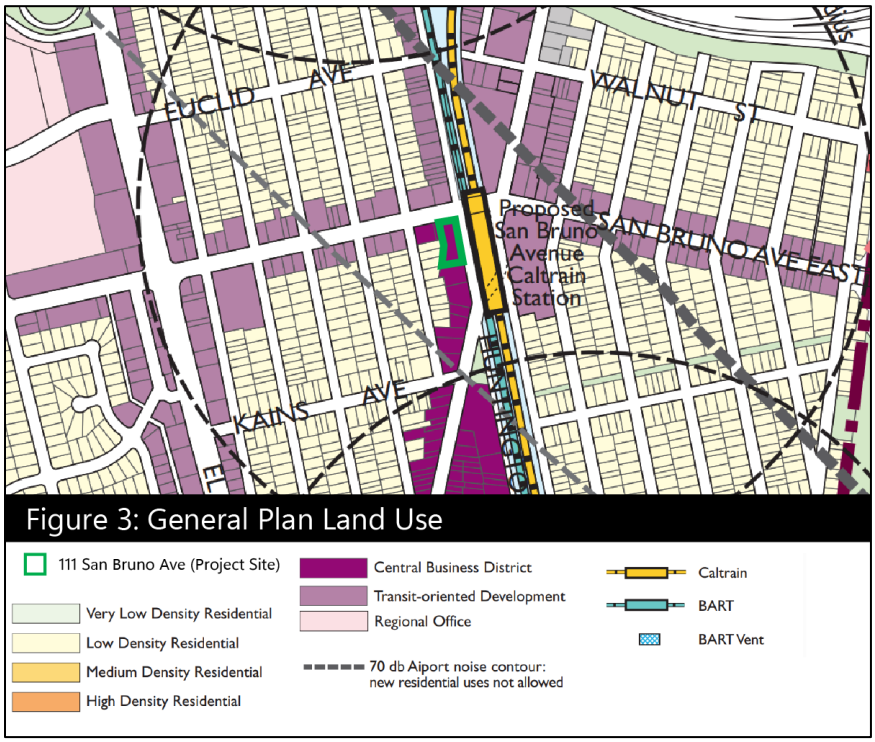


Figure 4: Existing Zoning

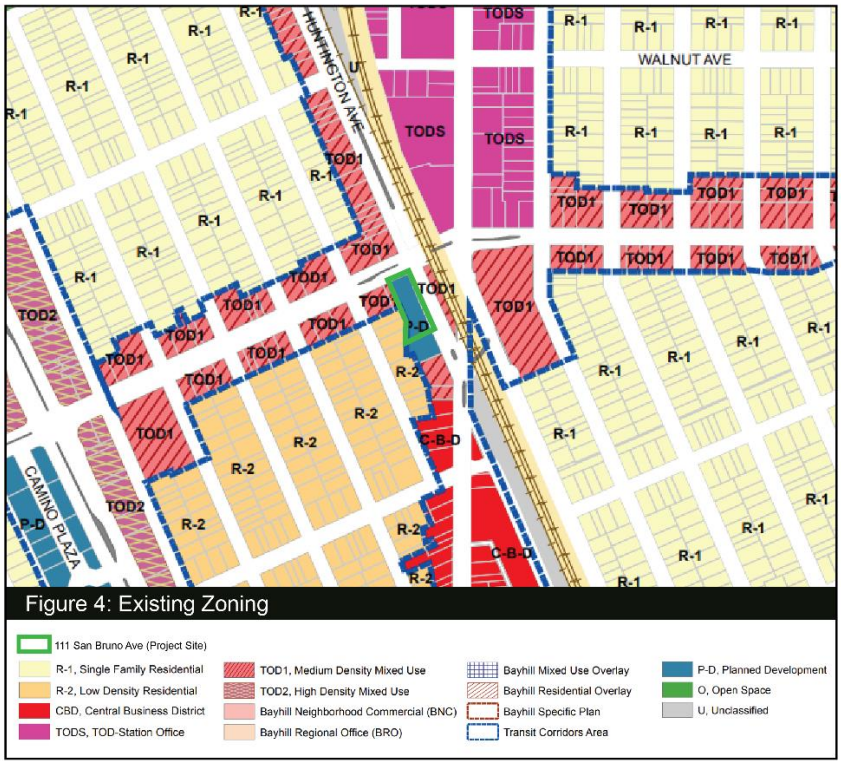


Figure 5: Proposed Zoning

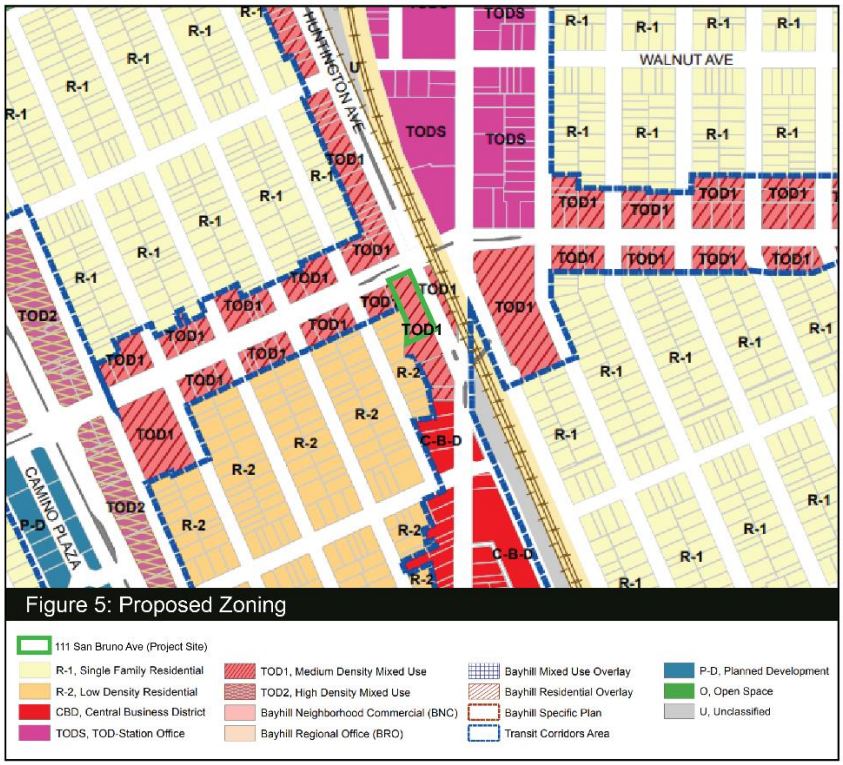
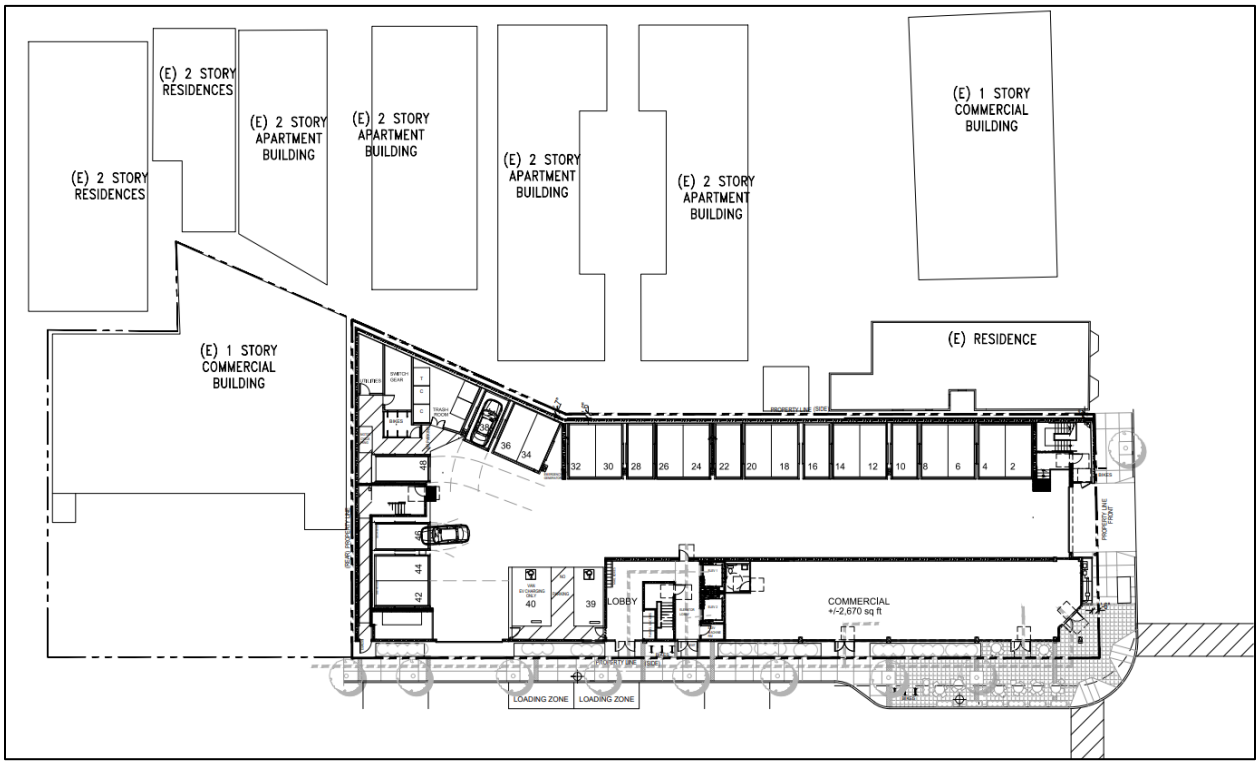


Figure 6: Site Plan



3. Applicable CEQA Provisions and Findings

The following discussion presents the relevant provisions of CEQA to which the proposed project complies and provides a determination of consistency with the Transit Corridors Specific Plan EIR. A description of how the Project complies with the General Plan EIR is also provided. This section concludes with the CEQA finding and determination that the Project is exempt from further environmental review.

3.1 Specific Plan Exemption (CEQA Guidelines Section 15182)

CEQA Guidelines Section 15182 allows a streamlined environmental review process for projects that are consistent with a specific plan and are proximate to transit.

Section 15182(a) discusses that "Certain residential, commercial, and mixed-use projects that are consistent with a specific plan adopted pursuant to Title 7, Division 1, Chapter 3, Article 8 of the Government Code are exempt from CEQA, as described in subdivisions (b) and (c) of this section."

Section 15182(b) specifies that projects which are proximate to transit are exempt from CEQA if it is a residential, commercial, or mixed-use project with a floor area ratio of at least 0.75, and satisfies the following criteria:

1. "It is located within a transit priority area as defined in Public Resources Code section 21099(a)(7);

2. It is consistent with a specific plan for which an environmental impact report was certified; and

3. It is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable community's strategy or an alternative planning strategy for which the State Air Resources Board has accepted the determination that the sustainable community's strategy or the alternative planning strategy would achieve the applicable greenhouse gas emissions reduction targets."

Section 15182(c) specifies that "a residential project undertaken pursuant to and in conformity to that specific plan is exempt from CEQA if the project meets the requirements of this section."

1. "Limitation. If after the adoption of the specific plan, an event described in Section 15162 occurs, the exemption in this subdivision shall not apply until the city or county which adopted the specific plan completes a subsequent EIR or a supplement to an EIR on the specific plan. The exemption provided by this section shall again be available to residential projects after the Lead Agency has filed a Notice of Determination on the specific plan as reconsidered by the subsequent EIR or supplement to the EIR.

2. Statute of Limitations. A court action challenging the approval of a project under this subdivision for failure to prepare a supplemental EIR shall be commenced within 30 days after the lead agency's decision to carry out or approve the project in accordance with the specific plan."

Project Specific Conformance with CEQA Guidelines Section 15182

The proposed project at 111 San Bruno is consistent with the General Plan land use designation for the property, Transit Corridors Plan, and zoning for the site, as outlined above, and meets the streamlining provisions under CEQA Guidelines Section 15182 (streamlining for projects consistent with a Specific Plan) as follows:

- The project is mixed use, is directly across the street from the San Bruno Caltrain Station, and has a floor area ratio of 3.68. The project site qualifies as a transit priority area in accordance with California resources code section 21099(a)(7) since it is within one-half mile of a major transit stop.

- The project is consistent with the Transit Corridors Plan. The Transit Corridors Plan has a certified EIR.

- The project is consistent with general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable community's strategy, which has been accepted by the State Air Resources Board and determined that the strategy would achieve the applicable greenhouse gas emissions reductions targets.

Transit Corridors Plan and EIR

This Project is consistent with Transit Corridors Plan Policies which promote a range of land uses to stimulate economic expansion of the Downtown and station areas, reinvigorate the community's identity, and strengthen the area's variety of amenities for living, working, and community life. The proposed Project is consistent with applicable Transit Corridors Plan Policies including, but not limited to:

Policy A1-5:	Locate/concentrate new ground-floor retail uses on street corners in distinctive landmark buildings at key intersections.
Policy A1-6:	Encourage ground-floor retail uses to activate the street where possible.
Policy A3-2:	Locate street trees and planter strips between sidewalks and roadway to provide a safety buffer for pedestrians from traffic. Allow tree wells and planters to be used instead of planter strips in cases where parking or bicycle lanes are located next to sidewalks.
Policy A5-4:	Maximize transparent windows on all sides of buildings, specifically for ground floor retail and office uses, and do not obstruct view into space. For residential uses, design balconies with transparent or semi-transparent railings to enhance natural lighting and maximize "eyes on the street."
Policy B1-1:	Create a pedestrian environment that connects the Station Area into the existing urban fabric along San Bruno and Huntington avenues and the anticipated character of the pedestrian environment along those streets. Public open spaces in the Station Area should be designed to be distinctive (through unique paving materials, etc.) and connect efficiently to surrounding streetscapes.
Policy B3-3:	Install pedestrian scale signage and lighting on San Bruno Avenue to reduce the perceived scale of the arterial street.

This Project is consistent with General Plan Policies which supports balanced development, revitalizing Downtown and other aging commercial and industrial areas, and fosters development of transit-supportive uses adjacent to the new BART and a Caltrain station. The proposed Project is consistent with applicable General Plan Policies, including, but not limited to:

Policy LUD-B:	Intensify land uses surrounding the new San Bruno BART station and planned San Bruno Avenue Caltrain station, including development of transit-oriented uses, regional shopping opportunities, high-intensity offices, hotels, and other similar uses.
Policy LUD-16:	Promote new housing and mixed-use development within Downtown to provide a larger market base for neighborhood retail shops. Establish pedestrian connections between retail fronting San Mateo Avenue and housing on the back half of blocks.
Policy LUD-25:	Coordinate new development at the BART and Caltrain station areas with surrounding residential neighborhoods through landscaping, feathered building heights (taller buildings near stations and shorter buildings near existing residences), pedestrian connections, and other such techniques.
Policy LUD-47:	Allow high-intensity mixed-use development—including retail, offices, services, and housing— along San Bruno Avenue, between Elm Avenue and Huntington Avenue.
Policy LUD-48:	Promote transit-oriented design along San Bruno Avenue, east of Huntington Avenue. Permit a diverse mix of commercial employers with retail frontage, streetscaping, pedestrian connections, and transit shelters.

3.2 CEQA Determination and Summary of Findings

As summarized above and presented herein, the project at 111 San Bruno Ave is eligible for streamlining under the following CEQA provisions:

Consistency with Program EIR (CEQA Guidelines Section 15168)

The City of San Bruno Transit Corridors Plan EIR provides for streamlining and/or tiering provisions under CEQA Guidelines Section 15182 and California Public Resources Code Section 21099(a)(7). This CEQA Analysis demonstrates that the project at 111 San Bruno Avenue would not result in substantial changes or involve new information that would warrant preparation of a subsequent EIR because the level of development proposed is within the development assumptions analyzed in the program level EIR. Furthermore, the project does not contain elements that are peculiar to the project or project site that would result in new or more severe environmental impacts relative to the Transit Corridors Plan EIR. As such, no further environmental review is required.

As described herein, the proposed project is within the scope of development projected under the Transit Corridors Plan and analyzed in the Transit Corridors Plan EIR. The proposed project will implement applicable mitigation measures identified in the Transit Corridors Plan EIR to address potential environmental impact and these have been incorporated as environmental conditions of approval. Additionally, the project would be required to comply with conditions of approval from planning, building, public works, fire, police, and other City departments as applicable. With implementation of identified conditions of approval, the project would not result in a substantial increase in the severity or significant impacts that were previously identified in the program level EIR, nor would the project introduce any new significant impacts that were not previously identified. Therefore, there would be no additional environmental impacts beyond those analyzed in the Transit Corridors Plan EIR.

I hereby certify that the above determination has been made pursuant to State and Local requirements.

June 12, 2024

Signature of Planner **Date**

4. Evaluation of Environmental Effects

This section examines the project's potential environmental effects within the parameters outlined in CEQA Guidelines Section 15183(b), 15182, and 15332. The "Prior EIR" (as defined in CEQA Guidelines Section 15183(b)(3), is the City of San Bruno Transit Corridors Plan EIR, inclusive of all impact determinations, significance thresholds and mitigation measures identified therein.

This evaluation builds from the Appendix 19.2 Environmental Checklist and has been modified to reflect the parameters outlined in CEQA Guidelines Section 15183(b). The checkboxes in the evaluation below indicate whether the proposed Project would result in environmental impacts, as follows:

New Significant Impact – The proposed Project would result in a new significant impact that was not previously identified in the Transit Corridors Plan EIR.

Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR – The proposed Project's specific impact would be substantially greater than the specific impact described in the Transit Corridors Plan EIR.

Substantial Change Relative to GP EIR – The proposed Project would involve a substantial change from analysis conducted in the Transit Corridors Plan EIR.

Equal or Less Severity of Impact than Previously Identified in GP EIR – The severity of the specific impact of the proposed Project would be the same as or less than the severity of the specific impact described in the Transit Corridors Plan EIR.

Where the severity of the impacts of the proposed project would be the same as or less than the severity of the impacts described in the General Plan EIR, the checkbox for "Equal or Less Severity of Impact Previously Identified in Transit Corridors Plan EIR" is checked. Where the checkbox for "Substantial Increase in Severity of Previously Identified Significant Impact in Transit Corridors Plan EIR" or "New Significant Impact" is checked, there are significant impacts that are:

Peculiar to the Project or Project site (CEQA Guidelines Section 15183(b)(3));

Not analyzed as significant impacts in the previous EIRs, including off-site and cumulative impacts (CEQA Guidelines Section 15183(b)(2));

Due to substantial changes in the Project (CEQA Guidelines Section 15162(a)(1));

Due to substantial changes in circumstances under which the Project will be undertaken (CEQA Guidelines Section 15162(a)(2)); or

Due to substantial new information not known at the time the EIRs were certified (CEQA Guidelines Sections 15162(a)(3) and 15183(b)(4)).

Following the Checklist, a summary of the potential environmental impacts relevant to the proposed Project that may result from the Transit Corridors Plan, as evaluated in the Transit Corridors Plan EIR, are described. Additionally, the potential project-specific environmental effects of the proposed project, including the project's consistency with the Transit Corridors Plan EIR, are discussed. Lastly, applicable General Plan EIR and Transit Corridors Plan EIR mitigation measures, Objectives, Policies, and Programs, are identified.

As described herein, the proposed project will be required to comply with all applicable mitigation measures identified in the Transit Corridors Plan EIR.

This evaluation hereby incorporates by reference the Transit Corridors Plan EIR discussion and analysis of all environmental topics. The Transit Corridors Plan EIR significance thresholds have been consolidated and abbreviated in this Checklist; a complete list of the significance thresholds can be found in the Transit Corridors Plan EIR.

The Transit Corridors Plan EIR is a program level document that considers the combined effects of implementing several related projects. As such, the analyses presented in the Transit Corridors Plan EIR represent a cumulative analysis of environmental impacts that may occur from buildout of the Transit Corridors Plan.

4.1 Aesthetics

Except as Provided in Public Resources Code Section 21099, would the project:	**New Significant Impact Relative to Transit Corridors EIR**	**More Severe Impact Relative to Transit Corridors EIR**	**No Substantial Change Relative to Transit Corridors EIR**	**No Change Relative to Transit Corridors EIR**
a) Have a substantial adverse effect on a scenic vista?				**X**
b) Substantially damage scenic resources, including but not limited to, trees, rock, outcroppings, and historic buildings within a state scenic highway?				**X**
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?				**X**
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				**X**

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

As described below, the proposed project would not result in new aesthetics impacts that have not been previously examined or adequately addressed in the Transit Corridors Plan EIR.

Transit Corridors Plan EIR Findings

a. As described in the Transit Corridors Plan EIR, the San Bruno General Plan does not identify any specific scenic vistas within the community. Scenic vistas in San Bruno are available primarily in the city's western hills. The city's western neighborhoods have views over the Transit Corridors Plan area to San Francisco Bay, the Oakland hills, and Mount Diablo (in central Contra Costa County). The Transit Corridors Plan would allow taller buildings in the Plan area, increasing

allowed heights by up to 4 stories to a maximum height of 7 stories. Given the elevation of the Plan area relative to these vantage points, as well as the expansiveness of views from these locations, this change would not substantially obstruct or degrade scenic vistas. The Transit Corridors Plan EIR (Chapter 4, Aesthetics) concluded that no scenic vistas or view corridors would be substantially obstructed or degraded by future development under the Transit Corridors Plan; the impact on scenic vistas and view corridors was considered to be less-than-significant, and no mitigation was required.

The Transit Corridors Plan identifies a portion of the project site as Catalytic Site #2, and identifies the site for mixed-use multi-story development. The proposed project would be 58 feet and 6 inches in height at the roofline (68 feet and 3 inches at the top of the elevator enclosure), which is below the maximum height for the Transit Corridor Plan designation (65 feet and a maximum of five floors). The proposed project is subject to review by the City's Planning Commission and City Council in order to obtain an Architectural Review Permit and the project site rezoning. As a result, no additional or more severe impacts on a scenic vista or view corridor would occur.

b. As described in the Transit Corridors Plan EIR, within the City of San Bruno, Skyline Boulevard (State Route 35) and Interstate 280 are designated by Caltrans as State Scenic Highways. Other roads in San Bruno are designated as County Scenic Roads or, in the case of Sneath Lane, a City scenic corridor. None of these resources traverse the Transit Corridors Plan area. The Transit Corridors Plan EIR (Chapter 4, Aesthetics) concluded that while development under the Transit Corridor Plan may be visible from a scenic corridor, implementation of the Transit Corridors Plan would result in more coherent and compatible land use patterns and more unified visual character, which are expected to have a beneficial aesthetic effect on potential views from identified scenic highways and roads. The proposed project complies with height standards, and the project is subject to review by the City's Planning Commission and City Council in order to obtain an Architectural Review Permit and the project rezoning. As a result, no additional or more severe impact on a scenic highway or road would occur; the aesthetic effect would be beneficial.

c. The Project is in an urbanized area and the proposed high density residential use is consistent with the applicable TOD-1 MXD zoning. The Project proponent has requested certain waivers from applicable development standards, pursuant to the SDBL. In its review of the 111 San Bruno Avenue project application, City staff has concluded that the applicant's proposed deviations from Transit Corridors Plan setback and stepback development standards are necessary to enable implementation of a project that meets the purpose and objectives of the Transit Corridors Plan (Section 1.1). City staff also has concluded that the proposed deviations would not result in any new significant or substantially more severe environmental impacts beyond those already identified in the certified Transit Corridors Plan EIR. The proposed deviations are supported by the following findings:

(1) The Transit Corridors Plan EIR (Aesthetics chapter, page 4-19) explains, "The visual impact of the Plan-proposed increases in Transit Corridors Area maximum permitted heights, which at various locations would exceed the current citywide 3-story building height maximum by from 1 to 4 additional stories, would be minimized by Plan-proposed building setback and stepback requirements. The proposed building setback and stepback requirements have been specifically formulated to reduce shade and shadow impacts and perceptions of building height and mass incompatibilities on the Plan area edges adjacent to lower intensity residential and other uses."

(2) At 57 feet at the roofline, the proposed height of the 111 San Bruno Avenue building would be up to 8 feet less than the Transit Corridors Plan maximum height limit of 65 feet.

(3) The Transit Corridors Plan EIR (Aesthetics chapter, page 4-12) notes, “Although neither the CEQA Guidelines nor the City has a significance criterion for shade and shadow effects, this issue is evaluated qualitatively…to address related concerns identified by City staff and the public.” Figures 8 and 9 of this Initial Study illustrate that shadows that would be cast by the proposed project on adjacent properties during the Summer Solstice (June 21) and Winter Solstice (December 21); the shadows for all other times of the year would fall within these ranges.

(4) There is only one low-density residential building immediately adjacent to the project site that directly abuts the 111 San Bruno Avenue property line. Therefore, in this instance, application of the Transit Corridors Plan setback and stepback development standards would be expected to have minimal effect on the visual and shade/shadow implications on that property, whose address is 149 San Bruno Avenue.

(5) The Transit Corridors Plan EIR (Aesthetics chapter, pages 4-19 and 4-20, Impact and Mitigation 4-1, Plan Building Height Impacts on Visually Sensitive Residential Edges) identifies site-specific instances where an additional 10-foot stepback is required within a transition area to address the proximity of low-density residential edges. The 111 San Bruno Avenue project site is not located in this transition area, and Mitigation 4-1 is not required.

