

G Zoning Amendment Initial Study

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INITIAL STUDY CHECKLIST

The proposed "G" Zone Code Amendment is a project under the California Environmental Quality Act (CEQA). This Initial Study was prepared by the Town of Colma. This Initial Study was prepared pursuant to the CEQA (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations).

1. **Project Title:** "G" (Cemetery) Zoning Amendment to allow for auto storage
2. **Lead Agency Name and Address:** Town of Colma
Planning Department
1190 El Camino Real
Colma, CA 94014
3. **Contact Person and Phone Number:** Michael P. Laughlin, City Planner
(650) 757-8896
4. **Project Location:** Affected properties with a G zoning designation
5. **Project Applicant's Name and Address:** Michael P. Laughlin
Town of Colma
Planning Department
1190 El Camino Real
Colma, CA 94014
6. **General Plan Land Use Designation:** Cemetery
7. **Zoning:** G Zoning (Cemetery)
8. **Description of Project:** See Project Description section below.
9. **Surrounding Land Uses and Setting:** See Project Description section below.
10. **Required Permits and Approvals:** None.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

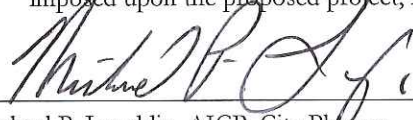
The environmental factors checked below would be potentially affected by the project, involving at least one impact that is a Potentially Significant Impact, as indicated by the checklist on the following pages.

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

Determination:

On the basis of this initial evaluation:

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


Michael P. Laughlin, AICP, City Planner
Town of Colma Planning Department

6/7/17
Date

A. Overview and Background

This Initial Study checklist was prepared to assess the environmental effects of the "G" Zoning Amendment to allow for car storage, herein referred to as the "Project." This Initial Study consists of a Project description followed by a description of potential environmental effects that may result from the Project. No physical changes or alterations to any particular property are proposed at this time.

1. Regional and Local Location

The Town of Colma is a small town located in the northern portion of San Mateo County, approximately 5 miles south of San Francisco. Colma is 1.98 square miles in size, and is bordered by Daly City to the north and west; San Bruno Mountain to the east; and South San Francisco to the south. Highway 280 is the western boundary for the town and provides primary north/south access to and from the town. Highway 82, the El Camino Real, another north/south route, extends through the center of the town. The Town of Colma serves a regional need for cemeteries along the San Francisco Peninsula, with 16 active cemeteries and 2 closed cemeteries that occupy 76 percent of the land area. Much of the remaining land in Colma not in cemetery use is commercial (including two shopping centers, an auto row and cardroom). The small amount of remaining land is zoned for residential use.

2. "G" Zone

As shown in Figure 2, the majority of the land in Colma is zoned "G", Cemetery. Approximately 76 percent of the land in Colma is zoned G as the G zone includes all lands that are in Cemetery use or planned for eventual cemetery use. In addition to cemeteries, the zoning allows for agricultural uses and golf related uses. The zoning also allows for commercial uses incident to cemetery, agricultural and golf related uses such as crematoriums, funeral homes and landscape contractor yards.