(6) Similar to Impact and Mitigation 4-1, the Transit Corridors Plan EIR (Aesthetics chapter, pages 4-22 and 4-23, Impact and Mitigation 4-2, Plan Building Height Shade and Shadow Impacts) identifies site-specific situations where an additional 10-foot stepback is required within a transition area to address shade and shadow impacts on neighboring residential properties and on Posy Park. The 111 San Bruno Avenue project is not located in this transition area, and Mitigation 4-2 is not required.

(7) The proposed project is subject to the Architectural Design Review process.
For the reasons described above, the aesthetic impacts of the proposed project related to perceptions of building height and massing, as well as shade and shadow, would remain less-than-significant, and no mitigation is required.

d. The Transit Corridors Plan EIR (Chapter 4, Aesthetics) noted that new development in the Plan area would be subject to various regulations, standards, and guidelines, which would also apply to the proposed project, including: (1) State Public Resources Code Title 24 lighting power allowances; (2) State-mandated Lighting Zone 3 (LZ3: urban environment) standards contained in Title 24, Parts 1 and 6, Building Energy Efficiency Standards; (3) Transit Corridors Plan Section 5.2 (Private Realm Design Guidelines, A6: Lighting); and (4) Transit Corridors Plan Chapter 6 (Public Realm Design Guidelines, A4: Street Furniture, Lighting, and Public Art). The Transit Corridors Plan EIR concluded that the light, glare, and sky glow impacts related to implementation of the Plan would be less-than significant, and no mitigation was required.

   Because the above regulations, standards, and guidelines also would apply to the proposed project, no additional or more severe light, glare, or sky glow impact would occur. Exterior lighting would be located along the Huntington Avenue and San Bruno Avenue project frontages. Project-specific lighting would be subject to City review and approval to ensure that the project meets the applicable regulations and standards.

Figure 7: Shadow Study – June 21

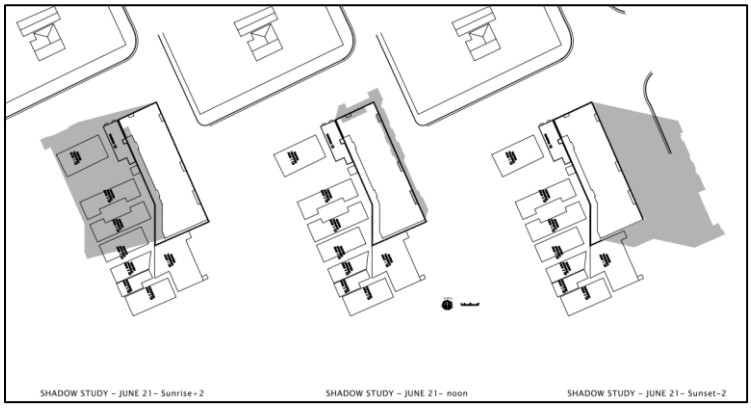
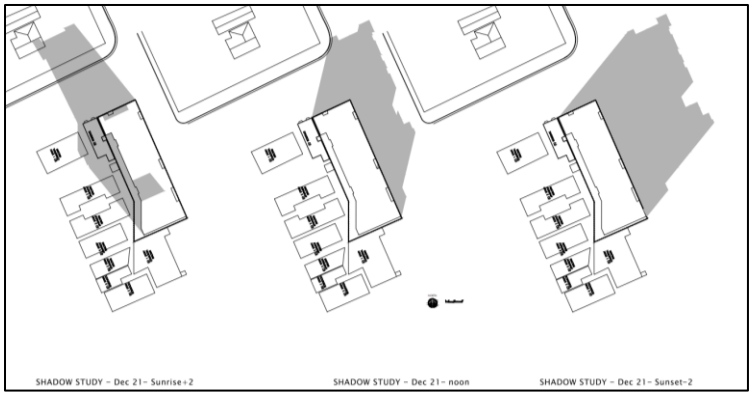


Figure 8: Shadow Study – Dec 21



4.2 Agricultural and Forestry Resources

Would the project:	New Significant Impact Relative to Transit Corridors EIR	More Severe Impact Relative to Transit Corridors EIR	No Substantial Change Relative to Transit Corridors EIR	No Change Relative to Transit Corridors EIR
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract.				**X**
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				**X**
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				**X**

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

As described below, the proposed project would not result in new agricultural or forest resources impacts that have not been previously examined or adequately addressed in the Transit Corridors Plan EIR.

Transit Corridors Plan EIR Findings

a. The Transit Corridors Plan area is designated Urban and Built-Up Land or Other Area in the California Department of Conservation Farmland Mapping and Monitoring Program. Development of the Transit Corridors Plan area, including the proposed project site, would have no impact on farmland. No mitigation is required.

b. The Transit Corridors Plan area (including the project site) and surrounding area is urbanized, not zoned for agricultural use, and does not contain any land under Williamson Act contracts. Therefore, the proposed project would have no impact on agricultural uses, and no mitigation is required.

c. The Transit Corridors Plan area (including the project site) and surrounding area is urbanized, not zoned for forest land or timberland, and does not contain any such lands. Therefore, the proposed project would have no impact on forest land or timberland, and no mitigation is required.

d. The Transit Corridors Plan area (including the project site) and surrounding area is urbanized, and will not result in the loss of forest land.

e. There is no farmland or forest land in or near the Transit Corridors Plan area. The proposed project would not involve any changes that could directly or indirectly affect any such lands. Please see (a) and (c) above. No impact would occur, and no mitigation is required.

4.3 Air Quality

Would the project:	New Significant Impact Relative to Transit Corridors EIR	More Severe Impact Relative to Transit Corridors EIR	No Substantial Change Relative to Transit Corridors EIR	No Change Relative to Transit Corridors EIR
a) Conflict with or obstruct implementation of the applicable air quality plan?				**X**
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?				**X**
c) Exposure of sensitive receptors to substantial pollutant concentrations?				**X**
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				**X**

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

As described below, the proposed project would not result in new air quality impacts that have not been previously examined or adequately addressed in the Transit Corridors Plan EIR. The following mitigation measures, included in the Transit Corridors Plan EIR, would be applicable to the proposed project:

- **Mitigation 5-1:** All discretionary approvals for private or public realm grading, demolition, or construction activity in the Transit Corridors Area shall be conditioned to implement the following or similar best management practices:

  (a) The following dust control measures by construction contractors, where applicable:
  During *demolition* of existing structures:
  - Water active demolition areas to control dust generation during demolition of structures and break-up of pavement.
  - Cover all trucks hauling demolition debris from the site.
  - Use dust-proof chutes to load debris into trucks whenever feasible.

  During all *construction phases*:
  - Water all active construction areas at least twice daily.

- Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind.
- Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit traffic speeds on unpaved roads to 15 miles per hour.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.
- Consult with the BAAQMD prior to demolition of structures suspected to contain asbestos to ensure that demolition/construction work is conducted in accordance with BAAQMD rules and regulations.

(b) The following best management controls on emissions by diesel-powered construction equipment used by construction contractors, where applicable:

- When total construction projects at any one time would involve greater than 270,000 square feet of development or demolition, a mitigation program to ensure that only equipment that would have reduced NOX and particulate matter exhaust emissions shall be implemented. This program shall meet BAAQMD performance standards for NOx standards--e.g., should demonstrate that diesel-powered construction equipment would achieve fleet-average 20 percent NOX reductions and 45 percent particulate matter reductions compared to the year 2010 ARB statewide fleet average.
- Ensure that visible emissions from all on-site diesel-powered construction equipment do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired or replaced immediately.
- The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors).
- Diesel equipment standing idle for more than three minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were onsite and away from residences.
- Signs shall be posted to alert workers that diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were onsite and away from residences.
- Properly tune and maintain equipment for low emissions.

The above measures are BAAQMD-identified “feasible control measures” for construction emissions. Implementation of these measures would reduce the short-term construction-related air quality impact of the Transit Corridors Plan to a less-than-significant level.

- **Mitigation 5-2:** For Transit Corridors Area locations within the following specified distances from the identified sources of TACs and PM2.5, implement the mitigation measure listed below:

- Interstate 380 – 200 feet,
- El Camino Real – 25 feet,
- San Bruno Avenue – 10 feet, and
- Caltrain – 200 feet.

(Site-specific modeling for future development projects proposed within these distances may provide a data basis upon which this buffer distance may be reconsidered and reduced.)

Future individual discretionary development projects within the Transit Corridors Area that would place air quality sensitive receptors within these specified distances from identified sources, shall conduct a site-specific health risk assessment using air quality dispersion modeling methodologies and screening thresholds recommended by the BAAQMD to demonstrate that, despite a location within the screening setback distances, modeled site-specific exposures would be less-than significant.

An onsite health risk assessment was conducted for this proposal. Cumulative cancer risks, chronic Hazard Index, and PM2.5 concentrations are all below the corresponding cumulative Bay Area Air Quality Management District (BAAQMD) significance thresholds, as summarized in the Table below. All areas of the Proposed Project will experience lifetime excess cancer risks of less than 100 in a million, a hazard index of less than 10, and an onsite PM2.5 concentration of less than 0.8 ug/m3, all below the cumulative threshold of significance, indicating that a buffer distance from the major roadways is not needed No further mitigation is required.

Cumulative On-Site Health Impacts Summary			
	Cancer Risk (in a million)	Chronic Hazard Index	PM 2.5 (ug/m^3)
Stationary Sources	17.6	0.1	0.01
Roadways	14.5	0.0	0.32
Railways	8	0.1	0.14
Cumulative Total	**40.1**	**0.2**	**0.47**
BAAQMD Significance Threshold	**100**	**10**	**0.8**
Thresholds Exceedance?	**No**	**No**	**No**

- **Mitigation 5-3:** All discretionary local use approvals for food service (e.g., restaurants) or other odor generating uses in close proximity or in the same building as residential or other odor sensitive uses in the Transit Corridors Area shall be conditioned to implement a combination of the following measures which, to City satisfaction, will sufficiently reduce odors and potential conflicts and complaints:
  - for restaurant or cooking uses, use of such devices as integral grease filtration or grease removal systems, baffle filters, electrostatic precipitators, water cooling/ cleaning units, disposable pleated or bag filters, activated carbon filters, oxidizing pellet beds, and catalytic conversion, as well as proper packaging and frequency of food waste disposal, and exhaust stack and vent location with adequate consideration of nearby receptors; and
  - for new residential dwellings within 300 feet of existing paint spraying operations (e.g., auto body shops), cleaning operations (e.g., dry cleaners), or other uses with the potential to cause odors, identification and adequate disclosure of potential odor impacts in notices to prospective buyers or tenants.

With implementation of this mitigation, the potential odor impacts of uses in the Transit Corridors Plan would be reduced to a less-than significant level.

Transit Corridors Plan EIR Findings

a. The Transit Corridors Plan EIR (Chapter 5, Air Quality) concluded that the Transit Corridors Plan: (1) would be consistent with and would further implementation of the applicable Bay Area 2010 Clean Air Plan transportation control measures, (2) would not disrupt or hinder the implementation of any Clean Air Plan control measures, and (3) would result in a projected rate of increase in vehicle miles traveled less than the projected rate of increase in residents and employees. Since certification of the Transit Corridors Plan EIR in 2013, the Bay Area Air Quality Management District (BAAQMD) has adopted a new Clear Air Plan. The 2017 Clean Air Plan as approved on April 19, 2017 by BAAQMD's Board of Directors. The 2017 Clean Air Plan defines an integrated, multipollutant control strategy to reduce emissions of particulate matter, TACs, ozone precursors, and greenhouse gases. The proposed control strategy is based on four key priorities: reduce emissions of criteria air pollutants and toxic air contaminants from all key sources; reduce emissions of "super-GHGs" such as methane, black carbon, and fluorinated gases; decrease demand for fossil fuels (gasoline, diesel, and natural gas); and decarbonize our energy system. Consistent with the Transit Corridors Plan EIR, the proposed project would not conflict with or obstruct implementation of the 2017 Clean Air Plan. The impact would be less-than-significant, and no mitigation is required.

b. The Transit Corridors Plan EIR (Chapter 5, Air Quality) concluded that: (1) demolition and construction activities under the Transit Corridors Plan could generate short-term temporary emissions of reactive organic gases (ROG), oxides of nitrogen (NOx), and respirable (inhalable) particulate matter (PM10) which exceed BAAQMD thresholds of significance; and (2) related construction dust could cause localized health and nuisance impacts on adjacent residential sensitive receptors (e.g., children, seniors, athletes, people with heart or respiratory disease).

   Transit Corridors Plan EIR Mitigation 5-1 (listed above) conditions all discretionary approvals for private or public realm grading, demolition, or construction activity--including the proposed project--to implement BAAQMD defined "feasible control measures," including dust control measures as well as best management controls one missions by diesel-powered construction equipment. Transit Corridors Plan EIR Mitigation 5-1 shall be required as a condition of project approval and would reduce the project impact from short-term temporary construction emissions to a less-than-significant level.

   Regarding Transit Corridors Plan-related localized carbon monoxide (CO) concentrations, the Transit Corridors Plan EIR (Chapter 5, Air Quality) concluded that intersections affected by implementation of the Transit Corridors Plan, which would include those affected by the proposed project, would have traffic volumes below the BAAQMD screening threshold for CO hotspots. The impact would be less-than-significant, and no mitigation is required.

c. Regarding Transit Corridors Plan-related exposure of people to toxic air contaminants (TACs) (e.g., diesel exhaust) and PM2.5 (fine particulate matter that can lodge in the lungs), the Transit Corridors Plan EIR (Chapter 5, Air Quality) concluded that development associated with the Transit Corridors Plan could expose sensitive receptors to levels of TACs and PM2.5 that result in an acceptable cancer risk or hazard. Transit Corridors Plan EIR Mitigation 5-2 (listed above) requires mitigation for sites located within specified distances from Interstate 380, El Camino Real, San Bruno Avenue, or the Caltrain tracks. Based on the project plans for the proposed 11 San Bruno Avenue project, the proposed project site would fall within the 200 foot threshold for exposure to TACs and PM2.5 related to the Caltrain rail line. Therefore, Mitigation 5-2 (listed above) shall be required as a condition of project approval; the mitigation would reduce the impact related to cancer risk to a less-than-significant level.

d. The proposed project includes 2,620 square feet of commercial space. The Transit Corridors Plan EIR (Chapter 5, Air Quality) concludes that the introduction of food service uses or other odor-generating uses in close proximity to, or in the same building as, residential or other odor-sensitive uses would represent a potentially significant impact. Transit Corridors Plan EIR Mitigation 5-3 (listed above) requires that this situation be mitigated through, for example, grease filters, activated carbon filters, appropriate food waste packaging and disposal, and strategic location of exhaust vents. The mitigation also requires notification of prospective project tenants of any nearby, off-site odor-causing operations (e.g., paint spraying shops, dry cleaners). Mitigation 5-3 shall be required, as needed, as a condition of project approval and would reduce odor impacts to a less-than-significant level.

4.4 Biological Resources

Would the project:	New Significant Impact Relative to Transit Corridors EIR	More Severe Impact Relative to Transit Corridors EIR	No Substantial Change Relative to Transit Corridors EIR	No Change Relative to Transit Corridors EIR
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				**X**
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				**X**
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?				**X**
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				**X**
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**
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?				**X**

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

As described below, the proposed project would not result in new biological resources impacts that have not been previously examined or adequately addressed in the Transit Corridors Plan EIR.

Transit Corridors Plan EIR Findings

a. The Transit Corridors Plan Initial Study (Appendix 19.2 of the Transit Corridors Plan EIR) noted that suitable habitat for candidate, sensitive, and specials-status species is absent from the Transit Corridors Plan area (including the project site) and surrounding areas. Therefore, implementation of the Transit Corridor Plan, including development of the project site, would have a less-than-significant impact on these species, and no mitigation is required.

   The Transit Corridors Plan Initial Study does note that bird nests in active use (with eggs or young) are protected under the Migratory Bird Treaty Act and that raptor nests in active use are further protected under section 3503.5 of the California Fish and Game Code. Included under these protections are requirements for nesting bird surveys. The proposed project would implement standard regulatory requirements of the Migratory Bird Treaty Act and California Fish and Game Code during demolition/grading activities (including tree removal), as follows:

   > *The project applicant shall retain a qualified biologist (subject to approval by City staff) to conduct a nesting bird survey prior to any demolition/grading activities that are planned to take place during the nesting/breeding season of native bird species (typically February through August). The survey shall include all potential nesting habitat on the project site and within 200 feet of the grading boundaries. Where the 200-foot distance encompasses trees on other private properties, the biologist shall survey the trees using binoculars. The survey shall be conducted no more than 14 days prior to commencement of demolition/grading activities.*
   >
   > *If active nests of bird species protected by the Migratory Bird Treaty Act or the California Fish and Game Code (which, together, apply to all native nesting birds) are present in the demolition/grading zone or within 200 feet of the zone, temporary construction fencing shall be erected within the project site at a minimum of 100 feet around the nest site. This temporary buffer may be greater depending on the bird species and demolition/grading activity, as determined by the biologist.*
   >
   > *At the discretion of the biologist, demolition and grading within the fenced area shall be postponed or halted until juveniles have fledged and there is no evidence of a second nesting attempt. The biologist shall serve as a construction monitor during any periods when demolition/grading activities will occur near active nests to ensure that no inadvertent impact on these nests will occur.*

   Implementation of the above standard regulatory requirements of the Migratory Bird Act and California Fish and Game Code would ensure that potential impacts on active bird nests would be less-than-significant. This requirement does not apply to the project since there are no trees on the site.

b. The Transit Corridors Plan Initial Study (Appendix 19.2 of the Transit Corridors Plan EIR) noted that there is no riparian habitat or other sensitive natural community within or adjacent to the Transit Corridors Plan area. Therefore, the Transit Corridor Plan, including the proposed project, would have no impact on riparian habitat or other sensitive natural community. No mitigation is required.

c. The Transit Corridors Plan Initial Study (Appendix 19.2 of the Transit Corridors Plan EIR) concluded that: (1) there are no known jurisdictional wetlands in the Transit Corridors Plan area, and (2) the Transit Corridors Plan would not involve the direct removal or fill of wetlands or indirectly affect the hydrology, soil, vegetation, or wildlife of wetlands. Therefore, implementation of the Transit Corridors Plan, including the proposed project, would have no impact on wetlands, and no mitigation is required.

d. As noted in the Transit Corridors Plan Initial Study (Appendix 19.2 of the Transit Corridors Plan EIR), wildlife use within the Transit Corridors Plan area is expected to be low due to the absence of natural habitat, proximity to freeways, streets and development, and lack of protective cover. While birds and wildlife, such as opossums and small rodents associated with developed areas, would be expected to occur, the Transit Corridors Plan area would be limited in its function as a wildlife movement corridor, and implementation of the Transit Corridors Plan would have a less-than-significant impact on wildlife movement and native wildlife nursery site. Therefore the proposed project, which is located within the Transit Corridors Plan area, would have a less-than-significant impact on movement of wildlife. No mitigation is required.

e. The Transit Corridors Plan Initial Study (Appendix 19.2 of the Transit Corridors Plan EIR) noted that no portion of the Transit Corridors Plan area is located in an area identified as a Vegetative Community or Special Species Habitat. The Initial Study also noted that all development within the Transit Corridors Plan area, including the proposed project, would be subject to the City's Heritage Tree Ordinance (Municipal Code chapter 8.25). In this case, there are no Heritage Trees or any trees on the project site.

   The City of San Bruno has adopted a Heritage Tree Ordinance to preserve the urban forest and protect trees that are significant to the community. According to the Ordinance, a tree is considered a Heritage Tree if it meets any of the following criteria:

   - Any native Bay (Umbellularia californica) Buckeye (Aesculus species), Oak (Quercus species), Redwood (Sequoia sempervirens), or Pine (Pinus radiate) tree that has a diameter of 6 inches or more measured at 54 inches above natural grade;
   - Any tree or stand of trees designated by resolution of the City Council to be of special historical value or of significant community benefit;
   - A stand of trees, the nature of which makes each dependent on the others for survival; or
   - Any other tree with a trunk diameter of 10 inches or more, measured at 54 inches above natural grade.

f. There is no Habitat Conservation Plan, Natural Community Conservation Plan, or other adopted habitat conservation plan applicable to the Transit Corridors Plan area or the project site. No impact would occur, and no mitigation is required.

4.5 Cultural Resources

Would the project:	New Significant Impact Relative to Transit Corridors EIR	More Severe Impact Relative to Transit Corridors EIR	No Substantial Change Relative to Transit Corridors EIR	No Change Relative to Transit Corridors EIR
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the CEQA Guidelines?				**X**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines?				**X**
c) Disturb any human remains, including those interred outside of formal cemeteries?				**X**

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

As described below, the proposed project would not result in new cultural resources impacts that have not been previously examined or adequately addressed in the Transit Corridors Plan EIR. The following mitigation measures, included in the Transit Corridors Plan EIR, would be applicable to the proposed project:

- **Mitigation 7-1:** If prehistoric or historic-period archaeological resources are encountered during future grading or excavation in the Transit Corridors Area, work shall avoid altering the materials and their context until a qualified professional has evaluated, recorded, and determined appropriate treatment of the resource, in consultation with the City. Project personnel shall not collect cultural resources. Cultural resources shall be recorded on DPR 523 historic resource recordation forms. If it is determined that the proposed development could damage a unique archaeological resource, mitigation shall be implemented in accordance with Public Resources Code Section 21083.2and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. This measure would reduce the potential Plan-related impact on archaeological resources to a less-than-significant level.

- **Mitigation 7-3:** If paleontological resources are encountered during future grading or excavation in the Transit Corridors Area, work shall avoid altering the resource and its stratigraphic context until a qualified paleontologist has evaluated, recorded and determined appropriate treatment of the resource, in consultation with the City. Project personnel shall not collect cultural resources. Appropriate treatment may include collection and processing of “standard” samples by a qualified paleontologist to recover micro vertebrate fossils; preparation of significant fossils to a reasonable point of identification; and depositing significant fossils in a museum repository for permanent curation and storage, together with an itemized inventory of the specimens. This measure would reduce the potential plan-related impact on paleontological resources to a less-than-significant level.

Transit Corridors Plan EIR Findings

a. The Transit Corridors Plan EIR identifies previously recorded significant historical resources within and adjacent to the Transit Corridors Plan area. The buildings on the project site are not included on this list, and no resources are located immediately adjacent to the project site. The San Bruno Funeral Home, located at 200 W. San Bruno Avenue, is located northwest of the project site, across San Bruno Avenue and approximately 250 from the project site. The J.H. Galleher House, located at 785 Mills Avenue, is approximately 200 feet southwest of the project site. Additionally, the Della Maggiora General Store, located at 733 San Mateo Avenue, is located approximately 200 feet south of the project site. The proposed project does not include components that would affect these historical resources.

b. The Transit Corridors Plan EIR (Transit Corridors Plan EIR, Chapter 7, Cultural Resources) concluded that the potential exists for new Transit Corridors Plan-facilitated development to disrupt, alter, or eliminate as-yet undiscovered paleontological resources; this situation represents a potentially significant impact. Mitigation 7-3 (included in the Transit Corridors Plan EIR and listed above) requires that, in the event that a paleontological resource is encountered during project grading or excavation, work shall avoid altering the resource and its stratigraphic context until a qualified paleontologist, in consultation with the City, has determined the appropriate treatment of the resource. Mitigation 7-3 shall be required as a condition of project approval and would reduce impacts on paleontological resources to a less-than-significant level.

c. The Transit Corridors Plan EIR (Transit Corridors Plan EIR, Chapter 7, Cultural Resources) concluded that the potential exists for new Transit Corridors Plan-facilitated development to disturb unrecorded archaeological resources, including Native American remains; this represents a potentially significant impact. The Transit Corridors Plan EIR Mitigation 7-1 (listed above) requires that, in the event that any deposit of prehistoric or historic archaeological materials are encountered during project grading or excavation, work shall avoid the materials and their context until a qualified professional, in consultation with the City, has determined the appropriate treatment of the materials, possibly including complete avoidance of the resources, in-place preservation, or data recovery – in accordance with Public Resources Code Section 21083.2 and CEQA Guidelines Section 15126.4. If human remains are identified as Native American, the Native American Heritage Commission is required to be notified. Mitigation 7-1 shall be required as a condition of project approval and would reduce impacts on archaeological resources and human remains to a less-than-significant level.

4.6 Energy

Would the project:	New Significant Impact Relative to Transit Corridors EIR	More Severe Impact Relative to Transit Corridors EIR	No Substantial Change Relative to Transit Corridors EIR	No Change Relative to Transit Corridors EIR
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				**X**
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				**X**

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

Findings

a. 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. Operation of the proposed project would consume energy for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, and electronics. Operational energy would also be consumed during each vehicle trip associated with the project.

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

   With the proposed Project located directly across the street from the San Bruno Caltrain Station and less than one mile away from the San Bruno BART Station, the residents may likely choose to live closer to their place of employment or commute using public transit.

   By complying with the mandatory provisions of CALGreen that pertain to energy consumption and energy efficiency, the project would not result in wasteful, inefficient, or unnecessary consumption or wasteful use of energy resources.

b. As discussed above, although the project would use energy, the project would comply with the CALGreen Building Code, Reach Codes, San Bruno General Plan, and San Bruno Municipal Code. The project is required to comply with these codes and policies, but many of the details are

to be determined during the building permit process as the design and operation details of the complex's electrical, mechanical, and plumbing systems are further refined. Compliance with regulations would be verified prior to issuance of building permits. For these various reasons, the project would not conflict with a State or local plan for renewable energy or energy efficiency.

4.7 Geology and Soils

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

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

Transit Corridors Plan EIR Findings

a. (i) The only Alquist-Priolo Earthquake Fault Zone in San Bruno extends about 800 feet on either side of the San Andreas Fault, northeast of Skyline Boulevard, approximately three miles outside the Transit Corridors Plan area. The potential San Bruno Fault (first proposed in the early 1900s) could traverse the Transit Corridors Plan area in a north-south alignment; however, this "potential" fault has never ruptured, and related seismic activity in the region may be the result of the San Andreas Fault or the Hillside Fault. There is not enough seismic information to determine any present activity related to the potential San Bruno Fault (Appendix 19.2 of the Transit Corridors Plan EIR). The responses to the questions below conclude that potential seismic and other geological impacts would be less-than-significant, and no mitigation is required.

The City's standard development review procedures, including requirements for site-specific geotechnical investigations, address the geology and soils issues identified by the California Environmental Quality Act (CEQA). A preliminary geotechnical analysis, including three on-site soil borings and two cone penetration soundings, was prepared for the proposed project in 2018. (footnote) The geotechnical report was reviewed by the City of San Bruno Building Official, who also met on-site with the report's preparer to discuss the proposed building foundation. The applicant has submitted a supplemental memo indicating that the report completed in 2018 remains applicable.

Techniques and standards for effective geotechnical/geological practices are widely known and accepted within the industry. Individual measures for particular sites and projects are typically specified at a detailed level of design. The City routinely requires such geotechnical investigations and specifications as conditions of project approval, and a substantial record exists demonstrating the effectiveness of such design and engineering requirements in adequately addressing potential geology and soils issues. Under the City's grading permit and building permit regulations, an individual development project cannot be given final approval without project compliance with geotechnical/geological requirements. These requirements and related City inspection and verification procedures before project occupancy provide reasonable assurances that the project will incorporate the necessary design and engineering refinements.

Consistent with the above City requirements and procedures, the authors of the geotechnical report noted, "The use of the recommendations contained within the report are contingent upon our being contracted to review the plans and observe the geotechnically relevant aspects of construction. We should be provided with a full set of plans to review at the same time the plans are submitted to the building/planning department for review….At a minimum, our observations should include: grouting processes; compaction testing of fills and subgrades; basement excavations; footing excavations; slab and driveway subgrade preparation; installation of any drainage system (e.g., back-of-wall and surface), and final grading."

The report generally concludes that "Based upon our investigation, we believe that the proposed improvements can be safely constructed. Geotechnical development of the site is controlled by the presence of liquefiable soils. The recommendations in this report should be incorporated into the design of the proposed building."

(ii). The project site lies in a seismically active region and is subject to ground shaking from an earthquake along major active regional faults. This is common to virtually all development in the San Francisco Bay Area. Development of the proposed project would be subject to review and approval by the City, and shall be designed and constructed in accordance with all applicable seismic standards adopted by the City of San Bruno, including the California Building Code (CBC). The project-specific geotechnical report and supplemental memo classify the site as Site

Class D and Class E, which helps define the CBC seismic design parameters. Application of existing laws, regulations, and policies, including the City's standard development review procedures, would ensure that the impact of seismic ground shaking would be less-than-significant, and no mitigation is required.

(iii). The Geotechnical Report noted that the potential for liquefaction to occur at the site is very high. Recommendations are provided in the Geotechnical Report to minimize the potential for failure of the new structure. Recommendations include the following (please see the Geotechnical Report for technical details regarding all recommendations):

- Recommendations for site preparation, grading, and fill;
- Details regarding actions related to ground improvements. The report anticipated that such a program would consist of pressure grouting or injection grouting of the site soils to densify them or "cement" them to a point where they are sufficiently dense to be of low susceptibility to liquefaction. Without grout injection, total settlements are expected to be between 5 and 6 inches, with localized differential settlements on the order of 3 inches. Pressure grouting must be conducted by an experienced grouting contractor.
- Details regarding foundations, retaining walls, and drainage.

As noted in a letter prepared by the project applicant's geotechnical engineer, the use of compaction grouting would involve 3 to 4 inch diameter pipes being driven into the ground to the required depth, then cement-based grout would be pumped into the pipe to laterally displace the adjacent loose sands, thereby causing them to compact and become denser. Furthermore, the letter states "The impact of the pressure grouting typically extends no more than about 6 to 10 feet beyond the limits of the insertion pipe location. Based upon our experience and assessment of the subject and adjacent sites, this option would provide the lowest potential for offsite impacts.

(iv). As noted in the Geotechnical Report, the site is relatively level, so landslides are unlikely to affect the subject site. This impact would be considered less-than-significant.

b. The project site includes one five-story mixed use residential building. The potential for erosion (during both construction and operation) would be limited by the current substantially impervious site surface, relatively flat topography, and accepted Best Management Practices (BMPs) routinely required by the City, County, and Regional Water Quality Control Board (RWQCB) and included as conditions of project approval.

As described in the Transit Corridors Plan EIR, since the project includes more than 10,000 square feet of impervious surface, the proposed project would be required to obtain an NPDES (National Pollutant Discharge Elimination System) General Construction Permit from the State Water Resources Control Board, including preparation of a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the City's NPDES Permit Requirements Checklist and Stormwater Pollution Prevention Program. Also, the project stormwater control plans (see Plan Sheet C-9.1, Civil (On Site Improvements) – October 19th, 2023), erosion control plan (see Plan Sheet C-10.1 Civil (On Site Improvements) – October 19th, 2023), and grading plan (see Plan Sheet C-6.1, C-6.2, Civil (On Site Improvements) – October 19th, 2023) are subject to review and approval by the City. Also, the San Mateo Countywide Water Pollution Prevention Program Construction Best Management Practices (BMPs) are included as Plan Sheet C-11.1 (Civil (On Site Improvements) – October 19th, 2023).

For the operation phase of the project, the stormwater control plan divides the project site into five drainage areas with flow-through planters in the front and rear of the site. These operational facilities would incorporate natural stormwater-filtering devices, construction Best Management Practices (BMPs), and maintenance requirements, all of which would implement water quality and

runoff rate requirements in accordance with County technical guidance ("C.3" requirements). Based on the discussion above, erosion impacts would be less-than-significant, and no mitigation is required.

c. As noted above, the project site is located in a relatively flat urban area, and off-site landslides would be unlikely to occur. As described in the Geotechnical Report, lateral spreading may occur when a weak layer of material, such as a sensitive silt or clay, loses its shear strength as a result of earthquake shaking. Overlying blocks of competent material may be translated laterally towards a free face. Such conditions were not encountered at the project site, and the potential for lateral spreading is considered very low. As noted above, the Geotechnical Report identifies the potential for liquefaction at the project site and notes that without corrective measures, total settlements are expected to be between 5 and 6 inches, with localized differential settlements on the order of 3 inches (see [a] above for a discussion of liquefaction). In conjunction with the implementation of recommendations from the project-specific Geotechnical Report, the application of existing laws, regulations, and policies - including the City's standard development review procedures -would ensure that project geotechnical impacts would be less-than-significant, and no mitigation is required.

d. Expansive soils exhibit "shrink and swell" where they expand and contract during wetting and drying. While the potential for expansive soils were not specifically addressed in the Geotechnical Report, the final design-level geotechnical report must address the potential. As noted in the Transit Corridors Plan EIR, these soils are likely to be encountered in the Transit Corridors Plan area. In conjunction with implementation of recommendations from the project-specific Geotechnical Report, the application of existing laws, regulations, and policies - including the City's standard development review procedures - would ensure that the effects of expansive soils would be less-than significant, and no mitigation is required.

e. The proposed project would connect to the existing sewer system and does not propose septic tanks or alternative wastewater disposal systems. No impact would occur, and no mitigation is required.

f. As described in San Bruno's Transit Corridors Plan EIR, there are few fossils and paleontological resources in the city. The Transit Corridors Plan Mitigation 7-1 is discussed as a way of ensuring the protection of resources during the course of new construction, and no mitigation is required. There are no unique geological features on the project site.

4.8 Greenhouse Gas Emissions

Would the project:	New Significant Impact Relative to Transit Corridors EIR	More Severe Impact Relative to Transit Corridors EIR	No Substantial Change Relative to Transit Corridors EIR	No Change Relative to Transit Corridors EIR
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				**X**
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				**X**

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

As described below, the proposed project would not result in new greenhouse gas emissions impacts that have not been previously examined or adequately addressed in the Transit Corridors Plan EIR.

Transit Corridors Plan EIR Findings

a. Greenhouse gas emissions (GHGs) would occur during construction. Due to the relatively small size of the site (less than one acre) and the temporary duration of construction (less than two years), construction emissions from the project would not be substantial and would not significantly contribute to regional GHG levels. Consistent with this conclusion, the Transit Corridors Plan EIR (Chapter 6, Climate Change) concluded, "GHG emissions resulting from occupancy and operation under Transit Corridors Plan buildout would represent a less-than-considerable contribution to the significant cumulative impact of global climate change, and thus a less-than significant impact." No mitigation is required.

b. The Transit Corridor Plan EIR (Chapter 6, Climate Change) analyzed GHGs under Transit Corridors Plan buildout assumptions for both the years 2020 and 2030. Under both scenarios, the EIR concluded that GHGs would be below the BAAQMD-recommended significance threshold of 4.6 metric tons per service population (new residents plus employees generated by new Transit Corridors Plan development) per year. Therefore, the Transit Corridors Plan, including the proposed project, would not conflict with the adopted federal, State, and regional GHG regulations, including Assembly Bill (AB) 32, the California Global Warming Solutions Act. The impact would be less-than significant, and no mitigation is required.

4.9 Hazards/Hazardous Materials

Would the project:	New Significant Impact Relative to Transit Corridors EIR	More Severe Impact Relative to Transit Corridors EIR	No Substantial Change Relative to Transit Corridors EIR	No Change Relative to Transit Corridors EIR
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				**X**
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?				**X**
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				**X**
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a				**X**

significant hazard to the public or the environment?				
e) Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport of public use airport, and result in a safety hazard or excessive noise for people residing or working in the Project area?				**X**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				**X**
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				**X**

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

As described below, the proposed project would not result in new hazards or hazardous materials impacts that have not been previously examined or adequately addressed in the Transit Corridors Plan EIR. The following mitigation measure, included in the Transit Corridors Plan EIR, would be applicable to the proposed project:

- **Mitigation 8-1:** California Department of Toxic Substances Control (DTSC) remedial investigations and actions have occurred or are ongoing on the remaining 11 active sites and 15 closed sites (in some cases, a hazardous materials site closure notice may contain land use restrictions limiting future use of the site as a result of residual contamination that may exist). Development involving disturbance or re-use of one of these 26 sites cannot proceed until required remediation actions have been completed to DTSC satisfaction. The DTSC may impose land use restrictions, which prevent the use of the property for residential, school, hospital, or day care purposes, on some sites, if warranted.

  In connection with each discretionary development approval application that the City initially determines could expose construction workers or occupants to hazardous materials contamination related to one of these sites, the City shall require a Phase I environmental site assessment (Phase I ESA) prior to property development, with a Phase II ESA also required if the Phase I ESA indicates evidence of potential site contamination. The City shall also require compliance with the site assessment, remediation, removal, and disposal requirements for soil, surface water, and/or groundwater contamination enforced by the DTSC, Regional Water Quality Control Board (RWQCB), San Mateo County Department of Environmental Health, California Division of Occupational Safety and Health (CalOSHA), U.S. Environmental Protection Agency (EPA), and other jurisdictional agencies. Demonstrated compliance by such future, individual, site-specific development applications in the Transit Corridors Area with these established local, State and federal environmental site assessment procedures would provide adequate assurance that associated potential risks to human health or the environment due to existing hazardous materials contamination would be less-than-significant.

Transit Corridors Plan EIR Findings

a. The proposed project, which would include 46 residential units and 2,670 square feet of commercial floor area, would not involve routine transport, use, or disposal of significant volumes of hazardous materials (including hazardous waste). The Transit Corridors Plan EIR (Chapter 8,

Hazards and Hazardous Materials) explains that hazardous materials associated with new residential and commercial uses could include, for example, liquid chemical products (e.g., household cleaners), used motor oil, building maintenance supplies, paints and solvents, and pesticides. Such products do not generate hazardous air emissions or involve the use of acutely hazardous materials that could pose a significant threat to the environment or human health. The City implements regulations and guidelines regarding the transport, storage, use, and disposal of hazardous materials. These regulations include requirements for Hazardous Materials Business Plans subject to review and approval of the San Bruno Fire Department, and hazardous chemical materials storage regulations administered by the San Mateo County Department of Public Works. Given the existing federal, State, and local hazardous materials regulations already in place, the proposed project's potential threat to public health and safety and the environment from hazardous materials transport, storage, use, and disposal would be less-than-significant. No mitigation is required.

b. The Transit Corridors Plan EIR (Impact 8-1) concluded that there is a possibility that future development in accordance with the Transit Corridors Plan could expose construction workers and occupants to hazardous materials contamination. Related to the potential for hazardous materials on the project site and in the existing buildings, a Phase I Environmental Site Assessment by PES Environmental Inc. was completed.

The report documents the existing hazardous materials conditions on the project site, including any necessary mitigation strategies in compliance with the Transit Corridors Plan EIR mitigation requirements (Mitigation 8-1, above). Since the report was prepared, all structures on the property have been demolished with proper environmental and BAAQMD clearances. The Phase I Environmental Site Assessment was updated in 2018, and a summary is provided below:

(1) The 2015 Phase I Environmental Site Assessment (ESA) was conducted in accordance with the guidelines set forth in the American Society for Testing and Materials (ASTM) E 1527-13. PES Environmental performed the following activities: (a) federal, State, and local agency databases were reviewed to identify nearby sites which have reported the use, storage, and/or release of hazardous materials; (b) regulatory agency records regarding the site and adjacent properties were reviewed; (c) historical aerial photographs and historical maps of the site and surrounding area were obtained and reviewed to evaluate prior land uses; (d) previous environmental reports prepared for the subject property vicinity were reviewed; (e) historical research was conducted and historical information for the site was reviewed; (f) an environmental database search (EDR report) was obtained and reviewed, which included search radii as required by EPA's All Appropriate Inquiries (AAI) rule; (g) individuals with knowledge of the site were interviewed; (h) an inspection of the site and a reconnaissance of surrounding properties were conducted to assess the potential for contamination of the site from on-site or off-site sources (the site inspection was conducted by an environmental professional with qualifying experience); and (i) a Phase I ESA investigation was prepared.

(2) No regulatory records for the subject property were identified in the EDR environmental database report, nor did the Geotracker and Envirostor databases have any listings for the project site.

(3) In 2015, the following properties were identified on the EDR Radius Map and are within the vicinity of the project site:

- Former 76 Service Station, 170 San Bruno Avenue West, located approximately 110 feet northwest of the 111 San Bruno Avenue project parcel, is listed on the EDR report as a closed Leaking Underground Storage Tank (LUST) site. Various service stations operated at

this site between at least 1953 and the early 2000s. All tanks have been removed. In August 2014, this facility received full closure clearance from SMCEHD.

- Former Mills Park Cleaners, 709 Camino Plaza, approximately 1,500 feet southwest of and in an inferred upgradient direction from the 111 San Bruno Avenue project parcel, is listed on the LUST and Spills, Leaks, Investigation, and Cleanup (SLIC) databases in the EDR report. Several subsurface investigations and groundwater monitoring results indicated tetrachloroethene (PCE) and associated breakdown products in groundwater migrating to the northeast, towards the 111 San Bruno Avenue project site. As of October 2014 (current with the 2015 PES report), the downgradient extent of the PCE had not been defined, and a work plan had been submitted to the County. The 2018 PES report notes that the subsurface monitoring concluded that the project site is not impacted by the former Mills Park cleaners.

(4) Other properties in the vicinity of the 111 San Bruno Avenue site are listed on the hazardous materials release and/or storage databases; however, these properties are not expected to present a significant environmental concern to the project site based on one or more of the following: (a) the listed property has received a case closure by the appropriate regulatory agency; (b) the listed property is either cross-gradient or downgradient of the subject property with respect to inferred regional groundwater flow direction; (c) the listed property is a soils-only case; and (d) the listed property to too far from the project site to represent a significant environmental condition with respect to the project site.

(5) The California Radon Database includes radon information from testing conducted at facilities within the project site zip code (94066). The database includes 45 test results. Three of the test results exceeded the US EPA's recommended action level of 4 picocuries per liter (pCi/l) in the first-floor area. The survey indicates there is a low probability for radon intrusion at the subject property area to be above the US EPA action level.

Transit Corridors Plan EIR Mitigation 8-1 (Plan-Related Exposure to Existing Hazardous Materials) shall be required as a condition of project approval and would reduce potential risks to human health or the environment due to existing hazardous materials conditions to a less-than-significant level. The environmental reports described above are considered to comprise the Phase I environmental site assessment (ESA) requirements of Mitigation 8-1. The remainder of the mitigation requires compliance with standard regulations administered by the appropriate jurisdictional agencies (e.g., SMCEHD, CalOSHA, BAAQMD). No additional mitigation is required.

c. No schools are located in or proposed for the Transit Corridors Plan area (Transit Corridors Plan EIR, Chapter 8, Hazards and Hazardous Materials), and no existing or proposed schools are within one-quarter mile of the project site. As discussed in (a) above, the proposed project may store, use, or dispose of limited quantities of common hazardous materials, but none of these materials would emit hazardous emissions or be acutely hazardous. Given these circumstances plus the existing federal, State, and local hazardous materials regulations already in place, the proposed project's potential hazardous materials risk to existing or proposed schools would be less-than-significant. No mitigation is required.

d. PES Environmental prepared Phase I ESAs for the project site. As described in those reports, no regulatory records were identified for the project site in the EDR reports. Additionally, the following website and databases did not have regulatory records for the project site: the California State Water Resources Control Board GeoTracker website and the California State Department

of Toxic Substance Control's Envirostor website. No impact related to the Cortese List would result, and no mitigation is required.

e. San Francisco International Airport is located approximately ½-mile east of the Transit Corridors Plan area, on the east side of US 101. As described in the Transit Corridors Plan EIR (Chapter 8, Hazards and Hazardous Materials), the Transit Corridors Plan area is located within the San Mateo County Comprehensive Land Use Plan (CALUP) environs, and falls within the CALUP designated Height Referral Area and San Francisco International Airport Imaginary Surfaces Height Restrictions Map boundaries. The Transit Corridors Plan – including the proposed project - complies with CALUP policies and criteria, and with related Federal Aviation Regulations (FAR) Part 77 Obstruction Criteria.

f. Consistent with the Transit Corridors Plan EIR (Chapter 8, Hazards and Hazardous Materials), the proposed project would maintain emergency access to the project site and vicinity during construction. Following established City practice, a traffic control plan would be developed and synchronized with specific phases and activities, subject to review and approval by the City. Any need for construction-related traffic lane reductions or partial street closures would be temporary, intermittent, and localized, and managed through standard City traffic management practices. Related to long-term operation, Section XVI (Transportation/Traffic) of this Initial Study concludes that the project would not result in new transportation/traffic impacts that have not been previously examined or adequately addressed in the Transit Corridors Plan EIR. Based on these analyses and consistent with the EIR, the impact on emergency access, response, and evacuation would be less-than-significant. No mitigation is required.

g. As described in the Transit Corridors Plan EIR (Chapter 8, Hazards and Hazardous Materials), the Transit Corridor Plan area is located within a Non-Very High Fire Hazard Severity Zone (FHSZ) as mapped by the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program (FRAP). Given this designation, the Transit Corridor Plan area's accessible terrain, and the local availability of adequate fire suppression services (see item XIV below), the potential impact related to wildland fires would be less-than significant. No mitigation is required.

4.10 Hydrology and Water Quality

Would the project:	**New Significant Impact Relative to Transit Corridors EIR**	**More Severe Impact Relative to Transit Corridors EIR**	**No Substantial Change Relative to Transit Corridors EIR**	**No Change Relative to Transit Corridors EIR**
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?				**X**
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?				**X**
c) Substantially alter the existing drainage pattern on the site or area, including				**X**

through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would: i. result in substantial erosion or siltation on- or off-site. ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv. impede or redirect flood flows?				
d) Result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?				**X**
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				**X**

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

As described below, the proposed project would not result in new hydrology and water quality impacts that have not been previously examined or adequately addressed in the Transit Corridors Plan EIR. The proposed project needs to be examined in light of the following mitigation measure, included in the Transit Corridors Plan EIR:

- **Mitigation 9-1:** In order for sea level rise to impact the Transit Corridors Area, it would have to first inundate most of San Francisco International Airport. Regional mitigation strategies directed at the airport may also protect San Bruno. There is currently no local or regional mitigation developed to address inundation due to projected sea level rise. Potential regional mitigation strategies could include strengthening or raising levees, creating new levees, participating in regional mitigation to address rising sea levels within the Bay as a whole, and creation of new tidal wetlands. In the interim, until such regional mitigations are in place, the City shall implement the following measure:

  Future development projects within the Transit Corridors Area in identified areas subject to flooding as a result of predicted sea level rise should be required to comply with specific flood damage avoidance requirements commonly required for development within 100-year flood hazard areas under the National Flood Insurance Program, even if such projects do not lie within an Area of Special Flood Hazard as identified by FEMA. These requirements may include, but are not limited to, raising the elevation of habitable space above anticipated flood heights, creating ‘freely communicating’ structures that allow flood waters to pass through lower levels of buildings, and ensuring that site design does not result in a reduction of floodplain areas which could result

in increasing flooding conditions downstream. Implementation of this interim measure would be expected to reduce this impact to a less-than-significant level.

Transit Corridors Plan EIR Findings

a., c. The project site is proposed to be developed with one five-story mixed-use residential building. The potential for erosion (during both construction and operation) would be limited by the current substantially impervious site surface, relatively flat topography, and accepted Best Management Practices (BMPs) routinely required by the City, County, and Regional Water Quality Control Board (RWQCB) and included as conditions of project approval.

As described in the Transit Corridors Plan EIR, since the project includes more than 10,000 square feet of impervious surface, the proposed project would be required to obtain an NPDES (National Pollutant Discharge Elimination System) General Construction Permit from the State Water Resources Control Board, including preparation of a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the City's NPDES Permit Requirements Checklist and Stormwater Pollution Prevention Program. Also, the project stormwater control plans, erosion control plan and grading plan are subject to review and approval by the City. Also, the San Mateo Countywide Water Pollution Prevention Program Construction Best Management Practices (BMPs) are included in the project plans.

b., d., e. Given the already developed condition of the Transit Corridors Plan area, including the project site, development associated with the Transit Corridor Plan would not result in a substantial increase in impervious surface area; impervious area on the site would increase by approximately 1,105 square feet. The project's Stormwater Control Plan would implement required treatment measures related to the project.

4.11 Land Use and Planning

Would the project:	New Significant Impact Relative to Transit Corridors EIR	More Severe Impact Relative to Transit Corridors EIR	No Substantial Change Relative to Transit Corridors EIR	No Change Relative to Transit Corridors EIR
a) Physically divide an established community?				**X**
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			**X**	

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

As described below, the proposed project would not result in new land use and planning impacts that have not been previously examined or adequately addressed in the Transit Corridors Plan EIR.

Transit Corridors Plan EIR Findings

a. The proposed project would be an infill development within the Transit Corridors Plan urban environment. Sidewalk, crosswalk, and landscape improvements would be included to better connect the site to the neighboring environment. Consistent with the Transit Corridors Plan EIR conclusion (Chapter 10, Land Use and Planning), the proposed project would improve the physical arrangement of the project vicinity. This would represent a beneficial effect, and no mitigation is required.

b. The proposed project is substantially consistent with the type, intensity, and character of the anticipated new uses and development facilitated by the Transit Corridors Plan, as well as other City-adopted policies, regulations, and guidelines that implement the General Plan. Furthermore, part of the project site is identified as a Catalyst Site (#2) within the Transit Corridors Plan. Please see Section XII.a for a discussion regarding airport land use compatibility.

   In its review of the 111 San Bruno Avenue project application, City staff has concluded that the applicant's proposed deviations from Transit Corridors Plan setback and stepback development standards are necessary to enable implementation of a project that meets the purpose and objectives of the Transit Corridors Plan (Section 1.1). City staff also has concluded that the proposed deviations would not result in any new significant or substantially more severe environmental impacts beyond those already identified in the certified Transit Corridors Plan EIR. A discussion of the deviations requested be granted is as follows:

   (1) The Transit Corridors Plan EIR (Aesthetics chapter, page 4-19) also explains, "The visual impact of the Plan-proposed increases in Transit Corridors Area maximum permitted heights, which at various locations would exceed the current citywide 3-story building height maximum by from 1 to 4 additional stories, would be minimized by Plan-proposed building setback and stepback requirements. The proposed building setback and stepback requirements have been specifically formulated to reduce shade and shadow impacts and perceptions of building height and mass incompatibilities on the Plan area edges adjacent to lower intensity residential and other uses."

   (2) At 58.5 feet at the roofline, the proposed height of the 111 San Bruno Avenue building would be up to 6.5 feet less than the Transit Corridors Plan maximum height limit of 65 feet.

   (3) The Transit Corridors Plan EIR (Aesthetics chapter, page 4-12) notes, "Although neither the CEQA Guidelines nor the City has a significance criterion for shade and shadow effects, this issue is evaluated qualitatively…to address related concerns identified by City staff and the public." Figures 7 and 8 of this Initial Study illustrate shadows that would be cast by the proposed project on adjacent properties during the Summer Solstice (June 21) and Winter Solstice (December 21); the shadows for all other times of the year would fall within these ranges.

   (4) There is only one low-density residential building immediately adjacent to the project site that directly abuts the 111 San Bruno Avenue property line. Therefore, in this instance, application of the Transit Corridors Plan setback and stepback development standards would be expected to have minimal effect on the visual and shade/shadow implications on that property, whose address is 149 San Bruno Avenue.