Figure 1 Regional and Local Location

Regional and Local Location

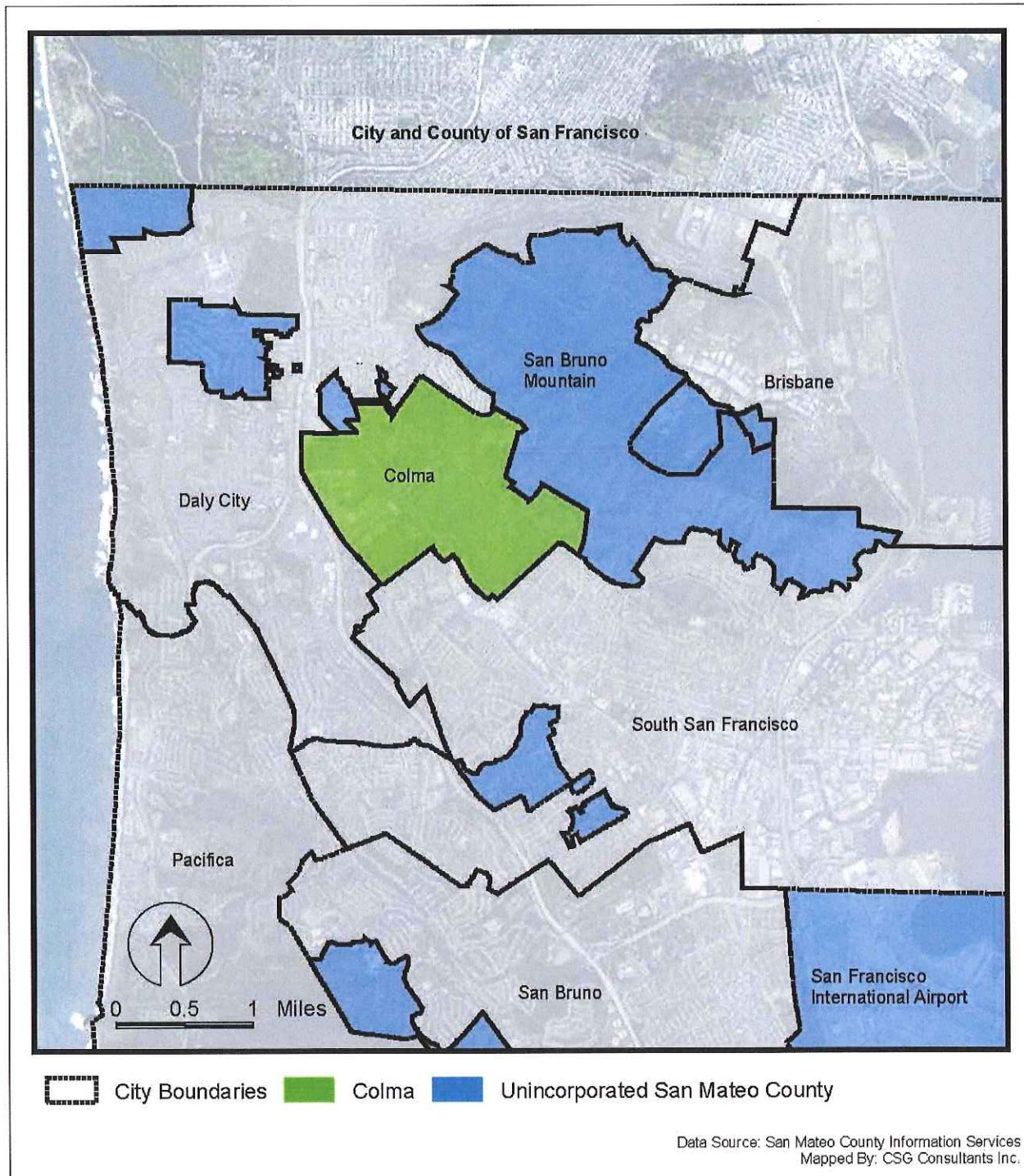
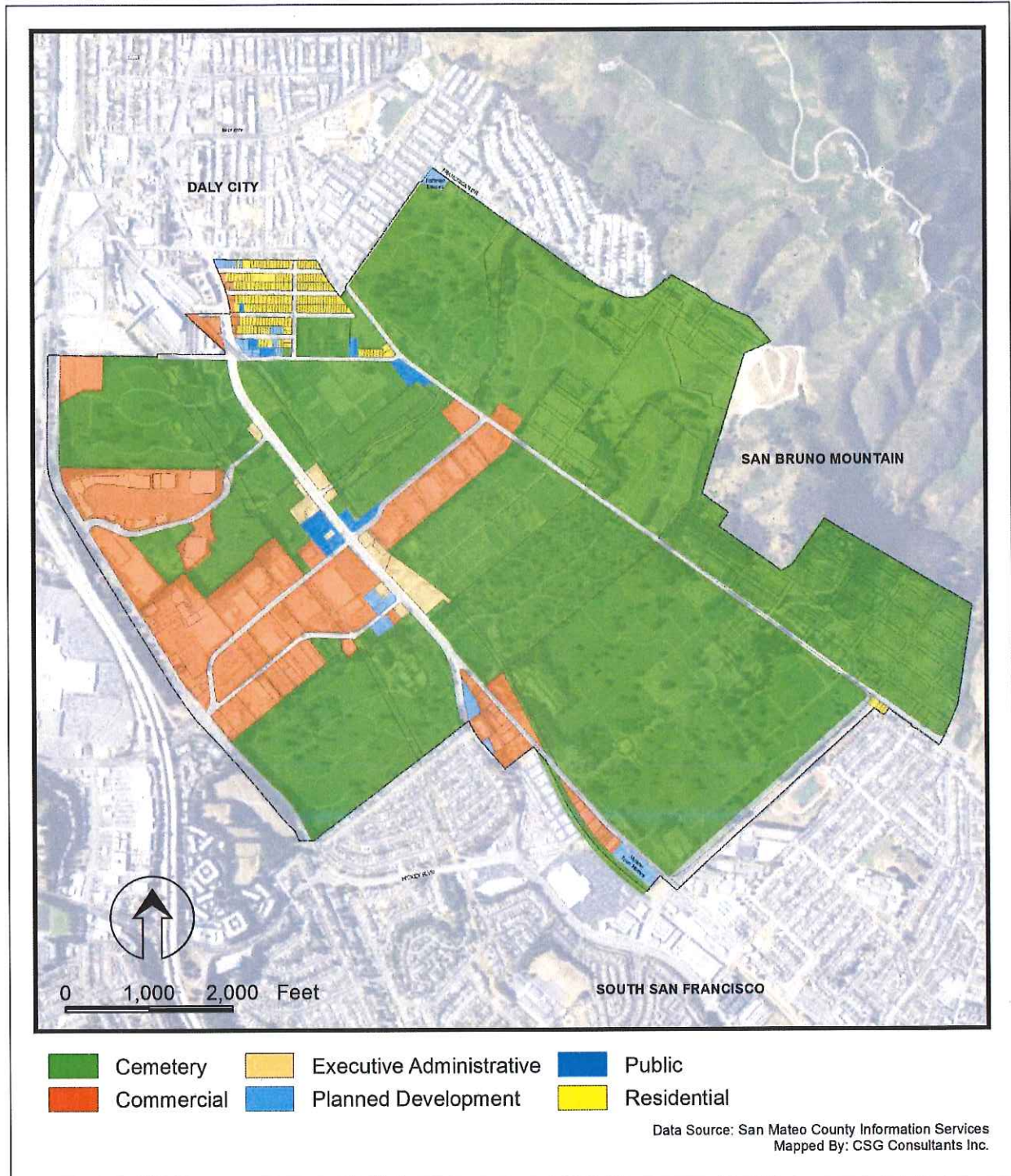


Figure 2 Zoning Map

Zoning Map



B. Project Description

This section provides a description of the proposed Colma Municipal Code amendment which would allow for the storage of automobiles waiting to be sold by local car dealerships in limited areas of the Cemetery, G, zone. The Town of Colma has approximately 187 acres with a Cemetery zoning designation which is not currently in cemetery use or which may not ultimately be appropriate for cemetery use. In addition, longer term interim land uses are appropriate in areas where cemetery expansion is not expected to occur for many years or several decades. These properties are located east of Hillside Boulevard. The current Land Use Element of the Colma General Plan (Section 5.02.140 of the General Plan, pg. 5.02.14) recognizes that more intensive land uses may take the place of certain cemetery designations and that undeveloped land may be leased or sold for other uses. With the Project, a Conditional Use Permit is required to approve the vehicle storage use on a lot with a G zoning designation. To allow the use, the Conditional Use Permit, requires that the use:

- Be screened so that it is not readily visible from the public roadway;
- Include adequate emergency vehicle access when parked at full capacity;
- Be covered by a minimum of a 3" bed of gravel or paved surface;
- Include adequate security measures; and
- Be reviewed for environmental factors, including estimated vehicle trips to and from a given car dealership.

Since the allowance for vehicle storage under the proposed ordinance would not be permitted in areas with active cemetery use, areas where the use could be proposed are exclusively east of Hillside Boulevard. As shown on Figure 3, the golf driving range and closed landfill are the areas where vehicle storage is most likely to occur. This is due to the fact that there are parking areas that are no longer utilized and not readily visible from the public roadway. At the closed landfill, there is space to park cars along Sand Hill Road where vehicles would not be readily visible from the public roadway while maintaining adequate driveway width for emergency vehicles.