   (5) Similar to Impact and Mitigation 4-1, the Transit Corridors Plan EIR (Aesthetics chapter, pages 4-22 and 4-23, Impact and Mitigation 4-2, Plan Building Height Shade and Shadow Impacts) identifies site-specific situations where an additional 10-foot stepback is required within a transition area to address shade and shadow impacts on neighboring residential properties and

on Posy Park. The 111 San Bruno Avenue project is not located in this transition area, and Mitigation 4-2 is not required.

(6) The proposed project is subject to the Architectural Design Review process.

In order to implement the proposed project, the following actions (tentative list of entitlements) by the City of San Bruno would be required:

- Zone Change from P-D (Planned Development) to TOD-1 (Medium Density Mixed Use)
- Tentative Map
- Architectural Review Permit
- Loading Zone Request

The proposed project cannot be approved unless the City of San Bruno City Council also approves the actions described above, in conjunction with approval of this Initial Study Checklist. The above actions, in themselves, would not result in environmental impacts beyond those already evaluated in this Initial Study. If the City Council approves these actions, the proposed project would be consistent with all applicable land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect. The impact would be less than significant, and no mitigation is required.

4.12 Mineral Resources

Would the project:	New Significant Impact Relative to Transit Corridors EIR	More Severe Impact Relative to Transit Corridors EIR	No Substantial Change Relative to Transit Corridors EIR	No Change Relative to Transit Corridors EIR
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				**X**
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				**X**

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

As described below, the proposed project would not result in new mineral resources impacts that have not been previously examined or adequately addressed in the Transit Corridors Plan EIR.

Transit Corridors Plan EIR Findings

a. Based on California Geological Survey classifications, no significant mineral deposits exist, or are likely to exist, in the Transit Corridors Plan area (Appendix 19.2 of the Transit Corridors Plan EIR). No impact would occur.

b. There are no locally important mineral resource recovery sites delineated in the San Bruno General Plan. No impact would occur.

4.13 Noise

Would the project:	New Significant Impact Relative to Transit Corridors EIR	More Severe Impact Relative to Transit Corridors EIR	No Substantial Change Relative to Transit Corridors EIR	No Change Relative to Transit Corridors EIR
a) Cause the 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?				**X**
b) Cause the generation of excessive ground-borne vibration or ground-borne noise levels?				**X**
c) Be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and as a result, expose people residing or working in the Project area to excessive noise levels?				**X**

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

As described below, the proposed project would not result in new noise impacts that have not been previously examined or adequately addressed in the Transit Corridors Plan EIR. The following mitigation measures, included in the Transit Corridors Plan EIR (Chapter 11, Noise and Vibration), need to be assessed in light of the proposed project:

- **Mitigation 11-1:** All proposed new multifamily residential, transient lodging or other noise-sensitive uses within the Transit Corridors Area shall submit for City approval a noise study, consistent with the requirements of the California Building Code, to identify noise reduction measures necessary to achieve compatibility with City General Plan-identified land use/noise compatibility standards and State Title 24 noise compatibility standards. The noise study shall be approved by the City's Building Division prior to issuance of a building permit. Identified noise reduction measures, in order of preference so that windows can be opened, may include:
    - Site and building design so as to minimize noise in shared residential outdoor activity areas by locating such areas behind the buildings, in courtyards, or orienting the terraces toward the interior of lots rather than streets.
    - Site and building design so as to minimize noise in the most intensively occupied and noise-sensitive interior spaces of units, such as bedrooms, by placing such interior spaces and their windows and other openings in locations with less noise exposure.
    - Design of windows, doors, and other sound transmission paths such as ventilation openings, walls, and roofs to achieve a high Sound Transmission Class (STC) rating and/or other noise-attenuating characteristics.
    - Installation of forced air mechanical ventilation systems in all units exposed to noise levels exceeding Title 24 standards to allow residents the option of reducing noise by keeping the windows closed.

Implementation of this measure to the satisfaction of the City's Building Division would reduce this impact to a less than significant level.

- **Mitigation 11-3:** Reduce ground-borne vibration levels during individual, site-specific project demolition and construction periods by requiring applicant incorporation of conditions in individual discretionary project demolition and construction contractor agreements within the Transit Corridors Area that stipulate the following ground-borne vibration abatement measures:
  - Restrict vibration-generating activity to between the hours of 7:00 AM and 5:00 PM, Monday through Friday. Prohibit such activity on weekends and holidays.
  - Notify occupants of land uses located within 200 feet of proposed pile-driving activities of the project construction schedule in writing.
  - Investigate in consultation with City staff possible pre-drilling of pile holes as a means of minimizing the number of percussions required to seat the pile.
  - Conduct a pre-construction site survey documenting the condition of any historic structure located within 200 feet of proposed pile driving activities.
  - Monitor pile driving vibration levels to ensure that vibration does not exceed appropriate thresholds for the potentially affected building (5mm/sec or 0.2 inches/sec ppv for structurally sound buildings).

  Implementation of this measure would reduce impacts related to exposure to temporary construction-related ground-borne vibration to a less-than-significant level.

- **Mitigation 11-4:** Reduce demolition and construction noise impacts on adjacent uses by requiring applicant incorporation of conditions in individual discretionary project demolition and construction contract agreements within the Transit Corridors Area that stipulate the following conventional construction-period noise abatement measures:
  - Construction Plan. Prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with nearby noise-sensitive facilities so that construction activities and the event schedule can be scheduled to minimize noise disturbance. The plan shall stipulate the measures that result in compliance with the noise ordinance.
  - Construction Scheduling. Ensure that noise-generating construction activity is limited to between the hours of 7:00 AM to 8:00 PM.
  - Construction Equipment Mufflers and Maintenance. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
  - Equipment Locations. Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project site.
  - Construction Traffic. Route all construction traffic to and from the construction sites via designated truck routes where possible. Prohibit construction-related heavy truck traffic in residential areas where feasible.
  - Quiet Equipment Selection. Use quiet construction equipment, particularly air compressors, wherever possible.
  - Temporary Barriers. Construct solid plywood fences around construction sites adjacent to residences, operational businesses, or noise-sensitive land uses.
  - Temporary Noise Blankets. Temporary noise control blanket barriers should be erected, if necessary, along building facades of construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. (Noise control blanket barriers can be rented and quickly erected.)
  - Noise Disturbance Coordinator. For larger construction projects, the City may choose to require project designation of a "Noise Disturbance Coordinator" who would be responsible

for responding to any local complaints about construction noise. The Disturbance Coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the Disturbance Coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The project sponsor should be responsible for designating a Noise Disturbance Coordinator, posting the phone number, and providing construction schedule notices. The Noise Disturbance Coordinator would work directly with an assigned City staff member.)

These measures would reduce temporary construction noise impacts to a less-than-significant level.

- **Mitigation 11-6:** The City shall use quieter (rubberized or open grade asphalt) pavements when repaving is required on the following street segments within the Transit Corridors Area:
  - Taylor Avenue and San Bruno Avenue immediately east of El Camino Real
  - San Bruno Avenue and Huntington Avenue near the San Bruno Avenue/Huntington Avenue intersection
  - San Bruno Avenue west of San Mateo Avenue, and
  - San Mateo Avenue near San Bruno Avenue and Huntington Avenue.

  The use of quieter (rubberized or open grade asphalt) pavements when repaving is required on major Plan area roadways would be expected to reduce traffic noise by 2-5 dBA CNEL, reducing this impact to less-than-significant. However, since implementation of these repaving measures is not assured, this potential effect represents a significant unavoidable cumulative impact.

Transit Corridors Plan EIR Findings

a., c. In order to evaluate the proposed project's consistency with the Transit Corridors Plan regarding noise, project specific environmental noise assessments (Charles M. Salter Associates, Inc.) was submitted by the applicant and reviewed by the appropriate City staff. Information from these reports is included in this section; the reports calculated noise and vibration using various industry-standard methods, which are identified below. Salter conducted noise monitoring at two locations: on the project site along the Huntington Avenue project frontage and in front of the residential building immediately west of the project site on San Bruno Avenue.

Exterior Noise. The major noise sources at the project site include vehicle traffic on San Bruno and Huntington Avenues, aircraft noise, and noise from passing trains. Based on the measurements and analysis in the noise assessments, the expected future exterior noise levels throughout the project site range from DNL (Day-Night Level, average over 24 hours) 73 decibels (dB) to 78 dB. At the rooftop patio, outdoor noise levels would be approximately DNL 76 along the eastern edge. Stepping back from the edge the building and railing would provide some shielding of roadway traffic and train noise, by roughly 5 dB to 8 dB.

Airport Related Noise. The Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP, Exhibit IV-6, Noise Compatibility Zones – Detail) shows that the project site does not fall within the CNEL (Community Equivalent Noise Level, similar to DNL), and is within an area that produces less than 65 dB. Based on the Noise/Land Use Compatibility Criteria as found under Table IV-I of the ALUCP, residential, multi-family and single family attached uses are permitted in areas with a CNEL level below 65dB. The proposed project would be compatible with the permitted uses listed in the ALUCP.

Interior Noise – Residential. Transit Corridors Plan EIR Mitigation 11-1 shall be required as a condition of project approval to ensure that the project's interior noise levels meet adopted land use/noise compatibility guidelines and standards. As described in the Salter noise assessments, to meet the indoor criterion of DNL 45 dB, all facades must be sound-rated. The minimum window and exterior door STC20 ratings needed to meet the project criterion are shown in Figures 2 and 3 of the Salter noise assessments. For the analysis, Salter used Planning Review architectural plan sheets dated February 2022 and included the following assumptions:

- Bedrooms would have carpet and all other rooms would have hard-surfaced flooring;
- Ceiling heights would be 9 feet high
- The window sizes and locations are as shown on the plans and elevations.

It was assumed the construction of the exterior walls would consist of a single-stud, batt-insulated assembly with one layer of gypsum board on the interior side and one layer of exterior sheathing with a moderate-weight siding (e.g., 3-coat stucco). An exception would be the fifth-floor corner living room at the intersection of San Bruno and Huntington Avenues, as indicated in Figure 4 of the Salter noise assessments, where the exterior wall must be upgraded with resilient clips attached to the studs with two layers of interior gypsum board.

Typical construction-grade dual-pane thermal windows achieve an STC rating of 28. One-inch assemblies (two panes with a 1/2-inch airspace) typically achieve an STC rating of 32 to 34. Where STC ratings above 34 are required, one or more panes often need to be laminated. One-inch insulated assemblies can typically achieve up to STC 38 with both panes laminated.

It is important to note that the STC ratings recommended are for full window assemblies (glass and frame) rather than just the glass itself. Tested sound-rated assemblies should be used.

Where windows need to be closed to achieve an indoor DNL of 45 dB, an alternative method of supplying fresh air (e.g., mechanical ventilation) should be considered. This issue would be coordinated between the appropriate City staff and the project mechanical engineer.

Minimum exterior door STC ratings are STC 35 except where noted otherwise in Figures 2 and 3 of the Salter noise assessments. Where exterior doors need to achieve greater than STC 35, sliding glass doors may not be feasible. At these locations, the design may need to be revised to use swing doors, which are commercially available in higher STC ratings.

Interior Noise – Commercial. To meet the CALGreen interior noise criterion of Leq(h) (average noise level, similar to CNEL and DNL) 50 in the commercial space, the first-floor window-wall assembly would need to achieve an STC rating of 32.

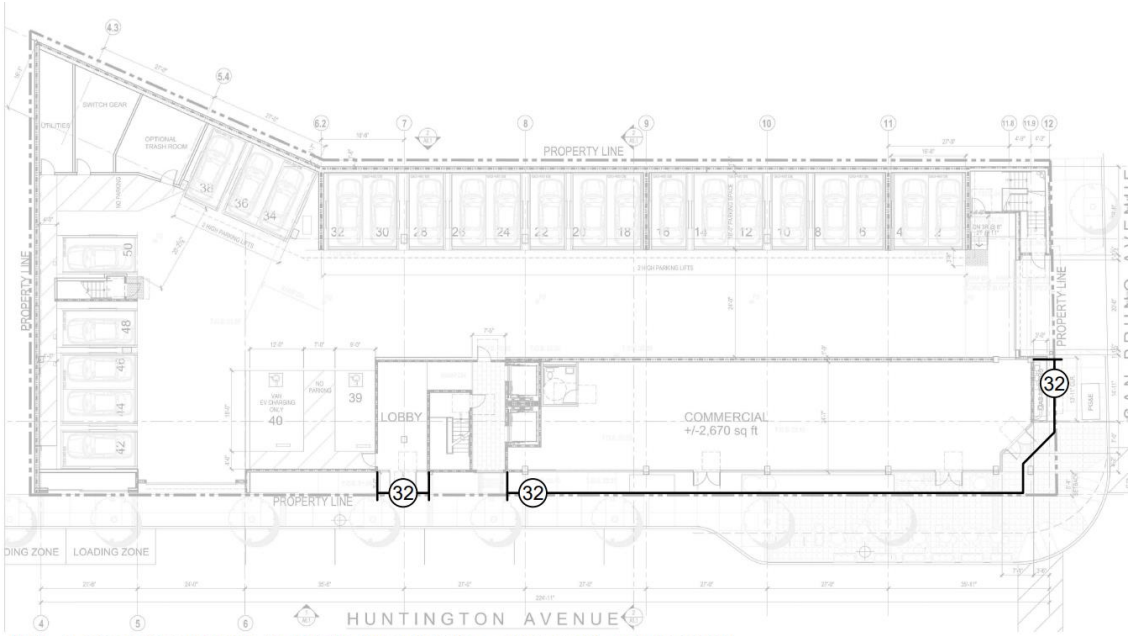
Transit Corridors Plan EIR Mitigation 11-1 shall be required as a condition of project approval to ensure that the project's interior noise levels meet adopted land use/noise compatibility guidelines and standards. In particular, (1) all project residences shall be equipped with forced-air mechanical ventilation to allow occupants the option of keeping windows closed to control noise, and (2) final building plans, when available, shall be reviewed by the appropriate City staff to ensure that interior noise levels would be 45 dBA Ldn or less.

Operational Noise. Operational noise, such as HVAC equipment, could result in a significant permanent increase in ambient noise levels and/or exceed local standards. Consistent with Mitigation 11-1, Noise Impact Assessments were prepared for the project site. The assessments include measure to reduce the potential impact related to mechanical equipment. With

implementation of the measures outlined in the Noise Impact Assessments in conformance with Mitigation Measure 11-1, the potential impact would be considered less-than-significant.

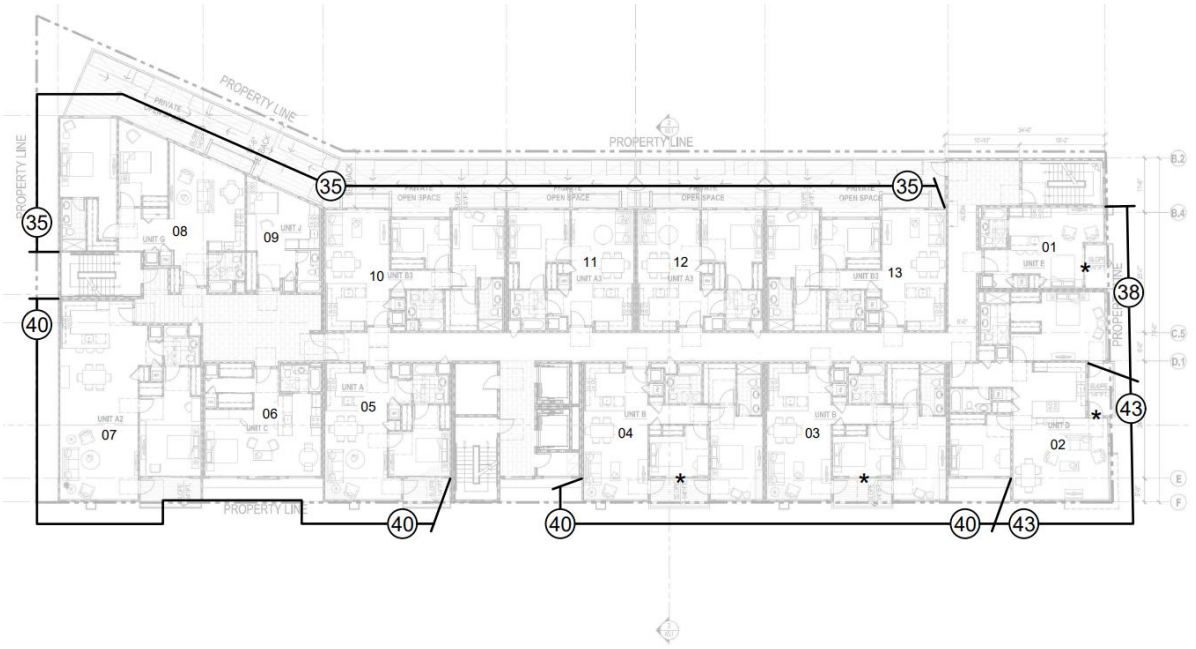
As recommended by Salter, Figures 9, 10, and 11 provide the minimum code-required rating for Windows and Exterior Doors based on Floor Level.

Figure 9. Minimum Code-Required STC Ratings for Windows and Exterior Doors (Floor 1)



NOTE: 1. STC RATINGS ARE FOR THE COMPLETE ASSEMBLY (E.G., GLASS, FRAME, AND OPERABLE SECTIONS) BASED ON TEST REPORTS FROM AN NVLAP-ACCREDITED LAB

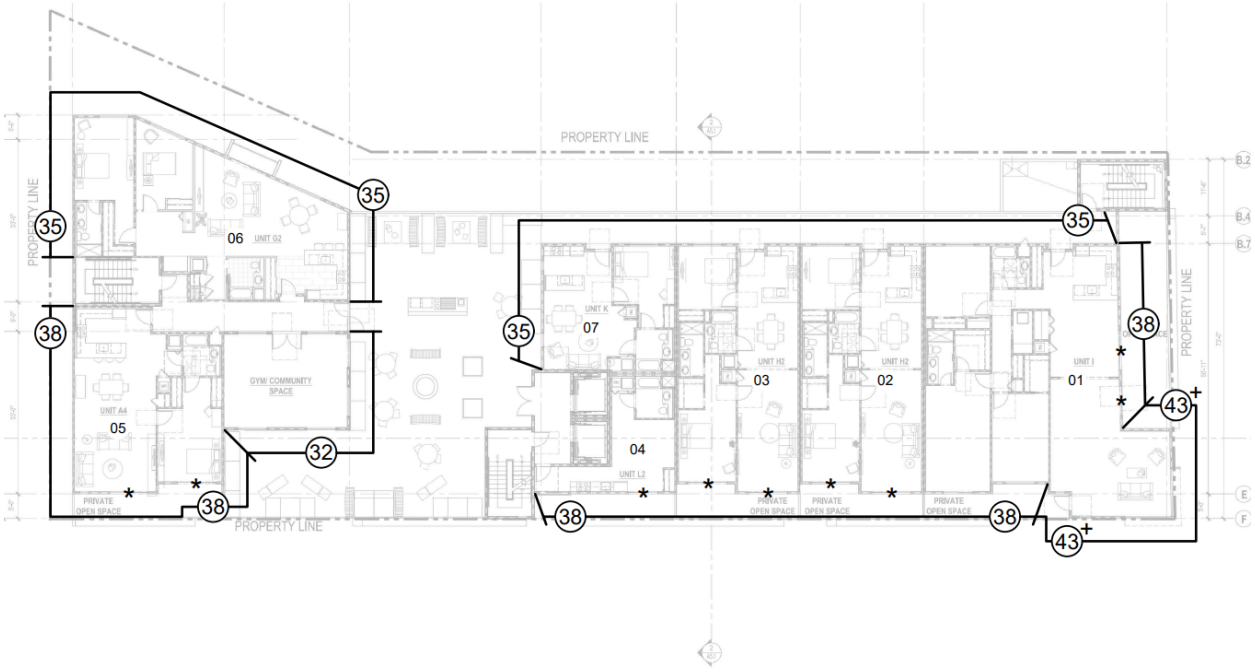
Figure 10. Minimum Code-Required STC Ratings for Windows and Exterior Doors (Floors 2-4)



NOTES: 1. STC RATINGS ARE FOR THE COMPLETE ASSEMBLY (E.G., GLASS, FRAME, AND OPERABLE SECTIONS) BASED ON TEST REPORTS FROM AN NVLAP-ACCREDITED LAB

2. EXTERIOR DOORS ARE ASSUMED TO BE STC 35. WHERE NOTED WITH AN ASTERISK (★), THE DOOR NEEDS TO BE UPGRADED TO STC 38

Figure 11. Minimum Code-Required STC Ratings for Windows and Exterior Doors (Floor 5)



NOTES: 1. STC RATINGS ARE FOR THE COMPLETE ASSEMBLY (E.G., GLASS, FRAME, AND OPERABLE SECTIONS) BASED ON TEST REPORTS FROM AN NVLAP-ACCREDITED LAB

2. EXTERIOR DOORS ARE ASSUMED TO BE STC 35. WHERE NOTED WITH AN ASTERISK (★), THE DOOR NEEDS TO BE UPGRADED TO STC 38

+ UPGRADED EXTERIOR WALL ASSEMBLY

b. As described in the Transit Corridors Plan, the Plan could allow development of new multifamily residential and transient lodging uses within 100 feet of the Caltrain tracks. Ground-borne vibration levels are typically less than the Federal Transit Administration (FTA) criteria for frequent events (72 vibration decibels [VdB]) at a distance of approximately 100 feet or more from the centerline of the nearest Caltrain tracks.

The project applicant prepared an assessment of vibration at the project site. As noted in the report, the Federal Transit Administration (FTA) provides ground-borne vibration (GBV) guidelines according to several use categories and various frequencies of events. Table 4 summarizes the FTA general assessment criteria for ground-borne vibration.

Table 4: FTA GBV General Assessment Criteria

	GBV Impact Level (VdB re 1 µ-in/sec)		
Land Use Category	Frequent Events	Occasional Events	Infrequent Events
Category 2: Residences and building where people normally sleep	72 VdB	75 VdB	80 VdB

Frequent events are defined as more than 70 vibration events of the same source per day. Occasional events are defined as between 30 and 70 vibration events of the same source per day, and infrequent events are fewer than 30 vibration events of the same source per day. The San Bruno Transit Corridors Plan uses the frequent event criteria for Caltrain. Salter conducted one long-term vibration measurement within the existing building from March 15-21, 2017. The measurement was conducted at a setback of approximately 110 feet from the centerline of the nearest train track. Measured train vibration levels were between 60 and 68 VdB and did not exceed the FTA general assessment criteria for frequent events. It should be noted that vibration levels in this report were measured at-grade. The FTA document explains that vibration will change as it enters the building, and the effect of the building on vibration is dependent on the structural design. This issue would be coordinated between the appropriate City staff and the project structural engineer.

The Transit Corridors Plan EIR (Chapter 11, Noise and Vibration) concluded that Transit Corridors Plan-facilitated demolition and construction could generate substantial temporary ground-borne vibration exceeding standard vibration thresholds, which could interfere with normal activities or cause a nuisance for, or damage to, adjacent properties (Impact 11-3). EIR Mitigation 11-3 shall be required as a condition of project approval. The mitigation mandates restricting vibration-generating activity to between 7 AM and 5 PM, Monday through Friday. The City may require more restrictive hours as determined through the approval process. The mitigation includes other construction restrictions, as applicable, related to pile-driving.

Transit Corridors Plan EIR Mitigation 11-3 also requires a pre-construction site survey documenting the condition of any historic structure (as identified within the City's Historic Building Survey) within 200 feet of any pile-driving activities. As described in Section V of this Initial Study (Cultural Resources), three historic resources are located near the project site: (1) the San Bruno Funeral Home, located at 200 W. San Bruno Avenue, is located approximately 250 away; (2) the J.H. Galleher House, located at 785 Mills Avenue, is approximately 200 away from the project site; and (3) the Della Maggiora General Store, located at 733 San Mateo Avenue, is located approximately 200 feet away. Therefore, should pile driving be required for project construction, the historic structure survey component of Mitigation 11-3 would also apply.

With Transit Corridors Plan EIR Mitigation 11-3, the project's impact resulting from temporary construction ground-borne vibration would be less-than-significant.

4.14 Population and Housing

Would the project:	New Significant Impact Relative to Transit Corridors EIR	More Severe Impact Relative to Transit Corridors EIR	No Substantial Change Relative to Transit Corridors EIR	No Change Relative to Transit Corridors EIR
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)?				**X**
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				**X**

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

As described below, the proposed project would not result in new population and housing impacts that have not been previously examined or adequately addressed in the Transit Corridors Plan EIR.

Transit Corridors Plan EIR Findings

a. The Transit Corridors Plan EIR (Chapter 12, Population and Housing) concluded that the Transit Corridors Plan is substantially consistent with the City of San Bruno General Plan vision and guiding and implementing policies, which anticipate planned growth in the Transit Corridors Plan area. As shown in Table 12.2 of the Transit Corridors Plan EIR, it is projected that the Transit Corridors Plan could provide for the development of up to an additional 1,610 new dwelling units, with 4,363 new residents. The proposed project would result in the construction of 62 dwelling units (4 percent of the dwelling units anticipated under the Transit Corridors Plan) and 168 residents (assuming 2.71 persons per household, as used in the EIR). The proposed project is considered consistent with Transit Corridors Plan land use and housing policy. The project and cumulative impact related to population growth would be less-than-significant. No mitigation is required.

b. The project site does not include any existing housing units; there would be no impact related to displacement of housing or people.

4.15 Public Services

Would the project:	New Significant Impact Relative to Transit Corridors EIR	More Severe Impact Relative to Transit Corridors EIR	No Substantial Change Relative to Transit Corridors EIR	No Change Relative to Transit Corridors EIR
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?				**X**
b) Police protection?				**X**
c) Schools?				**X**
d) Parks?				**X**
e) Other public facilities?				**X**

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

As described below, the proposed project would not result in new public service impacts that have not been previously examined or adequately addressed in the Transit Corridors Plan EIR.

Transit Corridors Plan EIR Findings

a. Fire Protection. The Transit Corridors Plan EIR (Chapter 13, Public Services and Utilities) concluded that, since development in the Transit Corridors Plan area would be subject to the City's standard development review and permitting procedures, building and fire code requirements, and individual project development review, the impacts of the Transit Corridors Plan development related to fire protection and emergency medicals service would be less than significant. The proposed project would be subject to the same standard requirements. Therefore, the impacts would be less-than-significant, and no mitigation is required.

b. Police Protection. The Transit Corridors Plan EIR (Chapter 13, Public Services and Utilities) concluded that the impact on police service would be less-than-significant because: (1) the revitalization and economic growth of the Transit Corridor Plan area might help reduce crime; and (2) the additional revenue to the City from increased property taxes and sales taxes would help offset increased demand for police service. The proposed project would contribute to each of these improved conditions. Therefore, the project's impact on police service would be less than significant, and no mitigation is required.

c. School Services. The Transit Corridors Plan EIR (Chapter 13, Public Services and Utilities) concluded that the impact on schools would be less-than-significant because the school districts collect school impact fees from new development in accordance with the California Government Code; these fees are deemed by law to be full and complete mitigation. The proposed project

would be subject to those school impact fees. Therefore, the project's impact on schools would be less than significant, and no additional mitigation is required.

d. Parks. The Transit Corridors Plan EIR (Chapter 13, Public Services and Utilities) concluded that the impact on parks would be less-than-significant. The proposed project would include outdoor open space deck areas with amenities for project residents. Additionally, the proposed project would be required to pay the City's development impact fees. The project's impacts on parks and recreation would be less-than-significant, and no mitigation is required.

e. Libraries. The proposed project would not require the construction of any new library facilities; the project's impact on libraries would be less-than-significant, and no mitigation is required.

4.16 Recreation

Would the project:	New Significant Impact Relative to Transit Corridors EIR	More Severe Impact Relative to Transit Corridors EIR	No Substantial Change Relative to Transit Corridors EIR	No Change Relative to Transit Corridors EIR
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?				**X**
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?				**X**

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

As described below, the proposed project would not result in new recreation impacts that have not been previously examined or adequately addressed in the Transit Corridors Plan EIR.

Transit Corridors Plan EIR Findings

a., b. See item 4.15 (d) above. In addition, the construction of the proposed project open space deck areas would not result in any more severe or new construction impacts than those impacts already evaluated in the Transit Corridors Plan EIR. Impacts on recreation would be less-than-significant, and no additional mitigation is required.

4.17 Transportation

Would the project:	New Significant Impact Relative to Transit Corridors EIR	More Severe Impact Relative to Transit Corridors EIR	No Substantial Change Relative to Transit Corridors EIR	No Change Relative to Transit Corridors EIR
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				**X**
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)?				**X**
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				**X**
d) Result in inadequate emergency access?				**X**

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

As described below, the proposed project would not result in new transportation impacts that have not been previously examined or adequately addressed in the Transit Corridors Plan EIR. The following mitigation measures, included in the Transit Corridors Plan EIR, would be applicable to the proposed project:

Transit Corridors Plan EIR Findings

a. **Transit Facilities:** The project area is well-served by SamTrans, Caltrain and BART. There are between eight and nine scheduled buses that serve the bus stop near the site during peak hours. Accordingly, the buses would have sufficient capacity to accommodate this relatively minor increase in ridership. Given that the project would not remove any transit facilities, nor would it conflict with any adopted plans or policies for new transit facilities or services, the proposed project is not expected to have an adverse impact on transit services in the immediate vicinity of the project site.

   Roadway Facilities: The San Bruno General Plan, through “Transportation Policy T-B,” requires the City to maintain acceptable levels of service for vehicular movement along the city’s street network. In order to evaluate this policy, the City uses the LOS metric which is a qualitative description of driver comfort and convenience. The General Plan establishes LOS for specific intersections listed in the Transportation Element, but does not establish citywide LOS standards. LOS D is required to be maintained for the two intersections located adjacent to the project site (El Camino Real/San Felipe Avenue and El Camino Real/Crystal Springs Avenue). Additionally, both of these intersections are within Caltrans jurisdiction, and are therefore subject to the Caltrans standard of LOS D. According to a Memo provided by the City’s traffic consultant, the project would generate 16 net trips during the AM peak hour and another 16 net trips during the PM peak hour.

However, in accordance with CEQA Guidelines Section 15064.3(a) LOS can no longer be used as a metric to identify traffic impacts under CEQA. Therefore, the project traffic impacts related to the City's General Plan are considered less than significant, and the relevant question for CEQA is whether the project would be required to improve or modify an intersection or roadway to bring project traffic into conformance with General Plan Policy T-B, which would represent a physical change to the environment associated with the project requiring analysis under CEQA.

Bicycle Facilities: A significant impact on bicycle facilities would occur if the project would not provide or eliminate bicycle access, conflict with existing or planned facilities, or created hazardous conditions for bicyclists. As previously discussed above, there are no existing bicycle facilities in the immediate vicinity of the project site. The Walk n' Bike Plan identifies several potential bicycle improvements within the project vicinity. The Huntington Bicycle connecter is planned and funded and will extend in front of the site. The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

Pedestrian Facilities: A significant impact to pedestrian facilities would occur if the project would not provide or eliminate access, conflict with existing or planned pedestrian facilities, or would create hazardous conditions for pedestrians. Additionally, the project would be consistent with the City's Walk 'n Bike Plan, since it is an urban infill development that would improve the visual character of the project site (Policy T-43, City of San Bruno 2016 Walk n' Bike Plan) and add street trees along the project frontage, which would be consistent with the City's goals of beautifying streetscapes and improving connections to BART and Caltrain stations. Accordingly, the project would not impact existing or planned pedestrian facilities, or conflict with a program, plan, ordinance, or policy addressing pedestrian facilities.

b. CEQA Guidelines Section 15064.3(b)(1) describes factors that might indicate whether a development project's VMT may be significant. The Technical Advisory on Evaluating Transportation Impacts in CEQA published by the Governor's OPR in December 2018 provides recommendations regarding VMT evaluation methodology, significance thresholds and screening thresholds for land use projects. CEQA Guidelines Section 15064.3(b)(1) identifies that projects (including residential, office, retail, and mixed-use developments) proposed within ½ mile of an existing major transit stop may be presumed to have a less-than-significant impact on VMT. A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. The project is located directly across the street from the Caltrain station, approximately 250 ft from the stairway to the service line. This presumption is not appropriate for projects with a floor area ratio (FAR) below .75 and/or provide parking in excess of City requirements.

   The project is located within 0.3 mile of the Route ECR bus stop, which has service intervals of 15 minutes during peak commute hours and therefore qualifies as a high-quality transit corridor. Additionally, the project would meet but not exceed the number of parking spaces required by the City's Municipal Code (48 vehicle spaces), and has an FAR of 2.1. Thus, the project is screened out from VMT analysis and would be presumed to have a less than significant impact on VMT per OPR guidelines.

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

   The project proposes two driveways at the parking garage, one on Huntington Avenue and one on San Bruno Avenue West. Both driveways only allow vehicles to turn right-in and right-out to

enter and exit the garage. The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on San Bruno Avenue West and Huntington Avenue. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway and provides drivers with the ability to locate sufficient gaps in traffic and exit the driveways. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site.

The minimum acceptable sight distance often considered is the Caltrans stopping sight distance. The posted speed limit on both San Bruno Avenue West and Huntington Avenue is 25 mph. The Caltrans *Highway Design Manual* recommends stopping sight distance for the driveways to be 200 feet (based on a design speed of 30 mph).

Parking on the south side of San Bruno Avenue West between Mills Avenue and Huntington Avenue is mostly prohibited through red curbs and no parking signs, except for an approximately 30-foot segment in front of the commercial buildings, just north of Mills Avenue. Because parking on San Bruno Avenue West is not allowed near the project driveway, there is adequate sight distance for vehicles exiting the driveway to see oncoming traffic. According to the site plan, one tree would be added just west of the driveway. The type of tree should have a high canopy so that it would not obstruct the view of drivers exiting the project driveway. The sight distance at the project driveway along San Bruno Avenue West would be adequate.

There are two loading areas and three parking spaces along the west side of Huntington Avenue between San Bruno Avenue West and the project's driveway. Based on the 200-foot sight distance, the loading areas and the parking spaces are in the line of sight for vehicles exiting the driveway. However, the two loading zones would occasionally be occupied for short periods. In the event that the parking spaces are occupied, vehicles exiting the garage could pull up onto the roadway, and drivers would be able to look past the parked cars to see oncoming traffic. According to the site plan, three trees would be added that are in the line of sight. The type of tree should have a high canopy so that it would not obstruct the view of drivers exiting the project driveway. The sight distance at the project driveway along Huntington Avenue would be adequate.

d. The project would not impair or interfere with an adopted emergency response or evacuation plan. During construction and operation of the proposed project, streets, roadways, and trails would not be permanently blocked such that emergency vehicles would be unable to access the site or surrounding sites. In accordance with San Bruno Fire Department requirements, the project is within 150 feet of a fire apparatus access road. Emergency vehicles would be able to access the project site from San Bruno Avenue West or Huntington Avenue. Emergency access would not be inhibited by the proposed project.

4.18 Tribal Cultural Resources

Would the project:	New Significant Impact Relative to Transit Corridors EIR	More Severe Impact Relative to Transit Corridors EIR	No Substantial Change Relative to Transit Corridors EIR	No Change Relative to Transit Corridors EIR
a)Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or				**X**
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c). In applying the criteria set forth in Public Resource Code Section 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe.				**X**

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

Discussion

No known tribal cultural resources are associated with the project site at this time. However, since the time of Euro-American contact, Native Americans in the Bay Area have typically lived along the alluvial terraces and along historic bay margins. Because of San Bruno's location along the San Francisco Bay, potential exists for identifying Native American cultural resources within the city. Since the project site has been previously disturbed and developed with a commercial structure and a surface parking lot, there is a low possibility for uncovering buried objects with tribal cultural value. Project-related grading and excavation during construction could however result in significant impacts, if any unknown buried resources were discovered. In the event that an inadvertent discovery of a tribal cultural resource is made, MM CUL 7-1 will be implemented, as stated in Section 4.5 Cultural Resources of this Initial Study.

4.19 Utility and Service Systems

Would the project:	New Significant Impact Relative to Transit Corridors EIR	More Severe Impact Relative to Transit Corridors EIR	No Substantial Change Relative to Transit Corridors EIR	No Change Relative to Transit Corridors EIR
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				**X**
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?				**X**
c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?				**X**
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?				**X**
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				**X**

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

Transit Corridors Plan EIR Findings

The Transit Corridors Plan EIR did not identify potential impacts to utilities and service systems in Chapter 13.

Water Supplies/Infrastructure

The total water demand within the Transit Corridors Area itself in 2035 is estimated to be 0.42 MGD, which is an increase of 0.24 MGD over General Plan buildout of the Transit Corridors Area, excluding the proposed Transit Corridors Plan. The WSA prepared for the Transit Corridors Plan concluded that the City of San Bruno has sufficient water supplies to meet the current and future water demand through 2035 within its service area, including the increase in water demand associated with the Transit Corridors Plan, during the normal, single dry, and multiple dry years. Therefore, the water supply impacts of the Transit Corridors Plan would be less than significant.

Under its normal development review procedure for specific projects, the City would determine the actual fire flow and water system design requirements. The construction of the water system improvements to meet the demand of future development under the Transit Corridors Plan would occur within existing public rights-of-way. The environmental impact of the Transit Corridors Area related to water distribution facilities and fire flow would therefore be less than significant.

Wastewater

The Transit Corridors Plan proposes sewer trunk line improvements within the Transit Corridors Area to accommodate new developments included in the Plan. The estimated increase of 144,169 gpd in wastewater generation from future development within the Transit Corridors Area would require substantial upgrades to the existing wastewater facilities in the area. In accordance with City development permitting procedures, each individual future development project within the Transit Corridors Area would be required to pay applicable City development and connection fees, pay its fair share of toward necessary sewer system facilities to support the proposed development's sewer needs, and submit final project water system design specifications and construction modifications for approval by the Engineering and Construction Division. Therefore, the impact of the Transit Corridors Plan related to wastewater collection services would be less than significant.

Solid Waste Disposal and Recycling

Based on recent diversion rates for San Bruno, it is estimated that half the waste from development in the Transit Corridors Plan would be diverted through recycling and composting, and the remainder would require landfill disposal. Since the permitted capacity of the Ox Mountain Landfill is sufficient, the impact of the Transit Corridors Plan related to solid waste disposal would be less than significant.

Project Consistency with the Transit Corridors Plan EIR

a. The Project would introduce 46 residential units in the Transit Corridors Area that would generate demand for utilities and services. The Project is generally consistent with the Transit Corridors Plan and will not necessitate substantial expansion or relocation of existing utilities. The Project site is served by existing utilities, including water, wastewater, and storm drain infrastructure which will service the proposed development on the Project site. The proposed development would include connecting to the existing utilities infrastructure in San Bruno Avenue West.

b., c. The Transit Corridors Plan EIR (Chapter 13, Public Services and Utilities) concludes that the available treatment capacity at the South San Francisco/San Bruno Water Quality Control Plant (WQCP) is adequate to meet the estimated net increase of 144,169 gallons per day (gpd) dry weather wastewater flow under implementation of the Transit Corridors Plan, which includes the proposed project site. The proposed project is estimated to use 8,039 gallons of water per day; pto be conservative, it is estimated that the project would generate the same amount of wastewater. This is approximately 5 percent of the anticipated wastewater generated by implementation of the Transit Corridors Plan. The City of San Bruno has issued a "will-serve" letter for sewer service to the proposed project "upon receipt of all applicable fees and contingent upon the City's review of the submitted video inspections [of the existing sewer pipes serving the site]. The Applicant shall be responsible for any sewer improvements required by the City." With implementation of the standard City requirements and protocols, the project's impact on wastewater treatment would be less-than-significant, and no mitigation is required.

d., e. Like all development in San Bruno, the proposed project would accommodate recycling containers on-site in accordance with the City's curbside recycling program. The Transit Corridors Plan EIR (Chapter 13, Public Services and Utilities) concludes that, given the sufficient permitted capacity at the Ox Mountain Landfill, the impact of Transit Corridors Plan-facilitated development

on solid waste disposal and recycling would be less-than-significant. Likewise, the proposed project's impact would be less-than-significant, and no mitigation is required.

4.20 Wildfire

Would the project:	New Significant Impact Relative to Transit Corridors EIR	More Severe Impact Relative to Transit Corridors EIR	No Substantial Change Relative to Transit Corridors EIR	No Change Relative to Transit Corridors EIR
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				**X**
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				**X**
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				**X**
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				**X**

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

Transit Corridors Plan EIR Findings

The Transit Corridors Plan EIR identified greatest potential for wildfire hazards in the City in areas near extensive natural vegetation, such as Crestmoor Canyon, San Francisco Water Department's Peninsula Watershed, and Junipero Serra County Park. The Transit Corridors Area is located in a Non-Very High Fire Hazard Safety Zone (VHFHSZ), as categorized by the California Department of Forestry and Fire Protection (CAL FIRE).

Project Consistency with the Transit Corridors Plan EIR

a-d). The Project site conditions are consistent with the larger Transit Corridors Area. The Project site is not in or near any area with extensive natural vegetation and is not categorized as a VHFHSZ, which is a prerequisite for consideration of wildfire impacts on the factors outlined above. Therefore the Project would have no impact on wildfire risks.

Applicable San Bruno General Plan Policies That Reduce Impacts

PFS-34: Identify and remove mature and/or diseased Eucalyptus trees in rights-of-way and other open areas, if they pose a fire hazard or other threat to health and safety.

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.

Conclusion and Environmental Conditions of Approval

The Project site is more than a mile away from a state responsibility area and is not within an area that is classified as a Very High Fire Hazard Severity Zone. The Project does not propose changes that would affect these factors. Therefore, there would be no additional impacts of the Project associated with wildfire risks beyond those analyzed in the Transit Corridors Plan EIR.

4.21 Mandatory Findings of Significance

Would the project:	New Significant Impact Relative to Transit Corridors EIR	More Severe Impact Relative to Transit Corridors EIR	No Substantial Change Relative to Transit Corridors EIR	No Change Relative to Transit Corridors EIR
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?				**X**
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.)				**X**
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				**X**

Sources: City of San Bruno 2025: General Plan, General Plan EIR, and TCP EIR

Transit Corridors Plan EIR Findings

a. Based on the preceding discussion within this Initial Study Checklist, and the analysis within the Transit Corridors Plan EIR, including applicable mitigation measures from the EIR as identified in this Checklist, it has been determined that the proposed 111 San Bruno Avenue project will have

a less-than-significant impact related to degradation of the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

b. According to CEQA Guidelines section 15355, “Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” “Cumulatively considerable” means that the incremental effects of an individual 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. The potential cumulative impacts of the proposed project together with related projects, forecasted Transit Corridors Plan buildout, and forecasted San Bruno General Plan buildout have been considered for each environmental topic evaluated in this Initial Study Checklist. Given the relatively small size of the site (less than one acre), the temporary duration of construction (assumed to be less than two years), and the fact that the proposed project would serve an existing community within an urbanized area substantially consistent with the adopted Transit Corridors Plan, the project is not anticipated to have any cumulatively considerable impacts beyond those already identified and analyzed in the certified Transit Corridors Plan EIR.

c. The proposed project will not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, beyond those previously identified and analyzed in the certified Transit Corridors Plan EIR.

5. Reference Documents

5.1 Noise and Vibration Study
5.2 Onsite Health Risk Analysis
5.3 Sight Distance Review Memorandum

20 March 2023

Larry Li
San Bruno Development LLC
larryli58@yahoo.com

Subject: 111 San Bruno Ave
Updated and Consolidated Noise and Vibration Study
Salter Project 19-0306

Dear Larry:

We have updated and consolidated our noise and vibration study for the project. The purpose of the study is to quantify the noise and vibration environment at the site, compare the measured data with applicable standards, and propose mitigation measures as necessary. We have also assessed the project design as it relates to the state and local building code. This report summarizes our comments.

PROJECT CRITERIA

The project site is subject to noise criteria from the California Building Code (CBC), the San Bruno Noise Element (SBNE), and the San Bruno Transit Corridor Plan (SBTCP), the San Mateo County Comprehensive Land Use Plan (CLUP) and CALGreen Code (for commercial spaces).

The State of California and the City of San Bruno establishes guidelines, regulations, and policies designed to limit noise exposure at noise sensitive land uses. State CEQA guidelines set forth criteria that are used to determine whether a project will have a significant impact on the existing environment.

The Federal Transit Administration (FTA)[1] provides groundborne vibration guidelines according to several use categories and frequency of events. The specific criteria for each of these are discussed below.

Exterior Noise

CALGreen (Commercial)

The CALGreen Code addresses acoustical issues in several sections. These sections apply to non-residential buildings, which includes the commercial/retail and common space within the building.

1 Federal Transit Administration, "Transit Noise and Vibration Impact Assessment", May 2006.

> Section 5.507.4.3 Acoustical Control: There is a requirement for mitigating exterior noise where sound levels regularly exceed 65 dB. If the exterior noise level regularly exceeds 65 dB, then the building envelope must have wall and roof-ceiling assemblies designed to provide an interior noise environment not exceeding an $L_{eq}(h)$[2] of 50 dB in occupied areas during hours of operation.

We assumed that the hours of operation for the commercial spaces would be from 7 am to 10 pm and used the typical loudest $L_{eq}(h)$ during that period as the basis of design.

State Building Code (Residential)

The 2019 California Building Code requires that the indoor noise level in residential units of multi-family dwellings not exceed DNL[3] 45 dB where the exterior noise level is greater than DNL 60 dB. This criterion is equivalent to the City standards and is reported herein.

SBNE, SBTCP, CLUP (Residential)

The project site is within the San Francisco Airport (SFO) 60 dB noise contour and therefore is subject to the Land Use Compatibility Guidelines for Exterior Noise as outlined in the CLUP. These guidelines are summarized in the following Table 1.

Table 1: Land Use Compatibility Guidelines (DNL, dB)

Land Use	Compatible	Conditionally Compatible	Incompatible
Residential Multi-Family	≤65	60-70	>70

The interior noise requirements of SBNE, SBTCP and CLUP are consistent with the State standard of DNL 45 dB.

2 $L_{eq}(h)$ – The equivalent steady-state A-weighted sound level that, in an hour, would contain the same acoustic energy as the time-varying sound level during the same hour.

3 DNL (Day-Night Average Sound Level) – A descriptor for a 24-hour A-weighted average noise level. DNL accounts for the increased acoustical sensitivity of people to noise during the nighttime hours. DNL penalizes sound levels by 10 dB during the hours from 10 PM to 7 AM. For practical purposes, the DNL and CNEL are usually interchangeable. DNL is sometimes written as L_{dn}.

Interior Noise

State Building Code (Residential)

The State Building Code requires that walls and floor-ceilings separating dwelling units from other units or public space achieve a minimum STC[4] rating of 50, and party floor-ceiling assemblies achieve a minimum IIC[5] rating of 50.

CALGreen (Commercial)

The California Green Building Standards (CALGreen) require that partitions separating commercial spaces, or commercial spaces from public space, be a minimum of STC 40.

State CEQA Guidelines and Impact Criteria

Appendix G of the State CEQA Guidelines contains guidelines to evaluate the significance of noise attributable to a proposed project. This would include (but is not limited to) added traffic noise, mechanical equipment noise, and construction noise.

Groundborne Vibration Guidelines

The FTA and SBTCP Mitigation 11-2 provides groundborne vibration (GBV) guidelines according to several use categories and various frequencies of events. Table 2 summarizes the general assessment criteria for groundborne vibration.

Table 2: FTA General Assessment Criteria

	GBV Impact Levels (VdB re 1 µ-in/sec)		
Land Use Category	Frequent Events	Occasional Events	Infrequent Events
Category 2: Residences and buildings where people normally sleep	72 VdB	75 VdB	80 VdB

4 STC (Sound Transmission Class) – A single-number rating defined in ASTM E90 that quantifies the airborne sound insulating performance of a partition in laboratory conditions. Increasing STC ratings correspond to improved airborne sound insulation.

5 IIC (Impact Insulation Class) – A single-number rating defined in ASTM E492 that quantifies the impact sound insulating performance of a floor ceiling assembly under laboratory conditions. This relates to footfall-generated noise reduction. Increasing IIC ratings correspond to improved impact sound insulation.

Frequent events are defined as more than 70 vibration events of the same source per day. Occasional events are defined as between 30 and 70 vibration events of the same source per day and infrequent events are fewer than 30 vibration events of the same source per day. The SBTCP uses the "frequent" event criteria for Caltrain.

NOISE ENVIRONMENT

The project consists of a new five-story mixed-use building with ground floor retail and four stories of residential units. The site is bordered by San Bruno Avenue to the north and Huntington Avenue to the east. A Caltrain station and the San Francisco Airport are also to the east. The major noise sources at the site include vehicle traffic on San Bruno and Huntington Avenues, aircrafts, and passing trains.

To quantify the existing noise environment, we conducted two long-term noise measurements at the project site between 15 and 21 March 2017. The attached Figure 1 shows the measurement locations and measured noise levels. The noise monitors were at a height of 12 feet above grade.

Based on our measurements, we calculated the expected DNL at the various facades and elevations. The San Bruno Transit Corridor Plan Mitigation 11-6 predicts traffic noise increases of 3 to 5 dB on the adjacent streets. However, it also predicts that this noise may be reduced 2 to 5 dB using rubberized asphalt. For our analysis, we assume a cumulative future traffic noise increase of 3 dB.

ANALYSIS AND RECOMMENDATIONS

Exterior Noise

Based on our measurements and analysis, the expected future exterior noise levels throughout the project site range from DNL 73 to 78 dB. These noise levels fall within the CLUP "incompatible" land use. At the rooftop patio, outdoor noise levels would be approximately DNL 76 dB along the eastern edge. Stepping back from the edge the building and railing would provide some shielding of roadway traffic and train noise, by approximately 5 to 8 dB. However, in this area, the DNL would be limited by aircraft at DNL 73 dB. Therefore, we expect there is no feasible means to significantly reduce outdoor noise levels, particularly from aircraft, in this area.

Environmental Noise – CALGreen

To meet the CALGreen interior noise criterion of $L_{eq}(h)$ 50 dB in the commercial and common spaces, the minimum window STC ratings needed to meet the project criterion are shown in Figures 2 and 4.

Environmental Noise - Residential

We used the drawings dated 18 February 2022 for our analysis. To meet the indoor criterion of DNL 45 dB, it will be necessary for all of the facades to be sound-rated. The minimum window and exterior door STC ratings needed to meet the project criterion are shown in Figures 3 and 4.