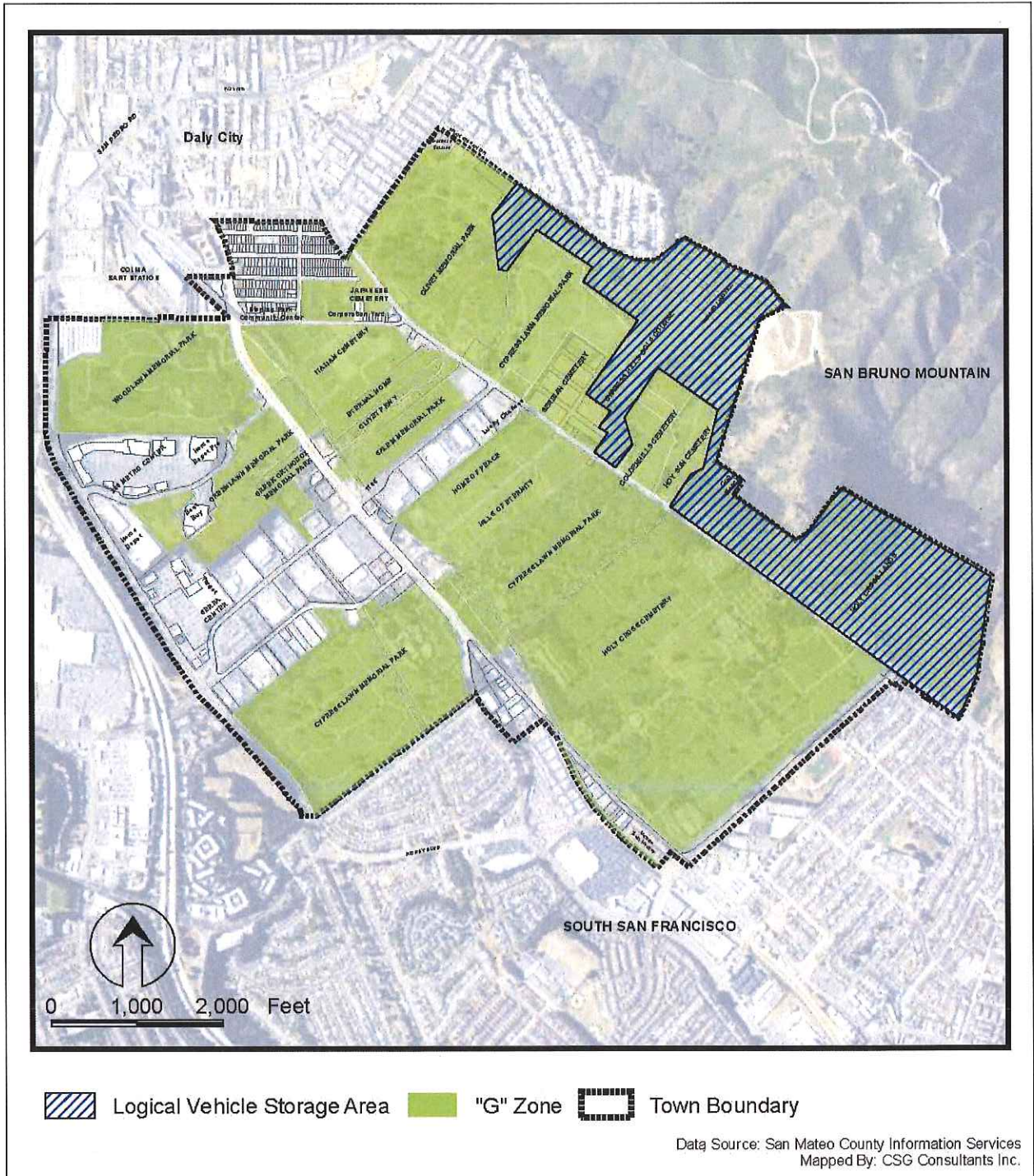
Additionally, portions of the Holy Cross property east of Hillside Boulevard could be improved to be appropriate for car storage, provided that visual screening is provided.

C. Required Permits and Approvals

The City Council is responsible for introducing the Ordinance to approve an amendment to the Colma Municipal Code.

Figure 3 Most Logical Vehicle Storage Areas

Most Logical Vehicle Storage Areas



ENVIRONMENTAL CHECKLIST

Items identified in each section of the environmental checklist below are discussed following that section. Required mitigation measures are identified, where necessary, to reduce a projected impact to a level that is determined to be less than significant.

All documents cited in this report and used in its preparation are hereby incorporated by reference into this Initial Study. Copies of documents referenced herein are available for review at the Town of Colma Planning Department, 1190 El Camino Real, Colma, CA 94014.

1. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

Aesthetic resources are generally defined as both the natural and built features of the landscape that contribute to the public's experience and appreciation of the environment. Depending on the extent to which a project's presence would negatively alter the perceived visual character and quality of the environment, aesthetic impacts may occur.

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

Colma has two locally recognized scenic corridors: Hillside Boulevard and the El Camino Real. According to Section 3.611 of the General Plan Circulation Element, "...every effort should be made to protect the overall visual experience along each of the identified scenic corridors." Further, Section 5.03.620 of the General Plan Circulation Element establishes criteria for site planning in scenic corridors, such as requiring that development within scenic corridors be located, sited, and designed carefully to fit within its environment, be compatible with adjacent development, and protect public views within and from Scenic Corridors.

The ordinance includes language to ensure that the vehicle storage use will not occur in a location that is readily visible from any public street in Colma. To approve a Conditional Use Permit that allows vehicle storage on a lot zoned G, the proposed area must be substantially screened by topography, vegetation or manmade material approved by the City Council. With the requirements in place, the Project would result in a *less than significant impact* with respect to having a substantial adverse effect on a scenic vista.

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

The proposed code amendment allows the vehicle storage use on lots zoned G with the approval of a Conditional Use Permit. The use cannot be readily visible from a public roadway and potential visual impacts to scenic resources would be assessed prior to approval of the use, primarily through appropriate siting and screening.

Additionally, the most logical locations for the vehicle storage use within the G zone, such as the closed golf course, are located more than a mile from Interstate 280 (I-280), which is a designated State scenic highway by the California Department of Transportation (Caltrans) Scenic Highway Program.¹ Due to the findings required to approve a Conditional Use Permit for vehicle storage on lots zoned G in the proposed code amendment and the distance to I-280, the Project would not substantially damage scenic resources from a State scenic highway. Therefore, *a less than significant impact* to scenic resources would occur as a result of the proposed project.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The proposed code amendment allows a vehicle storage use on lots zoned G with the approval of a Conditional Use Permit only if the vehicles will not be readily visible from the public roadways. The potential to develop currently unused land for vehicle storage will potentially impact the quality of a site and its surroundings. However, the existing visual character and quality of a site would be protected through the Conditional Use Permit process, as findings must be made to support the following: "(2) The granting of the Use Permit will not be detrimental to public health, safety or public welfare, or materially injurious to properties or improvements in the vicinity"; and "(6) The use will not constitute a nuisance as to neighboring persons or properties." Furthermore, an application for vehicle storage would also need to demonstrate conformity with all applicable Town of Colma General Plan policies.

Overall, because the ordinance and Conditional Use Permit regulates the potential impact of a vehicle storage use, the Project would result in a *less than significant impact* with respect to substantially degrading the existing visual character or quality of the site and its surroundings.

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

The code amendment does not specifically allow new sources of light. However, for security and safety purposes, light fixtures may be proposed with a vehicle storage use. Additionally, the allowance of vehicle storage uses on lots zoned G will likely increase sources of glare with light reflecting off of the parked vehicles. Even with proposed lighting and new sources of glare, the Conditional Use Permit that grants a vehicle storage use will require that the use to be screened from public view so that it is not readily visible from any public roadways. As such, any potential new source of light or glare would be screened from public view by the topography, vegetation, or other approved screening serving as a buffer between vehicle storage sites and their surroundings. Consequently, light and glare impacts from the Project are expected to be *less than significant*.

¹ California Department of Transportation, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed on December 10, 2015.

2. AGRICULTURE AND FORESTRY RESOURCES

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

Discussion

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

The majority of the Town is classified as Urban and Built-Up Land by the Department of Conservation's Farmland Mapping and Monitoring Program². However, there are areas near the San Bruno Mountains classified as Unique Farmland and Grazing Land. The Unique Farmland and Grazing Land areas are zoned G for Cemetery and agricultural uses and are currently utilized as agricultural areas. Vehicle storage in these locations would not meet the requirements for a Conditional Use Permit as they border Hillside Boulevard and are highly visible from the public roadway. Therefore, there would be *no impact* to important farmlands as a result of this project.

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

The Town does not have lots zoned specifically for agriculture, however the G zone currently allows for cemetery and agricultural uses. The feasible locations for the vehicle storage use are located east of Hillside Boulevard, at the existing golf course and closed landfill, both of which are zoned G. However, those existing uses are not agricultural uses, and it is unlikely that the two areas will be used for agriculture in the future. Therefore, the proposed project would have *less than significant impact* with regard to a conflict in existing zoning.

² California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, 2014, San Mateo County Important Farmland, <http://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/smt14.pdf>, accessed March 13, 2017.

c) *Would the project conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?*

The Project is to amend the zoning code to allow vehicle storage on lots zoned G and would not conflict with existing zoning for forest land, timberland, or timber production in the Town. No lots would be rezoned as a part of this project. Thus, the proposed project would have *no impact* with regards to conflicts with existing zoning, or cause rezoning of, forest land, timberland, or timber production.

d) *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

The feasible locations for the vehicle storage use are located east of Hillside Boulevard, at the closed golf course and closed landfill, both of which are zoned G and according to 2006 mapping data from the California Department of Forestry and Fire Protection, do not contain woodland or forest land cover.³ Therefore, the Project would have *no impact* with regards to the loss of forest land.

e) *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

As discussed above, there are only a limited number of locations with the G zone where vehicle storage will be permitted with visual screening. Existing lands used for agricultural purposes in the Town are open and exposed to public roadways (Hillside Boulevard and Colma Boulevard). The Town does not have any forest land. the amendment will not lead to the conversion of either agricultural or conversion of forest land. Therefore, the code amendment would have a *less than significant impact* with regard to the conversion of land to non-agricultural use or farmland or forestland to non-forest use.

3. AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions which exceed quantitative Standards for ozone precursors or other pollutants)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

³ California Department of Forestry and Fire Protection Fire and Resource Assessment Program, Land Cover map, http://frap.fire.ca.gov/data/frapgismaps/pdfs/fvegwhr13b_map.pdf, accessed on March 13, 2017.

Discussion

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

Large projects that exceed regional employment, population, and housing planning projections have the potential to be inconsistent with the regional inventory compiled as part of BAAQMD's 2010 Bay Area Clean Air Plan. The proposed Project allows vehicle storage on lots zoned for cemetery and agricultural uses and would not affect the level of population or housing foreseen in city or regional planning efforts; therefore, it would not have the potential to substantially affect housing, employment, and population projections within the region, which is the basis of the 2010 Bay Area Clean Air Plan projections. Consequently, the code amendment would have *no impact* on the implementation of the air quality plan.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The Project is a code amendment that will allow vehicle storage on lots zoned G and will not affect air quality standards. The code amendment does not inherently call for construction or improvements that would generate an influx of short term pollutants. However, the storage and transport of additional vehicles within the Town boundaries could increase pollutants generated from vehicles, but any potential increase would be negligible. Therefore, the project would not substantially contribute to a projected air quality violation and there will be a *less than significant* impact.

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions which exceed quantitative Standards for ozone precursors or other pollutants)?

The San Francisco Bay Area Air Basin (SFBAAB) is currently designated as a nonattainment area for California and National ambient air quality standards (AAQS) for ozone (O₃) and for PM_{2.5}, and a nonattainment area under the California AAQS for PM₁₀.⁴ The cumulative development within the nonattainment area, as a whole, could violate an air quality standard or contribute to an existing air quality violation. However, the proposed code amendments, which only allows an additional use within the G zone, would not, on its own, contribute to non-attainment of air quality standards. Therefore, the proposed project would have a *less than significant impact* with regard to its contribution to cumulative air quality impacts.

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

Sensitive receptors generally include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases. Additionally, residential areas are also considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, since the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the population.

⁴ California Air Resources Board (CARB), 2014, Area Designations: Activities and Maps, <http://www.arb.ca.gov/desig/adm/adm.htm>, April 17.