For our calculations, we assumed the following:

- Bedrooms will have carpet; all other rooms will have hard-surfaced flooring
- Ceilings are 9 feet high
- The window sizes and locations are as shown on the plans and elevations

We also assumed the construction of the exterior walls consists of an insulated single-stud assembly with one layer of gypsum board on the interior side and one layer of exterior sheathing with a moderate-weight siding (e.g., 3-coat stucco). An exception is the Level 5 living room at the intersection of San Bruno and Huntington Avenues where the exterior wall must be upgraded with resilient clips[6] attached to the studs with two layers of interior gypsum board, as indicated in Figure 4.

The recommended STC ratings are for full window assemblies (glass and frame) rather than just the glass itself. Tested sound-rated assemblies should be used.

For reference, typical one-inch glazing assemblies (two 1/4-inch-thick panes with a 1/2-inch airspace) achieve approximately STC 32. Where STC ratings above 33 are required, at least one pane will need to be laminated. One-inch insulated assemblies can typically achieve up to STC 38 with both panes laminated.

Where windows need to be closed to meet the project criterion, an alternative method of supplying fresh air (e.g., mechanical ventilation) should be considered. This applies to all residences. This issue should be discussed with the project mechanical engineer.

Minimum exterior door STC ratings are STC 35, except where noted otherwise in Figures 3 and 4. Where exterior doors need to achieve greater than STC 35, sliding glass doors may not be feasible. At these locations, the design may need to be revised to use swing doors, which are commercially available in higher STC ratings.

Interior Noise

Party walls and floor-ceiling assemblies have been designed to meet industry standards for market-rate condominiums, which exceeds the Code minimum standards. Residential entry doors will be equipped with perimeter sound gasketing, door shoes, and solid thresholds to be tight-fitting to the frame and sill, as required by Code.

6 Resilient clip products include Pliteq GenieClip, Kinetics IsoMax, and Pac International RSIC-1 and should be installed per manufacturer recommendations.

State CEQA Guidelines and Impact Criteria

See our Noise Impact Assessment (dated 12 February 2018) for an analysis that evaluates the potential noise impacts of the project per the State CEQA significance criteria.

MEP equipment noise impact to adjacent properties will be analyzed throughout the project design. Potential noise sources include the ground floor transformers, garage exhaust fans, and rooftop mechanical equipment. All stationary mechanical equipment (e.g., garage exhaust fans, rooftop cooling towers) will comply with the required noise limits at the property lines.

Potential recommendations to mitigate MEP equipment noise include acoustical duct liner, silencers, louvers, and barriers. We will review equipment sound data and provide more specific input when this information is available.

Some construction equipment is expected to generate intermittent noise levels up to 74 to 84 dB at a distance of 100 feet. These levels would meet the City Noise Ordinance limit of 85 dB at this distance. Though temporary, noise-generating activities over the construction period could also increase ambient noise levels at neighboring sensitive land-uses. Reasonable measures to manage construction activities should be implemented to reduce the potential noise impact.

GROUNDBORNE VIBRATION

We conducted one long-term vibration measurement in the existing building from 15 to 21 March 2017 (see Figure 1 for measurement location). The measurement (Location V1) was conducted at a setback of approximately 110 feet from the centerline of the nearest train track.

Measured train vibration levels were between 60 and 68 VdB and did not exceed the FTA general assessment criteria for “frequent” events. It should be noted that vibration levels in this report were measured at-grade. The FTA document identifies that vibration will change as it enters the building. However, the effect of the building on vibration is dependent on the structural design. This should be discussed this with the structural engineer so as to reduce the potential for amplification inside the building.

* * *

This concludes our updated and consolidated noise and vibration study for 111 San Bruno Ave. Should you have any questions, please give us a call.

Best,

SALTER

Blake Wells, LEED GA
Associate

Jeremy Decker, PE
Vice President

Enclosures as noted

Salter

San Francisco

San Jose

Los Angeles

Honolulu

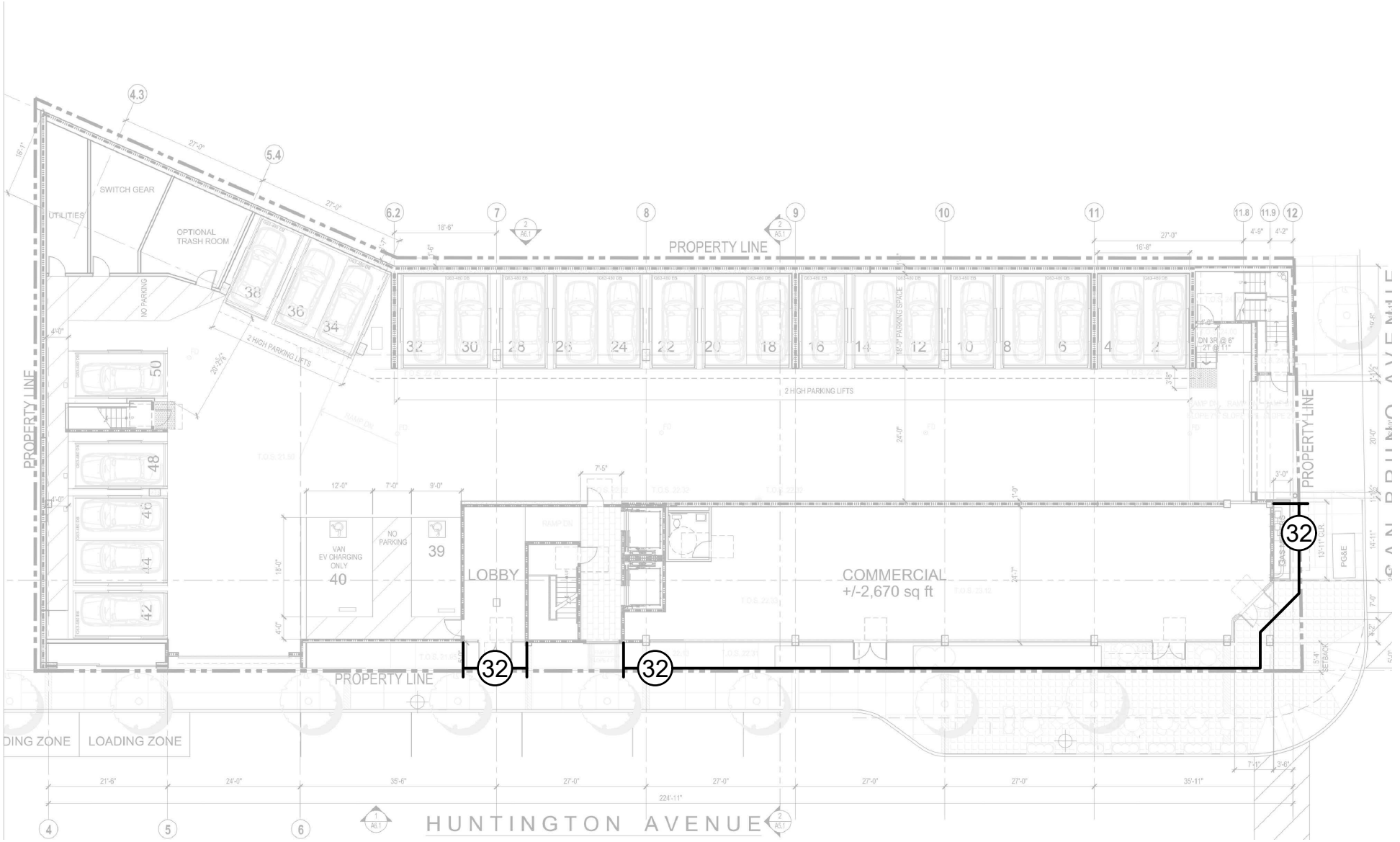
Seattle

www.salter-inc.com

111 SAN BRUNO
NOISE AND VIBRATION MEASUREMENT LOCATIONS

FIGURE 1

Salter #	BMW/JLD
19-0306	03.20.23



NOTE: 1. STC RATINGS ARE FOR THE COMPLETE ASSEMBLY (E.G., GLASS, FRAME, AND OPERABLE SECTIONS) BASED ON TEST REPORTS FROM AN NVLAP-ACCREDITED LAB

111 SAN BRUNO
MINIMUM CODE–REQUIRED STC RATINGS FOR WINDOWS AND EXTERIOR DOORS (FLOOR 1)

FIGURE 2

Salter # 19–0306

BMW/JLD 03.20.23

Salter

San Francisco

San Jose

Los Angeles

Honolulu

Seattle

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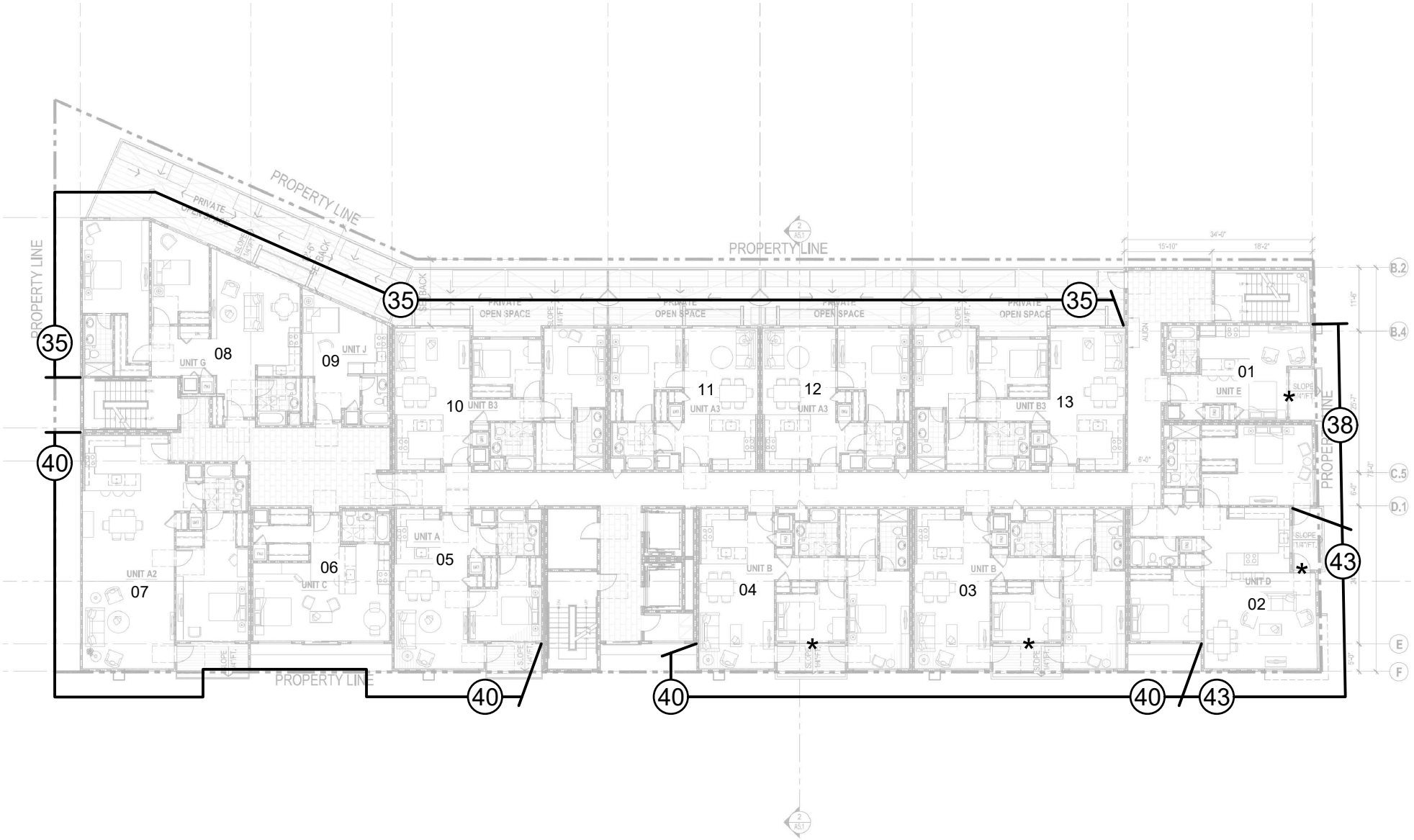


NOTES: 1. STC RATINGS ARE FOR THE COMPLETE ASSEMBLY (E.G., GLASS, FRAME, AND OPERABLE SECTIONS) BASED ON TEST REPORTS FROM AN NVLAP-ACCREDITED LAB

2. EXTERIOR DOORS ARE ASSUMED TO BE STC 35. WHERE NOTED WITH AN ASTERISK (*), THE DOOR NEEDS TO BE UPGRADED TO STC 38

111 SAN BRUNO
MINIMUM CODE–REQUIRED STC RATINGS FOR WINDOWS AND EXTERIOR DOORS (FLOORS 2 TO 4)

FIGURE 3

Salter # 19–0306

BMW/JLD 03.20.23

Salter

San Francisco

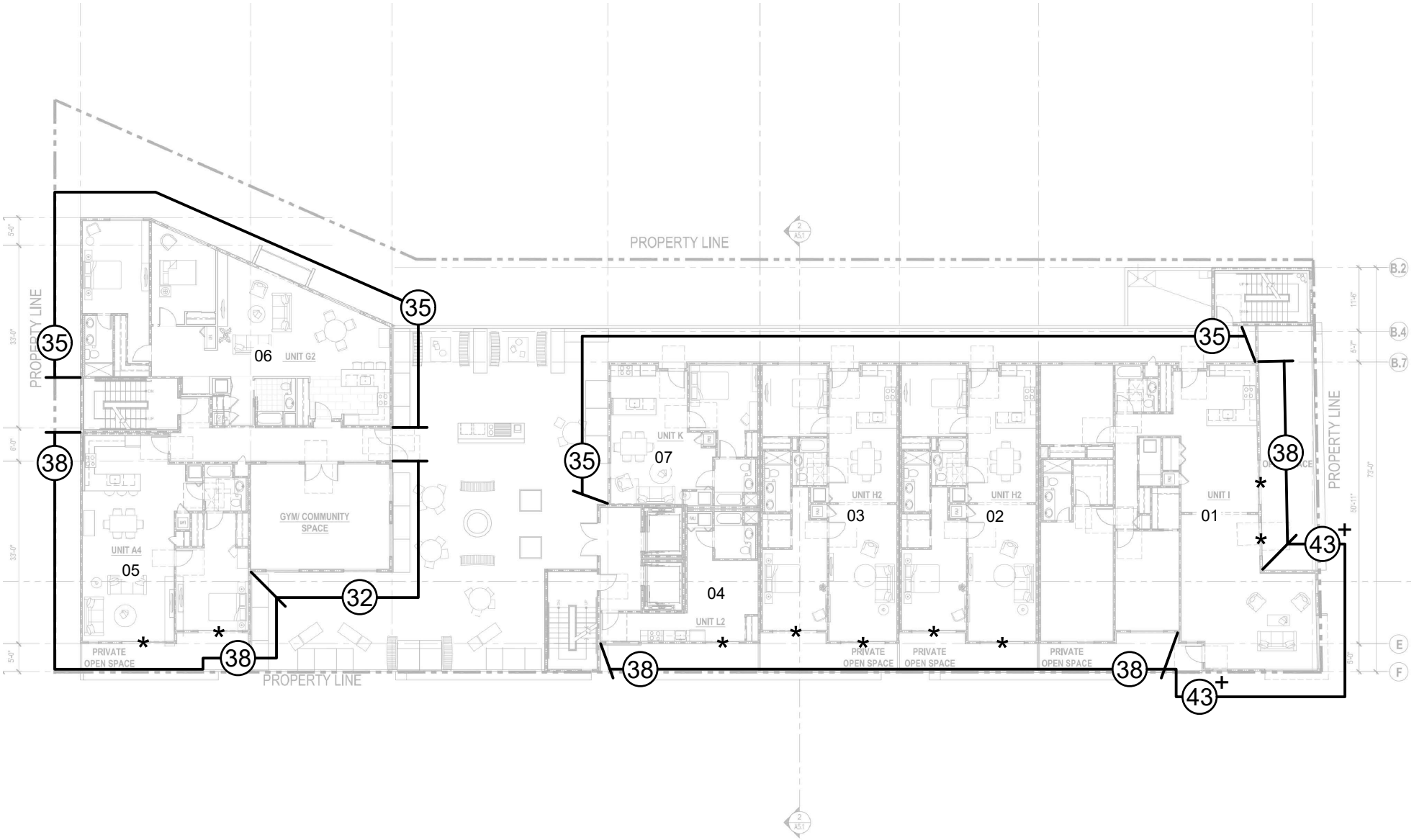
San Jose

Los Angeles

Honolulu

Seattle

www.salter-inc.com



NOTES:
1. STC RATINGS ARE FOR THE COMPLETE ASSEMBLY (E.G., GLASS, FRAME, AND OPERABLE SECTIONS) BASED ON TEST REPORTS FROM AN NVLAP-ACCREDITED LAB
2. EXTERIOR DOORS ARE ASSUMED TO BE STC 35. WHERE NOTED WITH AN ASTERISK (*), THE DOOR NEEDS TO BE UPGRADED TO STC 38

\+ UPGRADED EXTERIOR WALL ASSEMBLY

111 SAN BRUNO
MINIMUM CODE–REQUIRED STC RATINGS FOR WINDOWS AND EXTERIOR DOORS (FLOOR 5)

FIGURE 4

Salter # 19–0306

BMW/JLD 03.20.23

ONSITE HEALTH RISK ANALYSIS

San Bruno Development
111 San Bruno Avenue
San Bruno, CA 94066

Date Prepared: June 7, 2023

Prepared For:

San Bruno Development, LLC
2000 Almeda de Las Pulgas #154
San Mateo, CA 94403

NV5

3777 Long Beach Blvd
Annex Building
Long Beach, CA 90807

PROJECT NUMBER: SBDL-23-11415

NV5 is pleased to present the following Onsite Health Risk Analysis for the mixed-use development project in San Bruno, California. Please refer to the report for our findings and conclusions.

If you have any questions, please contact Kristy Monji-Chung at (626) 567-2383 or by email at kristy.monji@nv5.com.

For and on behalf of NV5,

Kristy Monji-Chung

Senior EHS Consultant

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EXECUTIVE SUMMARY

San Bruno Development, LLC is proposing to build a 5-story mixed-use residential/commercial building on a vacant property located at 111 San Bruno W in San Bruno, California ("Proposed Project"). The Proposed Project will not contain any stationary sources, such as generators or other major sources of emissions.

The City of San Bruno adopted the San Bruno Transit Corridors Specific Plan (TCP), which includes development standards and design guidelines. The TCP identified Impact 5-2: Plan-Related Community Risk and Hazard Impacts, which states that future development could expose sensitive receptors to levels of toxic air contaminants (TACs) or $PM_{2.5}$ that cause an unacceptable cancer risk or hazard which represents a potentially significant impact. Mitigation 5-2 requires that for Transit Corridor Area locations within specified distances from the identified sources of TACs and $PM_{2.5,}$ buffer distances must be implemented or site-specific modeling may provide a data basis upon which the buffer distance may be reconsidered and reduced.

The Proposed Project is located within 10 feet of San Bruno Avenue and within 200 feet of the Caltrain rail line. NV5 evaluated the onsite health risk impacts on future residential receptors using screening tools for stationary, roadway, and railway sources and performed a site-specific health risk assessment using air quality dispersion modeling methodologies to determine site-specific cancer risks from the railways.

As outlined in Section 4, cumulative cancer risks, chronic HI, and PM2.5 concentrations are all below the corresponding cumulative Bay Area Air Quality Management District (BAAQMD) significance thresholds for health risks and hazards. Since the results of the cumulative analysis are below the thresholds, the project will not require additional mitigation measures to be sited at the proposed project location.

1.0 INTRODUCTION

Project Information:

Developer Name: San Bruno Development, LLC

Project Address: 111 San Bruno Ave.
San Bruno, CA 94066

Contact: Larry Li
(650) 245-0808
larryli58@yahoo.com

Project Description: Mixed-Use – Residential Multi-Family / Commercial

1.0 PROJECT UNDERSTANDING

The Proposed Project is located at 111 San Bruno Ave and includes the development of a mixed-use residential and commercial building. This is a five-story building with residential units on the top four levels, with the bottom fifth level reserved for commercial use and parking. The property is located at the southwest intersection of San Bruno Ave and Huntington Ave, approximately 100 feet west of a railway used by Caltrain and commercial freight trains. The Proposed Project will not contain any stationary sources, such as generators or other major sources of emissions.

1.1 OBJECTIVE

The San Bruno Transit Corridors Plan establishes buffer distances from major roadways where mitigation is required, specifically, 10 feet from San Bruno Avenue and 200 feet from the Caltrain. Since the Project is located within these distances, a health risk analysis was performed to analyze site-specific exposures to future residents from stationary sources, roadway sources, and railway emission sources.

This Health Risk Assessment (HRA) evaluates the excess lifetime cancer risks, chronic hazard index (HI), and fine particulate matter less than 2.5 microns in aerodynamic diameter (PM2.5) concentrations from existing known sources of air pollution that are attributable to mobile and stationary sources within the 1,000-foot radius of the Proposed Project.

On April 20, 2022, the BAAQMD adopted CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans, which uses performance-based standards requiring new guidance on evaluating the climate impacts. Appendix E of the CEQA Guidelines provides recommended methods for screening and modeling local risks and hazards. On April 25, 2023, BAAQMD released revised guidance which replaced the previous methodology for conducting individual projects and cumulative cancer risk and hazard analysis environmental review, which had been in place since 2014. Updated screening maps for stationary sources, roadway sources, and rail sources were developed to provide PM2.5 concentrations, cancer risk, and hazard impacts and were used to determine whether further refinement would be needed.

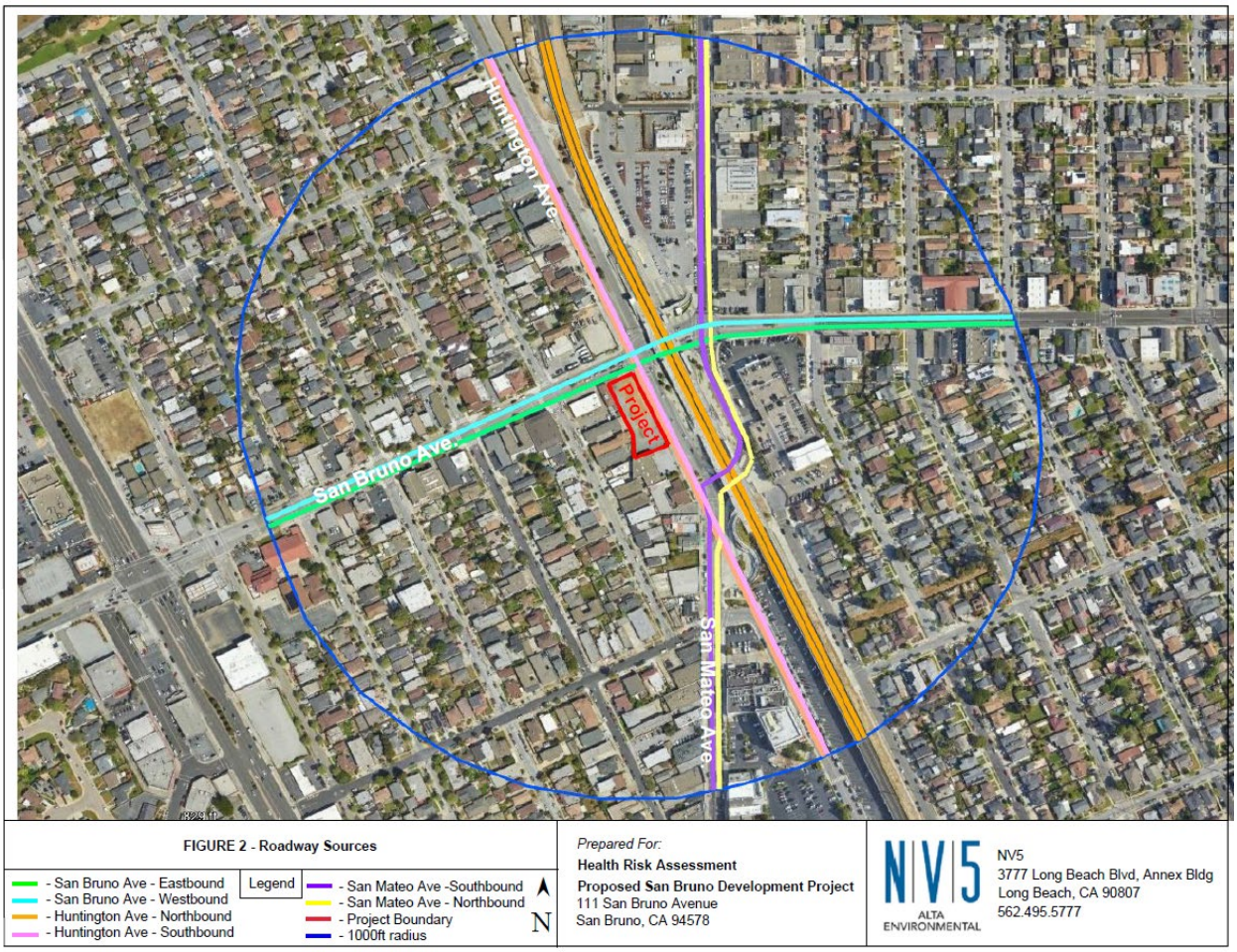
BAAQMD 2022 CEQA Threshold of Significance for cumulative impacts was followed to access this project:

- Cancer Risk: > 100 in a million (from all local sources)
- Non-cancer: > 10.0 Hazard Index (chronic, from all local sources)
- PM 2.5: > 0.8 ug/m^3 annual average (from all local sources)

According to the BAAQMD, the sources of toxic air contaminants (TACs) to be included in the analysis are roadways with over 10,000 vehicles per day, any BAAQMD-permitted stationary source, and any other major sources of emissions within the zone of influence. As shown in Figures 1 and 2, NV5 identified the stationary sources and roadways within 1000 ft of the Project boundary.