The code amendment would allow the vehicle storage use on lots zoned G with a Conditional Use Permit, which includes approximately 76 percent of the land in Colma. However, per the Conditional Use Permit, the use cannot be on land in active cemetery use and must be screened so that it is not readily visible from any public roads, both of which severely limit the potential locations of the vehicle storage use. The most feasible areas for the vehicle storage use are located east of Hillside Boulevard, at the closed Cypress Golf Course and the closed landfill. Both areas are located at edge of the Town. The closeset potential area of vehicle storage to a residential use is at least 500' from the Franciscan neighborhood in Daly City. This neighborhood is separated topographically and visually from potential storage areas and would not expose these residents to substantial pollutant concentrations. . Although vehicle transport and storage may increase the amount of pollutants in the air, the location of the use is limited to areas where sensitive receptors will not be affected. Therefore, the proposed project would not expose sensitive receptors to substantial concentrations of air pollutants, and impacts would be *less than significant*.

e) Would the project create objectionable odors affecting a substantial number of people?

The proposed project allows for the permitting of vehicle storage, which would result in driving and idling vehicles. However, vehicles are not considered an odor source under CEQA, and the proposed project would result in *no impact* with respect to odors.

4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significa nt	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local ordinances or policies protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significa nt	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a-f)

According to the Colma General Plan, no special-status species and no sensitive habitats or wetlands occur within the Town boundaries. Therefore, the project would not impact special-status species, sensitive habitats, or wetlands. The project would not impact wildlife movement corridors or nursery sites because there are no known migration corridors or native wildlife nursery sites within the feasible vehicle storage areas since there are no water sources to support this activity. The project would not conflict with local policies or ordinances protecting biological resources. The Project does not inherently call for construction or removal of trees that would impact biological resources, and any tree removal would require a future applicant to obtain a tree removal permit from the Town, as required by the Town's Tree Cutting and Removal Ordinance (Municipal Code Section 5.06). No habitat conservation or natural community conservation plan applies to the most feasible areas for vehicle storage. Additionally, the most feasible areas for the vehicle storage use are located east of Hillside Boulevard by the closed Cypress Golf Course and the closed Landfill, both of which are already developed. Therefore, *no impact* would occur with regard to biological resources.

5. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
e) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historic resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				

Discussion

a-d)

The Project seeks to amend the Colma Municipal Code to allow vehicle storage on lots zoned G with the approval of a Conditional Use Permit. Although cemetery use is allowed in the G zone, the Conditional Use Permit for vehicle storage requires that the proposed use does not impact any existing cemetery property and uses. Therefore, human remains within cemeteries would not be impacted or disturbed by the vehicle storage use. The project is not a specific construction activity, and it is not anticipated that implementation of the code amendment would result in impacts to historical, archaeological, or paleontological resources or disturb human remains. Nevertheless, as with all construction in the Town, should any be discovered on future construction sites, the applicant is required to comply with the provisions set forth in Section 15064.5 of Title 14, Chapter 3 of the California Code of Regulations (CEQA Guidelines). Therefore, *no impact* would occur with regard to cultural resources.

e) 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?

The feasible locations for auto vehicle storage only occur on sites that have been modified by mass grading in the past, and no known cultural resources have ever been found anywhere in the Town of Colma. The golf course was created by mass grading of a hillside area, and the landfill was created by cut and fill earthmoving

activities over several decades. No known tribal cultural resources occur in the Town, based on previous literature searches at the Northwest Information Center from December of 2015.⁵

The feasible vehicle storage locations do not contain any resources listed or eligible for listing in the California Register of Historic Resources, or in a local register of historic resources as defined in Public Resources Code section 5020.1(k),

As a standard procedure, the Town of Colma provides notice of the availability of all environmental documents to the Native American Tribes with potential resources in the Town so that they have the ability to provide comments on a proposed project.

6. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Expose people or structures to 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁵ Holman and Associates. Archaeological Reconnaissance of Project at 1670-1692 Mission Road. December 2015.

Discussion

a-e)

The Project seeks to amend the Colma Municipal Code to allow vehicle storage on lots zoned G. There are no known active or potentially active faults existing in the G zone, and the property within the zone is not subject to landslides, lateral spreading or subsidence. The project does not propose any septic tanks or alternative wastewater systems. The adoption of the code amendments would not cause or require construction or ground disturbance as the project does not require construction. The most feasible sites within the G zone for the vehicle storage use are already developed and adequately screened for vehicle storage. If improvements are required to accommodate the use, property owners would be required obtain applicable permits and comply with applicable geotechnical requirements and erosion control measures. These requirements would be reviewed as a part of the Conditional Use Permit and therefore, the project itself would result in *no impacts* with regard to geology and soils.

7. GREENHOUSE GAS EMISSIONS

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

Discussion

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

The storage of vehicles on lots zoned G may indirectly generate greenhouse gas emissions through transporting the vehicles on and off site within the Town. Allowing vehicles to be stored within the Town, however, will reduce the vehicle miles traveled per trip associated with transporting cars from other storage areas outside of the Town. Indirectly, short term greenhouse gas emissions may include construction-related GHG emissions if a site requires grading or paving, which would be evaluated as part of the required Conditional Use Permit. Additionally, the two most feasible areas for vehicle storage on lots zoned G are already paved and would not require any site work. Therefore, any project-related GHG emissions impacts are anticipated to be *less than significant*.

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

The Project would allow for more private vehicles to be stored within the Town for sales. The Town's Climate Action Plan (CAP) goals and measures focus on energy efficiency; water conservation; green building; increased opportunities for alternative transportation to reduce vehicle miles traveled; recycling and waste reduction; and municipal programs. There is no specific policy which relates to the activity of vehicle storage. Vehicle storage within the Town will allow vehicles to be stored less than one and a half miles from any dealership located within the Town. If vehicles are stored at sites in neighboring cities several miles away, the

number of vehicle miles traveled from a dealership to a stored vehicle and then back to the dealership would increase significantly, and increase overall GHG emissions. Allowing vehicle storage within Colma is consistent with one of the goals of the CAP, which is to reduce the number of vehicle miles traveled, which reduces carbon in the atmosphere. Therefore, any project conflict with an applicable agency adopted plan, policy or regulation related to greenhouse gas reductions would be *less than significant*.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people living or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, result in a safety hazard for people living or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a-h)

The Project seeks to amend the Colma Municipal Code, and the amendment will not involve the transportation, use, or disposal of hazardous materials or substances. The amendment does not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The amendment will not cause hazardous emissions or hazardous materials, substances, or waste to be handled within one-quarter mile of an existing or

proposed school. There are no hazardous materials sites in the Town of Colma as compiled by the State of California pursuant to Government Code Section 65962.5.⁶ Additionally, there is no land designated for airports or airstrips in the Town of Colma. The Project will not impact any emergency response plan or emergency evacuation plan. The most feasible areas for the vehicle storage use in the G zone are located east of Hillside Boulevard by the closed Cypress Golf Course and the closed Landfill, both of which are already developed sites. The code amendment will not expose people or structures to any risk involving wildland fires. Therefore, *no impacts* would occur with regard to hazards and hazardous materials.

9. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of runoff in a manner which would result in substantial erosion, siltation or flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Be inundated by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁶ EnviroStor Website: http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-119&y=37&z=18&ms=640,480&mt=m&findaddress=1&true&city=colma,%20ca&zip=&county=&federal_superfund=true&state_response=true&voluntary_cleanup=true&school_cleanup=true&ca_site=true&tiered_permit=true&evaluation=true&military_evaluation=true&school_investigation=true&operating=true&post_closure=true&non_operating=true;
Viewed June 5, 2017

Background

Impervious surfaces, such as roads, parking lots, and buildings, prevent the natural infiltration of stormwater into the soil and create higher runoff volumes. In addition, more rapid transport of runoff over impermeable surfaces, combined with higher runoff volumes, causes elevated peak flows. This increase in flows may adversely impact stormwater drainage systems.

The National Pollutant Discharge Elimination System (NPDES) permit program was established by the federal Clean Water Act (CWA) to regulate municipal and industrial discharges to surface waters of the United States from their municipal separate storm sewer systems (MS4s). In California, the State Water Resources Control Board (SWRCB) has broad authority over water quality control issues for the State. The SWRCB is responsible for developing statewide water quality policy and exercises the powers delegated to the State by the federal government under the CWA. The Town of Colma is within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (RWQCB) Region 2. The San Francisco Bay RWQCB adopted a Water Quality Control Plan for the San Francisco Bay Basin (the Basin Plan) that designates beneficial uses, establishes water quality objectives, and contains implementation programs and policies to achieve those objectives for all waters addressed through the Basin Plan.⁷

Construction activities that disturb one or more acres of land must comply with the requirements of the SWRCB Construction General Permit (99-08-DWQ) and submit Permit Registration Documents (PRDs) to the SWRCB along with a Stormwater Pollution Prevention Plan (SWPPP). In addition, an interim erosion and sediment control plan for construction is required for submittal to the City Engineer prior to the issuance of grading permits. A final erosion and sediment control plan also must be designed and submitted for the completed project. A new Municipal Regional Stormwater NPDES Permit (MRP) has been issued by the San Francisco Bay RWQCB (Order No. R2-2015.0049) and includes the Town of Colma under its coverage. Under Provision C.3 of the MRP, new development and redevelopment projects are required to implement appropriate source control, site design, and stormwater treatment measures. The San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) is a partnership of each incorporated city and town within San Mateo County, San Mateo County, and the City/County Association of Governments, which all share the MRP. The SMCWPPP requires submittal of the C.3 and C.6 Development Review Checklist for new development and redevelopment projects to ensure that the appropriate construction best management practices (BMPs), source control measures, low impact development (LID) site design measures, and stormwater treatment measures will be implemented.

Any site modification to allow for vehicle storage will be required to comply with the Town's Grading, Erosion and Sediment Control requirements as found in CMC 5.07. A grading permit is required for any earthwork over 50 cubic yards.

Discussion

a-i)

The Project is to amend the Colma Municipal Code to allow vehicle storage on lots zoned G and does not inherently call for any construction in the Town of Colma. However, the vehicle storage use requires a gravel or paved surface where the vehicles will be parked. Should improvements be required to accommodate vehicle storage, the applicant will be required to obtain all applicable permits and comply with NPDES and SMCWPPP programs. This will ensure that water quality standards and waste discharge requirements are met

⁷ San Francisco Bay RWQCB, 2015, *Water Quality Control Plan (Basin Plan) for the San Francisco Bay Basin*, http://www.swrcb.ca.gov/rwqcb2/basin_planning.shtml, accessed on December 18, 2015.

as well as ensure that drainage issues, stormwater runoff, and groundwater recharge is addressed accordingly. Additionally, the Town of Colma is not within the 100-year and 500-year floodplain, as mapped by Flood Insurance Rate Map (FIRM) No. 06081C0037E⁸, a dam inundation area as mapped by the California Office of Emergency Services (OES)⁹, or a mapped tsunami inundation zone.¹⁰ Therefore, this project will have a *less than significant* impact on hydrology and water quality in the Town of Colma.

10. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) Would the project physically divide an established community?

The Project does not inherently call for any construction in the Town of Colma. The areas where vehicle storage could occur are in a remote location close to the east boarder of the Town, adjacent to San Bruno Mountain, so there is no possibility that the Project will physically divide an established community. Therefore, *no impact* would occur with regards to physically dividing an established community.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

According to Section 5.02.142 of the Colma General Plan, Use Permits are required for uses that could detract from the green belt theme if they are not designed and sited properly. Vehicle storage is a use that would require a use permit on a lot zoned G, and the amendment requires the vehicle storage use to be screened so that it is not readily visible from a public street. The screening will maintain the green belt aesthetic, and therefore a *less than significant* impact would occur with regards to any conflicts with applicable land use plans, policies, or regulations.

⁸ National Flood Insurance Program, 2012. FIRM Flood Insurance Rate Map, San Mateo County, California. Map No. 06081C0037E. Dated October 16, 2012.

⁹ California Office of Emergency Services (OES), 2009. *Dam Inundation Registered Images and Boundary Files in Shape File Format, Version DVD3*. Dated April 2009.

¹⁰ California Office of Emergency Services (OES), 2009. *Tsunami Inundation Map for Emergency Planning, San Francisco South Quadrangle (Pacific Coast)*.

c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

The Project site is not within the boundary of any local Habitat Conservation Plan. Therefore, there would be *no impact*.

11. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a-b)

According to the Colma General Plan, no mineral resources of value to the region or state are known to be located within the Town. Additionally, the Town contains no known mineral resources, delineated as a locally important mineral resource site in the Town General Plan, nor are there Mineral Resource Zones as delineated on the California Department of Conservation within the Town.¹¹ Therefore, there would be *no impact* with regard to the mineral resources.

12. NOISE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose people to or generate excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

¹¹ California Department of Conservation, 2006 Update of Mineral Land Classification: Aggregate Materials in the South San Francisco Bay Production/Consumption Region, page 8.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significan t	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) *Would the project expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

The Project is to amend the Colma Municipal Code to allow vehicle storage on lots zoned G and does not inherently call for any construction in the Town of Colma. The noise generated through the operations of a vehicle storage use through transporting, entering and operating the vehicles would be similar to the existing noise generated from nearby roadways. According to the 1998 Colma General Plan, daytime noise levels on Hillside Boulevard are approximately 70dBA (A-weighted decibel scale), decreasing to approximately 55dBA moving 500' east of Hillside Boulevard. Typical noise levels generated by newer vehicles operating at slow speeds in either cemeteries or on driveways leading to vehicle storage lots is approximately 50dBA. Up to 60dBA is considered a normally acceptable exterior noise level for most daytime use activities, including noise in parks, at schools, in residential neighborhoods and in cemeteries. It is likely ambient noise levels on Hillside Boulevard will be higher than individual vehicle trips in vehicle storage lots or on driveways to vehicle storage areas, thus canceling out the noise from individual vehicle trips. Therefore, the Project would not exposed people to noise levels in excess of standards in the General Plan and a *less than significant impact* would occur with regard to noise standards.

b) *Would the project expose people to or generate excessive groundborne vibration or groundborne noise levels?*

Potential vibration impacts are usually related to: (a) the use of heavy construction equipment during demolition and grading phases of construction and/or (b) the operation of vibration-inducing equipment during project operations. The Town of Colma does not set quantitative standards for vibration impacts. The Project will not involve demolition or construction and therefore will not generate groundborne vibration or noise. If improvements are required to accommodate vehicle storage as a result of this project, construction and minor grading may generate short term groundborne vibration and noise. However, the most feasible sites for the vehicle storage use in the G zone are located in developed areas and will require little to no heavy earthwork to accommodate the use. Therefore, this impact would be *less than significant*.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

If vehicle storage is granted with a Conditional Use Permit as a result of the Project, any noise generated from vehicles would be indistinguishable from surrounding roadway noise. Daytime noise levels on Hillside Boulevard are approximately 70dBA (A-weighted decibel scale), decreasing to approximately 55dBA moving 500' east of Hillside Boulevard. Typical noise levels generated by newer vehicles operating at slow speeds in either vehicle storage lots or on driveways leading to vehicle storage lots is approximately 50dBA. Since the noise level of individual vehicles is no more than the noise created by vehicles in cemeteries, at the landfill or the existing driving range, there will not be a substantial permanent increase in ambient noise levels in the project vicinity. Therefore, there would be a *less-than-significant* impact related to permanent increases in ambient noise levels.

d) Would the project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The Project is a code amendment that does not inherently call for construction. If improvements are required to accommodate vehicle storage as a result of this project, construction may generate short term noise. However, the most feasible sites for the vehicle storage use in the G zone are located in developed areas and will require little to no construction to accommodate the use. Therefore, there will be a *less than significant impact* in regard to temporary or periodic increases in ambient noise levels.

e) For a project located within an airport land use plan, or where such as plan has not been adopted, within 2 miles of an airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No area within the Town is located within two miles of a public or a private use airport. Additionally, the Town of Colma is somewhat near, but completely outside of SFO's Fly Quiet departure 'gap' that guides departing aircraft northwestward from SFO. Therefore, people would not be exposed to excessive noise from aircraft using a public-use airport, and there would be *no impact*.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The nearest private airstrips are heliports that are operated by various private or city/county agencies. However, there are no such private heliports or private use airports within 2 miles of the Town. The nearest heliport is the San Francisco Police Pistol Range heliport (identifier code 16CA), which is approximately 3 miles to the northwest of the Town. Therefore, people would not be exposed to excessive noise from aircraft using a private airstrip, and there would be *no impact*.

13. POPULATION AND HOUSING

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

Discussion

a-c)

The Project seeks to amend the Colma Municipal Code to allow vehicle storage on lots zoned G with the approval of a Conditional Use Permit. Population and housing will not be impacted as the G zone does not currently allow for housing. Therefore, no housing units or people will be displaced as a part of this project and there are *no impacts* to population and housing as a result of this project.

14. PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a-e)

The project is a policy change and not a specific construction activity, so implementation of the changes would not require increased fire protection, police protection, schools, parks, or other public facilities. The vehicle storage use will not result in the need for additional public services and therefore the project will have *no impact*.

15. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a-b)

The Project seeks to amend the Colma Municipal Code and does not include the construction of or expansion of recreational facilities or parks, nor does it include any residential development. The Project will not increase the use of existing neighborhood regional parks or other recreational facilities or require the construction or expansion of recreational facilities. However, the code amendment allows for the vehicle storage with the approval of a Conditional Use Permit within lots zoned G, which includes many of the Town's cemeteries and memorial parks. Even so, the Conditional Use Permit requires the use to be screened from public view and have minimal impacts on the existing property and surrounding uses. Therefore, the Project would have a *less than significant* impact with regard to recreation.

16. TRANSPORTATION AND TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) *Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

The Project will allow the dealerships on Serramonte Boulevard, with a Conditional Use Permit, to store vehicles within the Town so that the vehicles will be closer to the auto dealerships and will not have to be transported from a location outside the Town's boundaries. The most feasible locations that can accommodate the proposed vehicle storage use while remaining screened from public roads as required by the Conditional Use Permit are located less than approximately 2 miles from the auto dealerships on Serramonte Boulevard. While this may slightly increase the traffic on Serramonte Boulevard or Hillside Boulevard, it will decrease the amount of traffic on all other major intersections, streets, highways, and freeways if vehicles are transported from other locations outside of the Town. Other methods of transportation such as pedestrian, bicycle, and mass transit will not be impacted by the allowance of vehicle storage in portions of the G zone.

The areas within the G Zone where vehicle storage could be considered with a Use Permit are along Hillside Boulevard. Vehicle trips from dealerships to vehicle storage areas would primarily occur from Serramonte Boulevard, through the Serramonte/Hillside intersection, but could come from Hillside Boulevard extending north or south, possibly through the Hillside/Lawndale intersection. Below is a description of Hillside Boulevard and Serramonte Boulevard:

- Hillside Boulevard is a two- to four-lane, generally north-south roadway that extends from Daly City to South San Francisco (where the name changes to Sister Cities Boulevard). In the vicinity of possible vehicle storage locations, this facility has a posted speed limit of 40 miles per hour.
- Serramonte Boulevard is a four-lane, east-west road that extends from Hillside Boulevard in the east to St. Francis Boulevard in the west (Daly City). The posted speed limit is 30 miles per hour at its intersection and termination with Hillside Boulevard to the east.