Figure 1: Stationary Sources Within 1000 Feet of Proposed Project

Figure 2: Roadway Sources Within 1000 Feet of Proposed Project



Subsequent sections will discuss the methodologies for evaluating health risk impacts based on conservative screening analyses for stationary, roadway, and railway sources and a refined health risk assessment for the cancer risk from railway sources.

2.0 SCREENING ANALYSIS METHODOLOGY

2.0 STATIONARY SOURCES

Stationary sources within 1,000 feet of the project location were identified using BAAQMD's Stationary Source Screening Map, which provides a GIS map of all the stationary sources permitted by the Air District with risk and hazard estimates. Permitted stationary sources facilities located within 1,000 feet of the proposed project include seven stationary sources, summarized in Table 2-1.

Table 2-1: Stationary Sources Within 1000 Feet of Proposed Project		
Source Name	Address	Distance from Project
G & M Auto Body	482 E San Bruno Ave	870 feet west
Artichoke Joe's Casino	659 Huntington Avenue	750 feet south
La Loma Auto Body Shop	848 San Mateo Ave	530 feet northwest
Five Star Auto Body	916 San Mateo Ave	1060 feet northwest
M C Auto Body	828 San Mateo Ave	400 feet northwest
Technics Auto Body & Detailing	898 San Mateo Ave	750 feet northwest
San Bruno Valero	310 San Bruno Ave E	480 feet west

Source: https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools/health-risk-screening-and-modeling

Cancer risk, hazard index, PM2.5 concentrations, and emissions inventory data from stationary sources were obtained from the BAAQMD through a records request. The cumulative risk from stationary sources is summarized in Table 2-2. Screening level risks and hazards provided by BAAQMD are intentionally conservative and are based on worst-case assumptions. The BAAQMD Stationary Source Screening Map was last updated on April 10, 2023. The Stationary Source Screening Map Report is available in the report appendices.

Table 2-2: Cumulative Risk from Stationary Source Screening Methodology			
Source Name	Cancer Risk (in a million)	Chronic Hazard Index	PM 2.5 (ug/m^3)
G & M Auto Body	0.00	0.00E+00	0.00E+00
Artichoke Joe's Casino	8.68	2.30E-02	1.10E-02
La Loma Auto Body Shop	0.00	0.00E+00	0.00E+00
Five Star Auto Body	0.00	1.00E-03	0.00E+00
M C Auto Body	0.00	0.00E+00	0.00E+00
Technics Auto Body & Detailing	0.00	0.00E+00	0.00E+00
San Bruno Valero	8.92	3.90E-02	0.00E+00
Stationary Source Total Risk	**17.59**	**0.06**	**0.01**

2.1 ROADWAY AND RAILWAY SOURCES

Streets within 1,000 feet of the project boundary and that a daily trip rate of over 10,000 include San Bruno Avenue, Huntington Avenue, and San Mateo Avenue. A map of the roadways and nearby railway are available in Figure 2. Cancer risk, hazards, and PM2.5 concentrations from roadway sources were obtained from BAAQMD Roadway Screening Data Layers through analysis of their published raster file. Figures 3 and 4 illustrate the risk impacts obtained from the raster data published by BAAQMD Screening Data for Roadway and Railway emission sources. Since this conservative screening data showed unacceptable levels of cancer risk from railway sources, NV5 performed a refined health risk assessment for cancer impacts from railway sources.

Figure 3: Roadway BAAQMD Screening Data

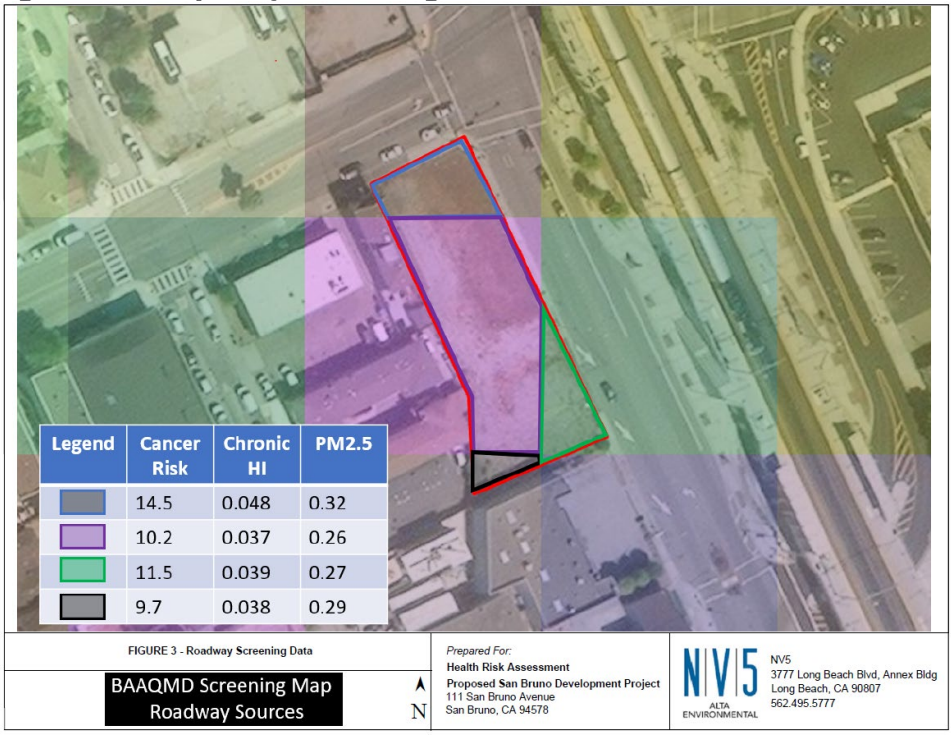
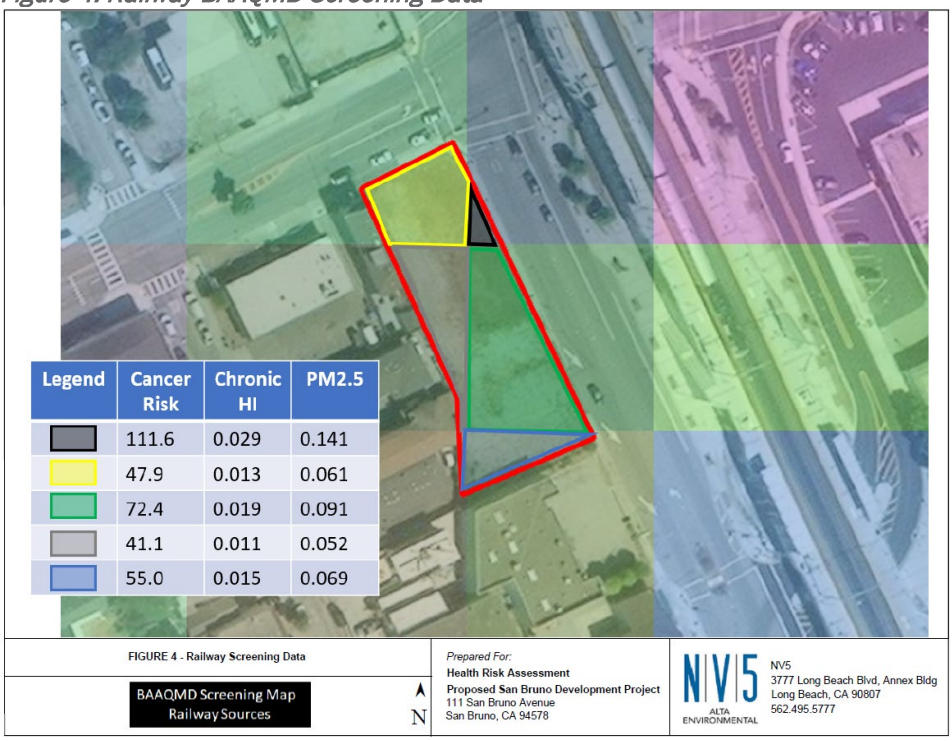


Figure 4: Railway BAAQMD Screening Data



3.0 RAILWAY HEALTH RISK ASSESSMENT

3.0 RAILWAY SOURCES AND EMISSIONS

The project site is located approximately 100 feet east of the Caltrain and Union Pacific Railroad rail lines at the Caltrain San Bruno Station. Rail activity on these lines generates TAC and PM2.5 emissions from the diesel-fueled locomotive exhaust. Currently, all Caltrain locomotives are powered by diesel engines. The Caltrain Modernization Program has begun construction and implementation to electrify the Caltrain Corridor from San Francisco to San Jose.

BAAQMD's CEQA Rail Screening Tool for estimating cancer risks, hazards, and PM2.5 concentration from rail and railyards is overly conservative and does not account for the electrification on Caltrain; therefore, dispersion modeling of locomotive emission was conducted using Breeze AERMOD to assess health impacts to onsite receptors from railway emissions. Based on Caltrain plans, service between San Jose and San Francisco will use a mixed fleet of electric and diesel locomotives, with approximately 75% electric locomotives and the remaining 25% diesel locomotives.

Caltrain operates three levels of service that vary by train speed and frequency of stops. The Baby Bullet express service travels at the fastest speed and has few station stops; the Limited service operates at a slower speed and has more stops; the Local service is the slowest and stops at the most stations. Locomotives operate under a series of load modes called "notches" that, combined with idling, determine operating mode. For each train service, the throttle notch was assumed based on the load expected at each station, as well as the average speed. Locomotive emissions depend on average speed, distance traveled, and throttle notches. The weighted average speed of a locomotive is estimated from the distance traveled over time.

Distances from city boundaries to the stations were obtained from city maps, and distances between the stations, were obtained from mileposts between each station. The time required to travel between stops was extrapolated from the Caltrain schedule. The average speed for Limited and Local service is 37 mi/hr. Emissions calculations were based on average speed along the rail lines and included idling activity at the stations. The Caltrain schedule suggests that trains idle for about 90 seconds at each station. Weighted hourly average emissions were calculated based on the number of trains traveling within each hour of the day, engine mode emission rates, and the average time in each mode profile.

Running emissions from trains were calculated using BAAQMD's guidance as follows:

$E_{running}$ = 1 / s (EF running) x N x L
$E_{running}$ = emissions per rail link per day (g)
s = average speed (mph)
$EF_{running}$ = emission factor by rail link (g/h)
N = number of locomotives that travel on the rail link per day
L = length of rail link (mi)

Idling emissions were estimated by multiplying the emission factor by the number of stops on each link and the length of time spent at each stop.

E_{idling} = EF_{idling} x N x T
E_{idling} = emissions of diesel PM per rail link per day (g)
EF_{idling} = emission factor by rail link (g/h)
N = number of locomotives that travel on the rail link per day
T = idling time for each stop (h)

Table 3-1 provide a summary of the assumptions and emissions from line sources in running modes north and south the station, while Table 3-2 provides a summary of the assumptions and emissions from volume sources in idling modes at the station.

Table 3-1 Line Sources - Railway Running

	Northbound	Southbound
Running Emissions	**$E_{running}$ = 1/s ($EF_{running}$ x N x L)**	
Weekday Trains	61	61
Weekend Trains	32	32
N = Number of Locomotives	53	53
s = Average Speed (miles per hour)[1]	37.45	37.45
L = Length of Rail Link (miles)	0.15	0.13
EF = Running Emission Factor by Rail Link (g/h)[1]	210.9	210.9
E = Emissions (g)	44.53	38.59
Emission Rate (g/s)	1.29E-04	1.12E-04
Area of line source (m^2)	1.20E+00	1.04E+00
Emission Rate (g/s/m^2)	1.07E-04	1.07E-04

[1] BAAQMD 2022 CEQA Guidelines

Table 3-2 Volume Sources - Railway Idling

	At Station
Idle Emissions	**E_{idle} = EF_{idle} x N x T**
N = Number of Locomotives	53
T = Idling Time (h)	0.025
EF = Idling Emission Factor by Rail Link (g/h)[1]	47.9
E = Emissions (g)	63.47
Emission Rate (g/s)	7.35E-04

[1] BAAQMD 2022 CEQA Guidelines

3.1 DISPERSION MODELING

Dispersion modeling is required to determine the risk-based exposure concentration. Modeled concentrations are factored by the ratio of actual emissions to the unit emission rate. Air dispersion model Breeze AERMOD version 22112 was the modeling software used to conduct the refined analysis for this Health Risk Assessment. BAAQMD Appendix E: Recommended Methods for Screening and Modeling Local Risks and Hazards provided emissions factors and source parameters to help guide this Health Risk Assessment. NV5 used WGS84 [World Geodetic System of 1984] Zone 10 as the projection of the project. The meteorology data used in the air distribution model was from the San Francisco International Airport (KSFO) National Weather Service (NWS) station from 2013- 2017. This data was obtained from BAAQMD AERMOD-Ready Meteorological Data. The discrete receptor grid was set within the project site boundary with a spacing of 5 meters. Railway sources were modeled as either idle or running through the San Bruno Caltrain Station. Running locomotive emissions from train travel within 1,000 feet of the project site were modeled as line sources along the rail line. Idle locomotive emissions were modeled as line-volume sources comprised of a series of volume sources along the rail line. Separate line sources were used for trains approaching the station from the north and south of the station. The width of the line was expanded to 7 meters per the BAAQMD guidelines. Figure 5 shows the modeling parameters used in the dispersion model.

Figure 5: AERMOD Modeling Parameters

Modeling Parameters 2025-2030	**Line**	**Line**	**Volume**	**Line**
	North of Station	South of Station	At Station	Freight
Emission Rate	6.65E-05	5.76E-05	1.49E-04	5.93E-05
Starting Coordinates	551880.00 m E	551980.39 m E	551880.00 m E	551880.00 m E
Ending Coordinates	4165051.00 m N	4164835.53 m N	4165051.00 m N	4165051.00 m N
Plume Height	10.03	10.03	5.9	10.03
Width	7	7	N/A	7
Initial Lateral Dimension	n/a	n/a	5.12	n/a
Initial Vertical Dimension	3.78	3.78	3.78	3.78
Receptor Height Above Ground (1st Floor)	1.5 m	1.5 m	1.5 m	1.5 m
Receptor Height Above Ground (2ndFloor)	4.5 m	4.5 m	4.5 m	4.5 m
Receptor Height Above Ground (3rd Floor)	7.6 m	7.6 m	7.6 m	7.6 m
Receptor Height Above Ground (4th Floor)	10.6 m	10.6 m	10.6 m	10.6 m
Receptor Height Above Ground (5th Floor)	13.6 m	13.6 m	13.6 m	13.6 m
Modeling Parameters 2031-2054	**Line**	**Line**	**Volume**	**Line**
	North of Station	South of Station	At Station	Freight
Emission Rate	5.73E-06	4.97E-06	1.26E-05	2.33E-05
Starting Coordinates	551880.00 m E	551980.39 m E	551880.00 m E	551880.00 m E
Ending Coordinates	4165051.00 m N	4164835.53 m N	4165051.00 m N	4165051.00 m N
Plume Height	10.03	10.03	5.9	10.03
Width	7	7	N/A	7
Initial Lateral Dimension	n/a	n/a	5.12	n/a
Initial Vertical Dimension	3.78	3.78	3.78	3.78
Receptor Height Above Ground (1st Floor)	1.5 m	1.5 m	1.5 m	1.5 m
Receptor Height Above Ground (2ndFloor)	4.5 m	4.5 m	4.5 m	4.5 m
Receptor Height Above Ground (3rd Floor)	7.6 m	7.6 m	7.6 m	7.6 m
Receptor Height Above Ground (4th Floor)	10.6 m	10.6 m	10.6 m	10.6 m
Receptor Height Above Ground (5th Floor)	13.6 m	13.6 m	13.6 m	13.6 m

3.2 CANCER RISK

Potential increased cancer risk from inhalation of TACs is calculated based on the TAC concentration over the period of exposure, inhalation dose, the TAC cancer potency factor, and an age sensitivity factor to reflect the greater sensitivity of infants and children to cancer-causing TACs. The inhalation dose depends on a person's breathing rate, exposure time, and frequency and duration of exposure. These parameters vary depending on the age, or age range, of the persons being exposed and whether the exposure is considered to occur at a residential location or other sensitive receptor location.

California Air Resources Board's (CARB) Hot-Spots Analysis and Reporting Program (HARP) Air Dispersion Modeling and Risk tool Version 22118 was used to determine cancer risk based on the modeled receptor impacts. Plot files obtained from the Breeze AERMOD simulation were post-processed in HARP2 to calculate the cancer risk values.

Cumulative cancer risks include combined stationary risks provided by BAAQMD through their Stationary Source Screening Maps and BAAQMD-provided facility data, roadway risks obtained from raster file roadway impacts in BAAQMD's Roadway Screening Maps, and the cancer risk calculated from the refined health risk assessment using AERMOD dispersion modeling and HARP post-processing software. A summary of the cancer risk is shown in Section 4 which demonstrates that the cumulative cancer risk to onsite, future receptors of the Proposed Project is less than 100 in a million.

3.3 NON-CANCER RISK

A hazard is the potential for developing noncarcinogenic health effects because of exposures to chemicals over the exposure period. Unlike cancer risk, a hazard is not a probability but is a measure estimated as a ratio of the magnitude of the receptor's exposure relative to a chemical-specific reference level that poses no appreciable health effect to all receptors (including sensitive populations).

A non-cancer health risk is usually determined by comparing the predicted level of exposure to a chemical to the level of exposure that is not expected to cause any adverse effect, even to the most susceptible people. Potential non-cancer health hazards from TAC exposure are expressed in terms of a hazard index (HI), which is the ratio of the TAC concentration to a reference exposure level (REL). OEHHA has defined acceptable concentration levels for contaminants that pose non-cancer health hazards. TAC concentrations below the REL are not expected to cause adverse health impacts, even for sensitive individuals. The total HI is calculated as the sum of the HIs for each TAC evaluated, and the total HI is compared to the BAAQMD significance thresholds to determine whether a significant non-cancer health impact from a project would occur. Typically, for residential projects located near roadways with substantial TAC emissions, the primary TAC of concern with non-cancer health effects is diesel particulate matter (DPM). For DPM, the chronic inhalation REL is 0.8 micrograms per cubic meter ($\mu g/m^3$).

Cumulative hazard impact levels were conservatively obtained from BAAQMD Screening Data which estimates that the combined Hazard Impact to onsite, future receptors of the Proposed Project is less than 10 in a million.

3.4 ANNUAL PM2.5 CONCENTRATION

Diesel PM is a TAC that is emitted into the atmosphere in the form of PM2.5 through the combustion of diesel fuel. Epidemiological studies have established that exposures to PM2.5 have serious adverse health impacts. PM2.5 can travel deep into the lungs and enter the bloodstream. Fine PM originates from a variety of sources, including fossil fuel combustion, residential wood burning and cooking, and natural sources, such as wildfires and dust. Researchers established long ago that exposure to PM2.5 has negative effects on the respiratory system, such as triggering asthma attacks, aggravating bronchitis, and diminishing lung function. More recent studies have found that PM2.5 can also harm the cardiovascular system and may cause atherosclerosis, ischemic strokes, and heart attacks. Because of the serious cardiovascular effects of exposure to PM2.5, studies have found a clear correlation between PM2.5 levels of exposure and mortality. Studies also indicate that exposure to PM2.5 may be related to other negative health effects, including impacts on the brain, such as reduced cognitive function, as well as increased risk of diabetes. Recent research in the United States and internationally has begun to examine the potential health effects of even smaller particles, known as ultrafine particles (UFP), which are particles less than 1.0 microns in diameter. Findings to date demonstrate that UFPs can evade the body's defense mechanisms and penetrate deeply into the lungs, the bloodstream, and organs. Exposure to PM2.5 remains the leading public health risk and contributor to premature death from air pollution in the Bay Area. The project site-specific characteristics and surrounding conditions were used to evaluate the potential cancer risk, hazard, and PM2.5 concentrations posed by the project to sensitive receptors.

Cumulative PM2.5 levels were conservatively obtained from BAAQMD Screening Data which estimates that the combined Hazard Impact to onsite, future receptors of the Proposed Project is less than 0.8 ug/m^3.

4.0 CONCLUSION

All areas of the Proposed Project will experience lifetime excess cancer risks of less than 100 in a million, a hazard index of less than 10, and an onsite PM2.5 concentration of less than 0.8 ug/m^3, all below the cumulative threshold of significance, indicating that a buffer distance from the major roadways is not needed. The analysis presented in this report demonstrates that the health risk to future residents at the Proposed Project location is acceptable, and further design mitigation is not required. Maps from Figures 1-4 are provided in the appendices of this report. Additional AERMOD and HARP files can be provided electronically as requested.

Table 4-1: Cumulative On-Site Health Impacts Summary

	Cancer Risk (in a million)	Chronic Hazard Index	PM 2.5 (ug/m^3)
Stationary Sources	**17.6**	**0.1**	**0.01**
Roadways	**14.5**	**0.0**	**0.32**
Railways	**8**	**0.1**	**0.14**
Cumulative Total	**40.1**	**0.2**	**0.47**
BAAQMD Significance Threshold	**100**	**10**	**0.8**
Thresholds Exceedance?	**No**	**No**	**No**

5.0 REFERENCES

Bay Area Air Quality Management District (BAAQMD). 2022. Air Quality Guidelines Appendix E: Recommended Methods For Screening and Modeling Local Risks and Hazards. Available at: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/appendix-e-recommended-methods-for-screening-and-modeling-local-risks-and-hazards_final-pdf.pdf?la=en

BAAQMD. 2022. Mobile Source Screening Map https://mtc.maps.arcgis.com/apps/instant/sidebar/index.html?appid=c5f9b1a40326409a89076bdc0d95e429

BAAQMD. 2022. CEQA Roadway Screening Tool – Cancer Risk https://data.bayareametro.gov/Environment/CEQA-Roadway-Screening-Tool-Cancer-Risk/kz4a-ueki

BAAQMD. 2022. CEQA Roadway Screening Tool – Chronic Hazard https://data.bayareametro.gov/Environment/CEQA-Roadway-Screening-Tool-Chronic-Hazard/sfnx-xg6j

BAAQMD. 2022. CEQA Roadway Screening Tool – PM 2.5 https://data.bayareametro.gov/Environment/CEQA-Roadway-Screening-Tool-PM2-5/r9gy-qwxe

BAAQMD. 2022. CEQA Rail Screening Tool – Cancer Risk https://data.bayareametro.gov/Environment/CEQA-Rail-Screening-Tool-Cancer-Risk/6eut-z6mm

BAAQMD. 2022. CEQA Rail Screening Tool – Chronic Hazard https://data.bayareametro.gov/Environment/CEQA-Rail-Screening-Tool-Chronic-Hazard/p57h-bktk

BAAQMD. 2022. CEQA Rail Screening Tool – PM 2.5 https://data.bayareametro.gov/Environment/CEQA-Rail-Screening-Tool-PM2-5/upac-tfkk

BAAQMD AERMOD-Ready Meteorological Data https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools/ceqa-modeling-data

BAAQMD Stationary Source Data Request Form https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/tools/stationary-source-data-request-form-pdf.pdf?la=en

California Air Resources Board (ARB). 2021. Line-Haul Locomotive Emission Inventory https://ww2.arb.ca.gov/sites/default/files/2021-2/2021_line_haul_locomotive_emission_inventory_final.pdf

Office of Environmental Health Hazard Assessment (OEHHA). 2015. The Air Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. Office of Environmental Health Hazard Assessment. https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf

Caltrain Schedule https://www.caltrain.com/?active_tab=route_explorer_tab

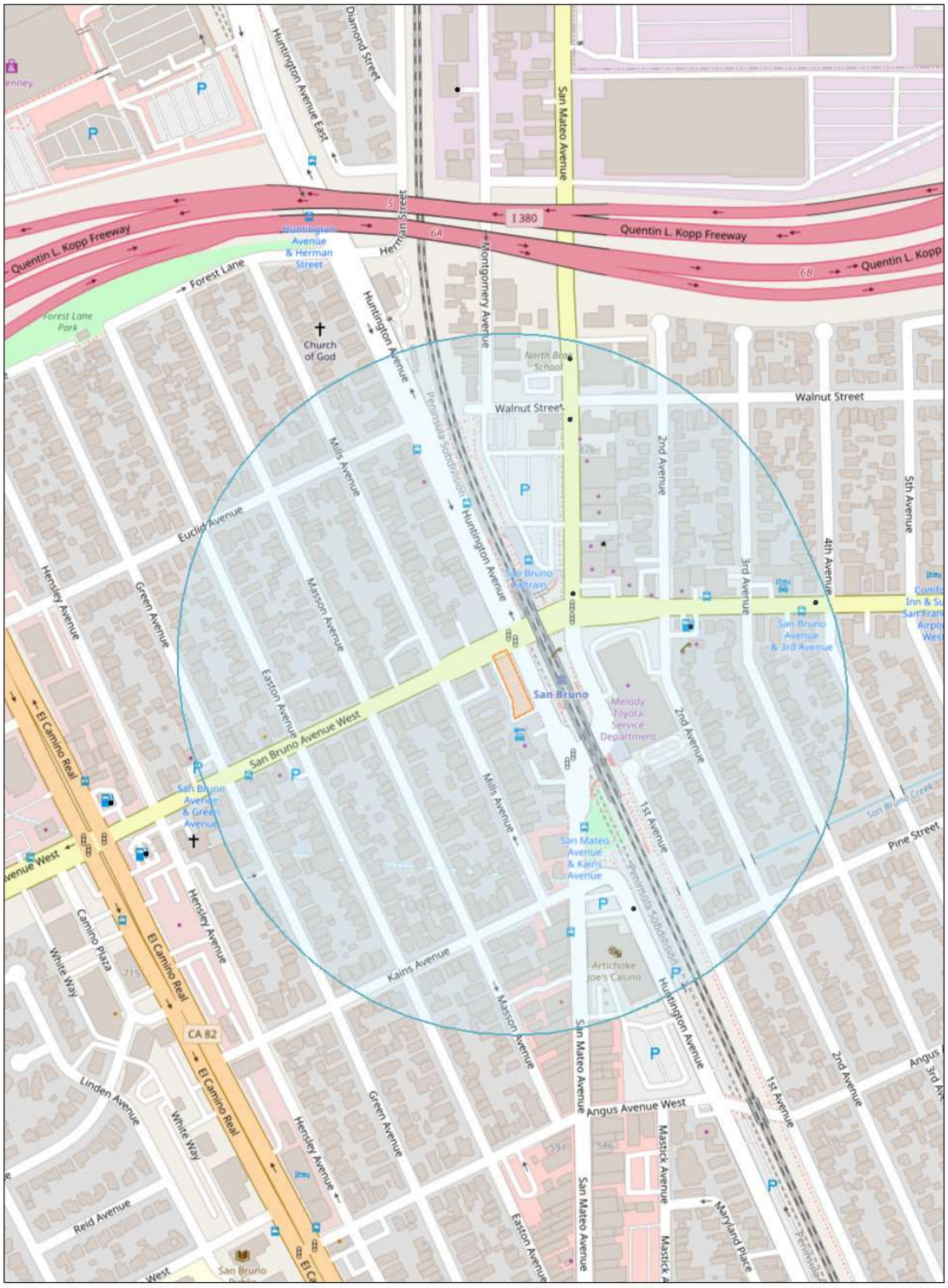
6.0 APPENDICES

111 San Bruno Ave W, San Bruno CA 94066

Area of Interest (AOI) Information

Area : 3,678,267.18 ft²

May 3 2023 10:49:35 Pacific Daylight Time



• Permitted Stationary Sources

1:4,514

0 0.04 0.07 0.15 mi

0 0.05 0.1 0.2 km

Summary

Name	Count	Area(ft²)	Length(ft)
Permitted Stationary Sources	7	N/A	N/A

Permitted Stationary Sources

#	Facility_I	Facility_N	Address	City	State
1	3478	G & M Auto Body	482 E San Bruno Ave	San Bruno	CA
2	4756	Artichoke Joe's Casino	659 Huntington Avenue	San Bruno	CA
3	7371	La Loma Auto Body Shop	848 San Mateo Ave	San Bruno	CA
4	14507	Five Star Auto Body	916 San Mateo Ave	San Bruno	CA
5	18756	M C Auto Body	828 San Mateo Ave	San Bruno	CA
6	18968	Technics Auto Body & Detailing	898 San Mateo Ave	San Bruno	CA
7	111846	San Bruno Valero	310 San Bruno Ave E	San Bruno	CA

#	Zip	County	Latitude	Longitude	Details
1	94066	San Mateo	37.630892	-122.408714	*No Data*
2	94066	San Mateo	37.628239	-122.410706	Generator
3	94066	San Mateo	37.630973	-122.411372	*No Data*
4	94066	San Mateo	37.633014	-122.411404	*No Data*
5	94066	San Mateo	37.631400	-122.411034	*No Data*
6	94066	San Mateo	37.632484	-122.411398	*No Data*
7	94066	San Mateo	37.630683	-122.410080	Gas Dispensing Facility

#	NAICS	NAICS_Sect	NAICS_Subs	NAICS_Indu	Cancer_Ris
1	811121	Other Services (except Public Administration)	Repair and Maintenance	Automotive Body, Paint, and Interior Repair and Maintenance	0.000000
2	237310	Construction	Heavy and Civil Engineering Construction	Highway, Street, and Bridge Construction	8.676000
3	811121	Other Services (except Public Administration)	Repair and Maintenance	Automotive Body, Paint, and Interior Repair and Maintenance	0.000000
4	811121	Other Services (except Public Administration)	Repair and Maintenance	Automotive Body, Paint, and Interior Repair and Maintenance	0.000000
5	811121	Other Services (except Public Administration)	Repair and Maintenance	Automotive Body, Paint, and Interior Repair and Maintenance	0.000000
6	811121	Other Services (except Public Administration)	Repair and Maintenance	Automotive Body, Paint, and Interior Repair and Maintenance	0.000000
7	447110	Retail Trade	Gasoline Stations	Gasoline Stations with Convenience Stores	8.917000

#	Chronic_Ha	PM25	Count
1	0.000000	0.000000	1
2	0.023000	0.011000	1
3	0.000000	0.000000	1
4	0.001000	0.000000	1
5	0.000000	0.000000	1
6	0.000000	0.000000	1
7	0.039000	0.000000	1

NOTE: A larger buffer than 1000 feet may be warranted depending on proximity to significant sources.

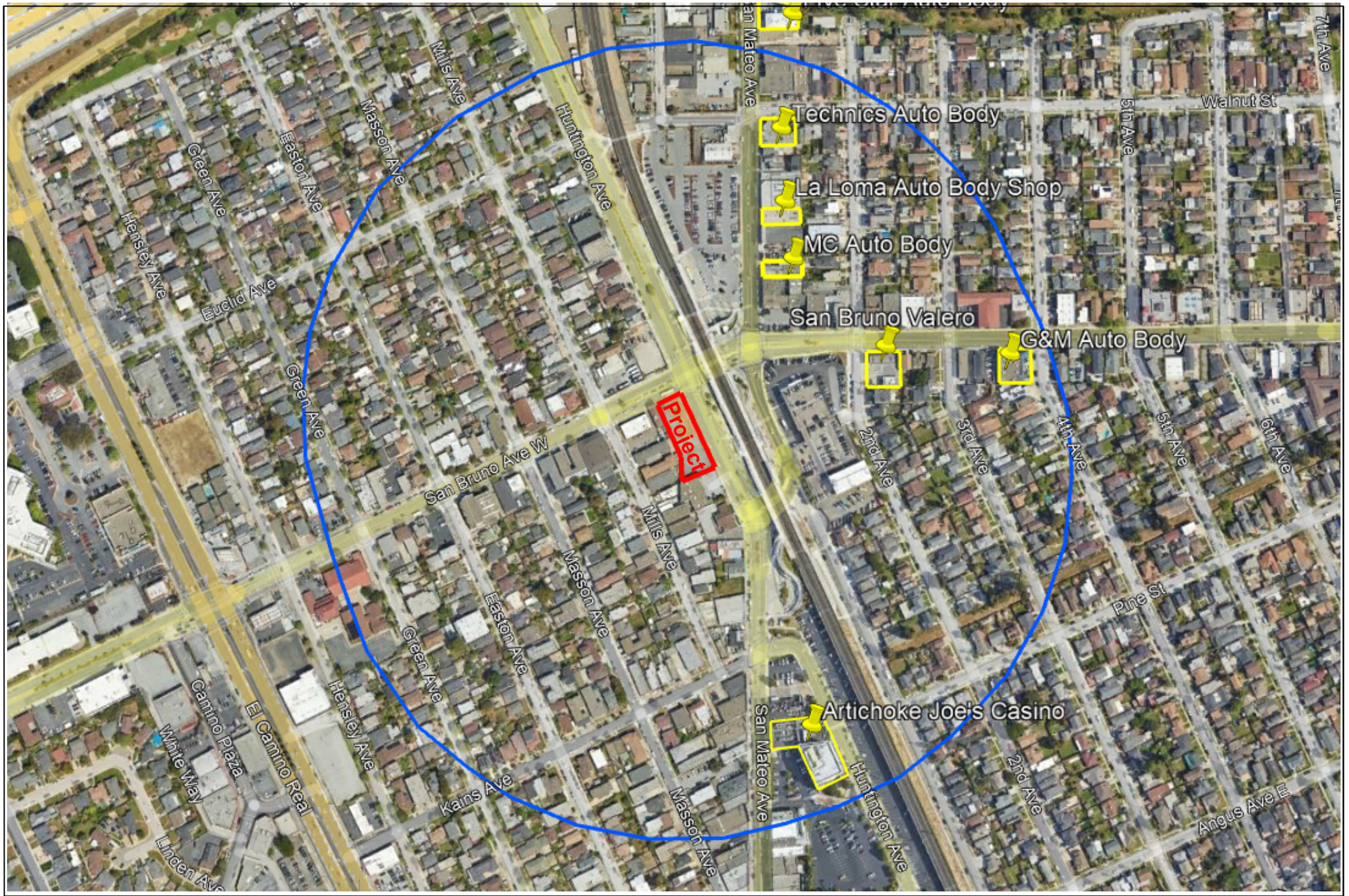


FIGURE 1 - Stationary Sources

Legend

- Stationary Sources
- Project Boundary
- 1000ft radius

N

Prepared For:

Health Risk Assessment

Proposed San Bruno Development Project
111 San Bruno Avenue
San Bruno, CA 94578

NV5
ALTA ENVIRONMENTAL
NV5
3777 Long Beach Blvd, Annex Bldg
Long Beach, CA 90807
562.495.5777

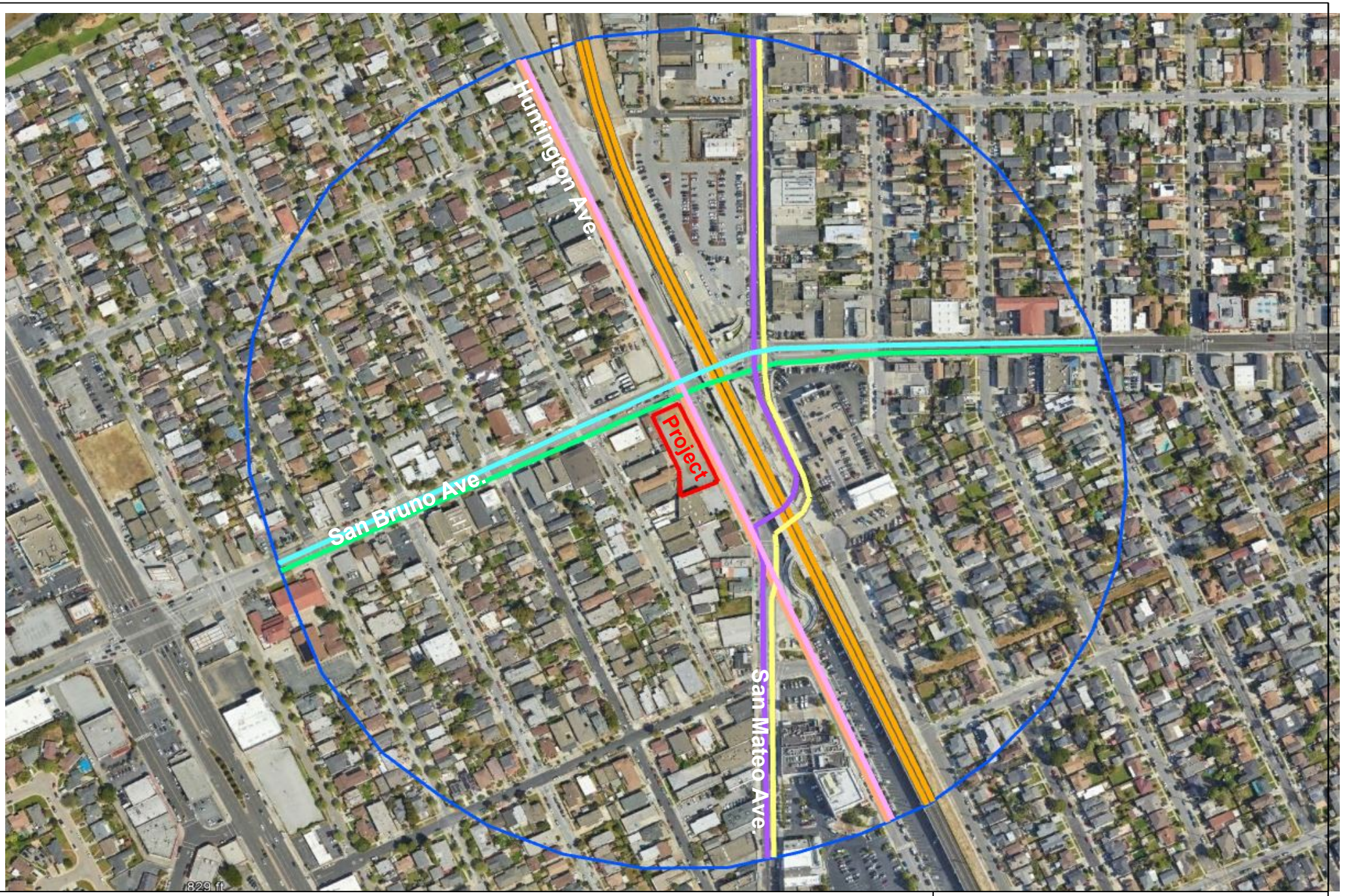


FIGURE 2 - Roadway Sources

Legend

- San Bruno Ave - Eastbound
- San Bruno Ave - Westbound
- Huntington Ave - Northbound
- Huntington Ave - Southbound
- San Mateo Ave -Southbound
- San Mateo Ave - Northbound
- Project Boundary
- 1000ft radius

N

Prepared For:

Health Risk Assessment

Proposed San Bruno Development Project
111 San Bruno Avenue
San Bruno, CA 94578

NV5
ALTA ENVIRONMENTAL
NV5
3777 Long Beach Blvd, Annex Bldg
Long Beach, CA 90807
562.495.5777

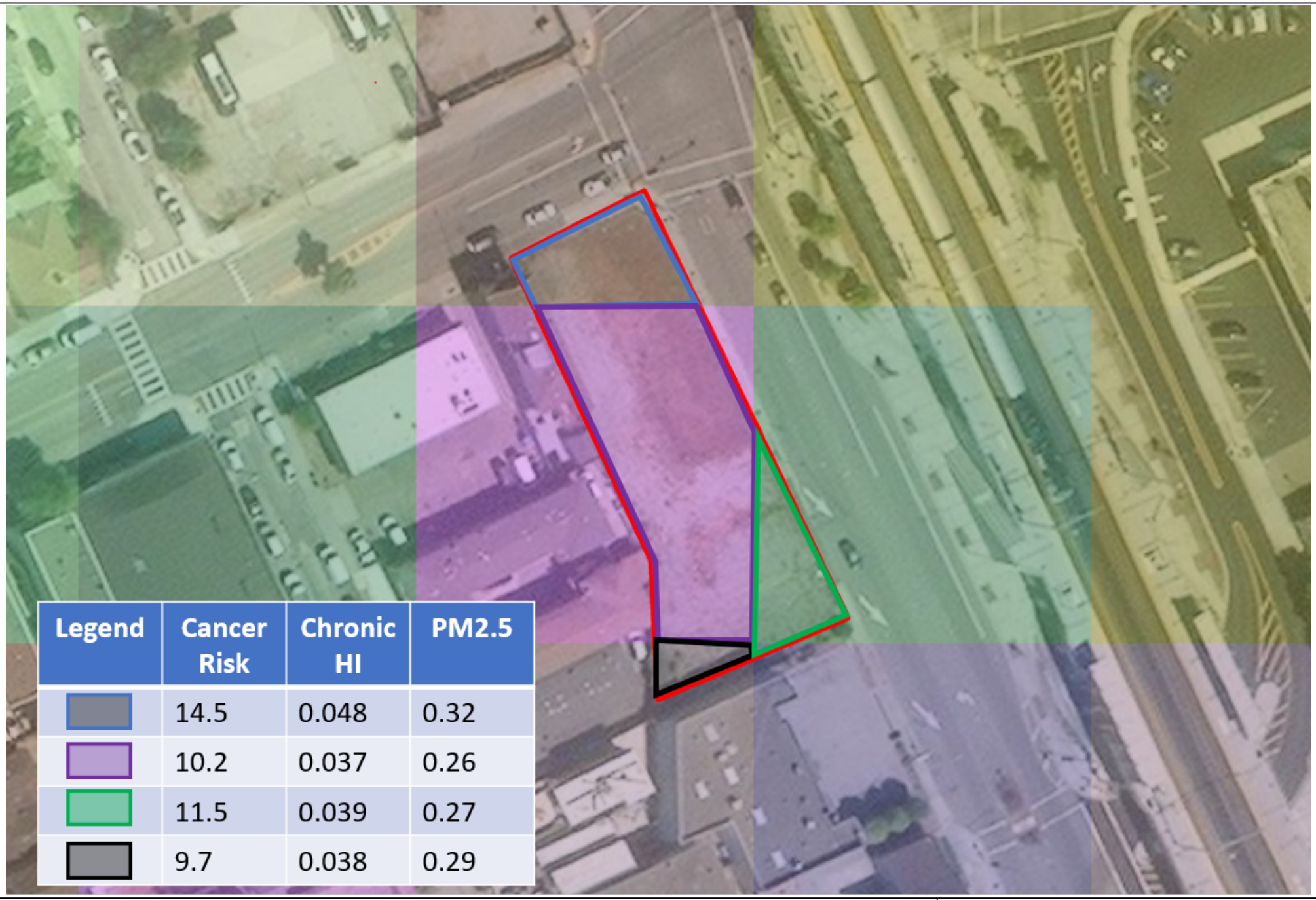


FIGURE 3 - Roadway Screening Data

BAAQMD Screening Map
Roadway Sources

N

Prepared For:

Health Risk Assessment

Proposed San Bruno Development Project
111 San Bruno Avenue
San Bruno, CA 94578

NV5
3777 Long Beach Blvd, Annex Bldg
Long Beach, CA 90807
562.495.5777

ALTA ENVIRONMENTAL

FIGURE 4 - Railway Screening Data

BAAQMD Screening Map
Railway Sources

N

Prepared For:

Health Risk Assessment

Proposed San Bruno Development Project
111 San Bruno Avenue
San Bruno, CA 94578

NV5
ALTA ENVIRONMENTAL
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3777 Long Beach Blvd, Annex Bldg
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562.495.5777

Hexagon Transportation Consultants, Inc.

Memorandum

Date: October 7, 2023
To: Moshe Dinar
From: At van den Hout
Subject: 111 San Bruno Avenue West Sight Distance Review

Hexagon Transportation Consultants, Inc. has completed a sight distance review at the driveways of the proposed residential project at 111 San Bruno Avenue West. This analysis is in response to the City's comment 24 in their August 23, 2023, letter requesting to submit a corner and driveway sight distance exhibit. The project proposes two driveways at the parking garage, one on Huntington Avenue and one on San Bruno Avenue West. Both driveways only allow vehicles to turn right-in and right-out to enter and exit the garage.

The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on San Bruno Avenue West and Huntington Avenue. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway and provides drivers with the ability to locate sufficient gaps in traffic and exit the driveways. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. The minimum acceptable sight distance often considered is the Caltrans stopping sight distance. The posted speed limit on both San Bruno Avenue West and Huntington Avenue is 25 mph. The Caltrans *Highway Design Manual* recommends stopping sight distance for the driveways to be 200 feet (based on a design speed of 30 mph).

The exhibit on the next page shows the 200-foot sight distance for vehicles exiting the parking garage at the driveways on San Bruno Avenue West and Huntington Avenue.

Parking on the south side of San Bruno Avenue West between Mills Avenue and Huntington Avenue is mostly prohibited through red curbs and no parking signs, except for an approximately 30-foot segment in front of the commercial buildings, just north of Mills Avenue. Because parking on San Bruno Avenue West is not allowed near the project driveway, there is adequate sight distance for vehicles exiting the driveway to see oncoming traffic. According to the site plan, one tree would be added just west of the driveway. The type of tree should have a high canopy so that it would not obstruct the view of drivers exiting the project driveway. The sight distance at the project driveway along San Bruno Avenue West would be adequate.

There are two loading areas and three parking spaces along the west side of Huntington Avenue between San Bruno Avenue West and the project's driveway. Based on the 200-foot sight distance, the loading areas and the parking spaces are in the line of sight for vehicles exiting the driveway. However, the two loading zones would occasionally be occupied for short periods. In the event that the parking spaces are occupied, vehicles exiting the garage could pull up onto the roadway, and drivers would be able to look past the parked cars to see oncoming traffic. According to the site plan, three trees would be added that are in the line of sight. The type of tree should have a high canopy so that it would not obstruct the view of drivers exiting the project driveway. The sight distance at the project driveway along Huntington Avenue would be adequate.

Hexagon Transportation Consultants, Inc.

Memorandum

Date: December 21, 2023

To: Larry Li, Moshe Dinar

From: At van den Hout, Rueben Rodriguez

Subject: Response to City Traffic Comments for the 111 San Bruno Avenue Project

Introduction

Hexagon Transportation Consultants, Inc. completed a traffic study in 2018 for the proposed 111 San Bruno Avenue project. Since completing the 2018 traffic study, the project description has been reduced to 46 residential units and 2,670 square feet of retail space. As part of the off-site improvements associated with the project, the frontage improvements along San Bruno Avenue would remove the existing southbound merge lane. This would create one southbound lane along this segment and would reconfigure the southbound lanes at the intersection of San Bruno Avenue/Huntington Avenue from one left-turn lane, one through lane, and one shared through-right lane to one left-turn lane, one through lane, and one right-turn lane. The 2018 analysis prepared for this project concluded that these lane configuration changes should not have an adverse effect on the roadway network. The City has requested that this proposed lane configuration change be re-evaluated using the latest project description and considering the latest development landscape in the surrounding area and the associated roadway traffic volumes. Outlined below are the development and traffic volume changes since the completion of the original analysis and their associated effect on the San Bruno Avenue/Huntington Avenue intersection.

Project Description Updates

The 2018 traffic study prepared for the project analyzed a project description of 60 residential units and 8,475 square feet of retail space. The current project description proposes 46 residential units and 2,670 square feet . of retail space. This reduced project size would reduce the number of project trips (daily and peak hour) added to the surrounding roadway network. The 2018 traffic study concluded that the lane configuration changes at the San Bruno Avenue/Huntington Avenue intersection would not be adversely affected due to the trips generated by the project. Since the latest project description would result in a reduction in project trips, the conclusions from the 2018 traffic study are conservative and remain valid.

2023 Roadway Conditions and Traffic Volumes

The 2018 traffic study prepared for the project analyzed background conditions based on current development plans at that time. The 2018 traffic study background volumes were estimated by adding the intersection turning movement count data (collected in 2017) to the estimated traffic volumes from approved but not yet constructed and occupied projects in the surrounding area. Since the completion of the 2018 traffic study, additional projects in the study area have been approved, including the projects listed below.

- 1250 Grundy Office Development*
- Mills Park Residential Development*
- 840 San Bruno Avenue Residential Development
- 732-740 El Camino Real Residential Development

The projects listed above were approved after the completion of the 2018 traffic study for the 111 San Bruno Avenue project and may add traffic to the San Bruno Avenue/Huntington Avenue intersection. However, the projects denoted with an asterisk (*) were included in a 2019 traffic study that also analyzed the lane configuration changes at the San Bruno Avenue/Huntington Avenue intersection, and the resulting level of service (LOS) was adequate.

The 840 San Bruno Avenue traffic study completed in 2023 estimated that up to twelve peak-hour trips would be added to the intersection of San Bruno Avenue/Huntington Avenue due to this residential development project. The 732-740 El Camino Real project is approximately one-third the size of the 840 San Bruno Ave, so it is estimated that this project may add up to four peak-hour trips to the intersection of San Bruno Avenue/Huntington Avenue. These sixteen additional peak hour trips would primarily travel in the eastbound and westbound directions at the San Bruno Avenue/Huntington Avenue intersection, which each have two lanes. This results in approximately eight additional vehicles per lane per hour, which equates to one additional vehicle at the intersection every seven minutes. This marginal volume increase is not expected to have a noticeable effect on operations at the intersection of San Bruno Avenue/Huntington Avenue.

The baseline conditions for the 2018 traffic study for the 111 San Bruno Avenue project were intersection turning movement counts collected in 2017. Since 2017, the COVID-19 pandemic, subsequent shelter-in-place orders, and resulting hybrid and flexible work schedules adopted by Bay Area communities have resulted in peak-hour traffic volumes today that are lower than what they were before 2020. For example, counts collected for the intersection of El Camino Real/San Bruno Avenue in 2017 for the Mills Park traffic study are 15% greater than counts collected in 2023 for the 840 San Bruno Avenue traffic study. Therefore, the baseline conditions used in the 2018 traffic study for the 111 San Bruno Avenue project represent a conservative analysis.

Furthermore, it is important to note under existing conditions, there is only one southbound lane at the Huntington Avenue/San Mateo Avenue intersection. Thus, the proposed geometry changes for the 111 San Bruno Avenue project are only shifting the southbound merge from south of the San Bruno Avenue/Huntington Avenue intersection to north of the San Bruno Avenue/Huntington Avenue intersection. Therefore, this is more a change in where the merge occurs, than a change in capacity for this segment.

Conclusion

Based on the analysis presented above, the results of the 2018 traffic study for the 111 San Bruno Avenue project, which concluded that the lane configuration changes at the intersection of San Bruno Avenue/Huntington Avenue would not have an adverse effect on the intersection operations, remain valid. As discussed above, the traffic volumes and land development changes that have occurred since the completion of the 2018 traffic study are not expected to have an adverse effect on the proposed lane configuration changes at the intersection of San Bruno Avenue/Huntington Avenue.