Circulation Element Policy 5.03.729 (pg. 5.03.35) states:

"The Town should strive to maintain a Level of Service D or better for all intersections. Levels of Service E or F should be tolerated during peak periods."

Vehicle storage requires very few vehicle trips per day because cars are retrieved by employees based on a customer request. Vehicle trips will likely not occur during peak hours because dealerships typically start sales after 10 a.m. and are open later in the evening. As such, the vehicle storage use will not degrade the Level of Service at any intersections on Hillside Boulevard or Serramonte Boulevard. Based on estimates provided to the Town from a dealership that uses remote storage, it is estimated that the storage of vehicles generates, at most, about 10 total vehicle trips per day for each 100 vehicles stored for car retrieval or to return vehicles to storage. Each application for a vehicle storage Use Permit will be evaluated for potential traffic impacts.

An analysis of intersections on Hillside Boulevard and Serramonte Boulevard was conducted in 2015 for the Initial Study prepared for a new CarMax dealership located on Serramonte Boulevard just west of the intersection of Serramonte Boulevard and Hillside Boulevard. Below is table indicating traffic conditions with the CarMax dealership (proposed to be operational in October of 2017) at the three intersections that could be affected by additional vehicle trips generated by vehicle storage activity on Hillside Boulevard:

Existing Plus Project Conditions Intersection Operations						
Intersection	Peak Hour	Existing Conditions		Existing Project		+ Delay
		Delay	LOS	Delay	LOS	Increase
El Camino Real & Serramonte Boulevard	AM	22.5	C	22.5	C	0.0
	PM	26.4	C	26.8	C	0.4
	SAT	31.7	C	32.5	C	0.8
Hillside Boulevard & Serramonte Boulevard	AM	20.3	C	20.3	C	0.0
	PM	22.1	C	22.5	C	0.4
	SAT	37.4	D	37.8	D	0.4
Hillside Boulevard & Lawndale Boulevard	AM	13.0	B	13.0	B	0.0
	PM	10.8	B	10.8	B	0.0
	SAT	10.4	B	10.4	A	0.0

Source: Hexagon 2015, CarMax Initial Study

As stated above, it is estimated that car storage would generate at most approximately 10 total vehicle trips per day per 100 vehicles stored, likely not during the morning or evening peak hours. Based on this low number of daily trips, vehicle storage use for several hundred cars does not have the ability to lower the AM or PM Level Of Service (LOS) below projected LOS standards in the table above. It can be concluded that a none of the

three intersections potentially impacted by a future vehicle storage use would operate at LOS E and F, which are below the LOS D which the Town of Colma strives to maintain. Consequently, the allowance of a vehicle storage use in portions of the G zone would not cause a substantial increase in delay at any of the potentially impacted intersections and a *less-than-significant* impact would occur as it relates to a conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The City/County Association of Governments of San Mateo County's (C/CAG) is the Congestion Management Agency for San Mateo County. C/CAG is required to prepare and adopt a Congestion Management Program (CMP) on a biennial basis. The 2013 CMP is the current version that has been adopted.

The CMP includes elements to evaluate the performance of the roadway system and adopts LOS standards for CMP facilities. For CMP facilities the LOS standard is E, unless the facility was operating at LOS F at the time the standard was established. When an intersection within San Mateo County is determined to be below a LOS E, the intersection is added to a list of CMP study intersections. There are no study intersections in the Town of Colma. The nearest CMP study intersection is located approximately 2 miles from the site at El Camino Real and San Bruno Avenue. If vehicle trips are added to a study intersection, then the intersection must be studied as part of a project traffic analysis to determine if there is an impact and if so, the project must provide mitigation. Since no vehicle trips would be added to a CMP intersection by the Project, there would be a *less than significant impact* to CMP intersections.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No area within the Town is located within two miles of a public or a private use airport. Given that the Project would not generate air traffic and would not be located in close proximity to any aircraft facilities, the Project would not result in changes to aircraft patterns in terms of location. Consequently, *no impact* would occur.

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

The proposed Project would not result in the change of use of any public street or establish an incompatible use. Therefore, the project would not create a hazardous condition on roadways and entryways and will have *no impact*.

e) Would the project result in inadequate emergency access?

The Project is a Municipal Code amendment to allow vehicle storage on lots zoned G with the approval of a Conditional Use Permit. If an application is received as a result of the Project, a requirement for the Use Permit would include adequate emergency access when a vehicle storage area is fully parked. Therefore, there is *no impact* regarding emergency access.

f) *Would the project conflict with adopted policies, plans, or programs supporting alternative transportation?*

The Project is a Municipal Code amendment to allow vehicle storage on lots zoned G with the approval of a Conditional Use Permit. The code amendment would not conflict with adopted policies, plans, or programs supporting alternative transportation, and *no impacts* would occur.

17. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a-g)

The Project is a Municipal Code amendment to allow vehicle storage on lots zoned G with the approval of a Conditional Use Permit. The Project does not include or require any construction of new water or wastewater treatment facilities or expansion of existing facilities or exceed the capacity of the wastewater treatment provider. The Project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities. The Project does not require a new or expanded water supply. Additionally, the Project will not generate any solid waste and therefore will have *no impact* on utilities and service systems.

18. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Does the project have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a) Does the project have the potential to 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, 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?

The proposed Project has no potential to degrade the quality of the natural environment, substantially reduce 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, or reduce the number or restrict the range of a rare or endangered plant or animal. The Town is developed and the Colma General Plan notes that no area of undisturbed native habitat exists in the Town of Colma. Conditional Use Permit requirements would restrict proposed uses from detrimentally affecting existing property uses and protect historical and cultural resources within the Town. Additionally, the most feasible locations for vehicle storage are located east of Hillside Boulevard at the existing golf course and the closed landfill, both of which are developed and will not impact historic features or plant and animal habitat. Therefore, *no impact* would occur in regard to biological and cultural resources.

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)?

The proposed Project is a code amendment to allow vehicle storage on lots zoned G with the approval of a Conditional Use Permit and does not inherently call for any construction. The cumulative effects of the Project

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will be analyzed on a case by case basis through the Conditional Use Permit required to allow vehicle storage on lots zoned G. Therefore, the Project would have a *less-than-significant* cumulative impact.

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

The Project would not result in a significant impact that would cause substantial adverse effects on human beings. If an application is received as a result of the Project, findings are required to show that the use will not be detrimental to public health, safety or public welfare, thus the proposed Project's environmental effects would be *less than significant*.