TOWN OF COLMA

2040 General Plan Update

Draft Environmental Impact Report

SCH No. 2020069005

DECEMBER 2021

City of Souls

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Notice of Availability of a Draft Environmental Impact Report

for the

Colma 2040 General Plan Update

SCH No. 2020-069005

SUMMARY:

Notice is hereby given by the Town of Colma, as the Lead Agency pursuant to the California Environmental Quality Act (CEQA), that the above-named draft Program Environmental Impact Report (DPEIR) is available for public review and comment.

Comments on the DPEIR will be received for a 50-day period, commencing on December 6, 2021 and ending at 5:00pm on January 25, 2021, after which a Final PEIR will be prepared containing comments and responses to comments that, together with the DPEIR, will form the Final PEIR. The Final PEIR will be used by the Town of Colma City Council in its consideration of approval of the proposed 2040 General Plan Update, described below.

PROJECT LOCATION AND DESCRIPTION:

The proposed 2040 General Plan Update applies to the entire Town of Colma. The Town is bounded by San Bruno Mountain, Lawndale Blvd, Interstate-280, and F Street.

Under State of California law (Government Code §65300 et seq.), every city and county in the State is required to adopt a general plan that functions as the comprehensive and all-encompassing policy document for future growth and development. The purpose of a jurisdiction's general plan is to function as a "constitution" for land use planning and to provide a basis for sound decisions regarding long-term physical development, for development in the incorporated area, as well in any land outside city boundaries. It also provides the connection between community values, objectives, and decisions on the Town of Colma's future housing, growth, and development.

California Government Code §65302 requires that a general plan include the following seven elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. Additional elements may be included as well, at the discretion of a jurisdiction. All elements have equal weight, and no one element supersedes another. Cities and towns may amend the general plan four times a year (each amendment may include any number of changes), and cities are encouraged to keep the plan current through regular updates. The current Town of Colma General Plan has not been comprehensively updated since it was first adopted on June 16, 1999, by Resolution 99-22. The 2040 Town of Colma General Plan Update updates the Town's 1999 General Plan Elements: Land Use; Mobility (Circulation); Community Health, Safety and Services (Noise and Safety); and Open Space and Conservation. The Housing Element is not currently being updated. Colma is not required to include an environmental justice element because it does not contain any Communities of Concern, as defined by the State of California.

ANTICIPATED SIGNIFICANT ENVIRONMENTAL EFFECTS:

The DEIR's analysis of project impacts identified potentially significant impacts on the following:

- Air Quality (Potential impacts range from less than significant to significant)
- Cultural and Tribal Resources (Potential impacts are potentially significant)
- Greenhouse Gas Emissions (Potential impacts range from less than significant to significant)

PUBLIC REVIEW PROCESS:

One purpose of the California Environmental Quality Act is to inform the public of the potential environmental impacts of a project such as the 2040 General Plan Update. The purpose of this notice is to consult with and request comment on the DEIR from interested parties and responsible agencies.

The DEIR is available for review between 9:00am and 4:00pm Monday through Friday at Colma Town Hall, 1198 El Camino Real, California 94014

The DEIR is also available for review or download at the Town of Colma website, www.colma.ca.gov.

Comments on the DEIR may be submitted to:

Town of Colma
Planning Department
ATTN: 2040 General Plan Update DEIR
1198 El Camino Real
Colma, CA 94014

Please include a return address and contact name with your written comments. Comments can also be sent via email with subject line "2040 General Plan Update DEIR" to planning@colma.ca.gov.

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Town of Colma

GENERAL PLAN

DRAFT ENVIRONMENTAL IMPACT REPORT

SCH# 202006905

Prepared for:

Town of Colma

1198 EL CAMINO REAL,
COLMA, CA 94014

Prepared by:

CSG CONSULTANTS

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DECEMBER 2021

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EXECUTIVE SUMMARY

This section provides an overview of the environmental analysis for the town of Colma 2040 General Plan Update (proposed project). For additional detail regarding specific issues, please consult the appropriate chapter of Sections 4.1 through 4.16. The proposed project was developed in response to policy direction provided by the town Council (City Council). The town of Colma is the lead agency for this Program Environmental Impact Report (PEIR; EIR), under the California Environmental Quality Act (CEQA) and as such, is required to evaluate the potential impacts of the proposed project.

1.1 PURPOSE AND SCOPE OF THE ENVIRONMENTAL IMPACT REPORT

This PEIR is a program level document that examines the potential impacts resulting from implementing the proposed land use changes and goals and policies under the 2040 GPU. The impact assessment therefore identifies the broader impacts of implementing the 2040 GPU. As a programmatic document, this EIR does not assess any site-specific impacts; therefore any future development that could result from implementing the proposed Project, will be subject to individual, site-specific environmental review, as required by State law.

The 2040 GPU EIR will provide, to the greatest extent possible, an analysis of the potential environmental effects associated with the implementation of the project, pursuant to CEQA. The analysis in this PEIR therefore focuses upon potential environmental impacts that could arise from implementation of the project through development of the land uses within the General Plan Planning Area (Planning Area) as regulated and guided by General Plan policies and action items, through updates to the Zoning Ordinance. As appropriate to an environmental issue area, mitigation measures have been identified in order to minimize significant impacts. Project alternatives, including the No Project alternative, have also been identified. The EIR adopts this approach in order to provide a credible worst-case scenario of the impacts resulting from project implementation.

1.2 PROJECT CHARACTERISTICS

General Plan Update

The Town of Colma General Plan was adopted in 1999, with the exception of the Housing Element which had been last updated in 2015. Since 1999, the town of Colma has experienced physical, demographic, and economic changes, resulting in new opportunities and challenges for the town. The existing General Plan is being updated in order to reflect current community sentiment and changes in land use, growth patterns, and demographic and economic conditions. State law does not specify rigid requirements or timing for updating a general plan (other than for the housing element). The currently proposed General Plan update project includes updates to the existing General Plan and an update to the town's Zoning Code.

The proposed General Plan Update includes five elements: Land use, Mobility (includes Circulation), Community Health, Safety and Services (includes Safety and Noise), Open Space and Conservation, and Historical Resources. The existing Housing element will remain in force through 2023, so it will not be updated as a part of this General Plan Update. The town of Colma does not contain any disadvantaged communities, as designated by the State of California, so an Environmental Justice Element is not required. In addition to the required elements, the General Plan Update includes a Historical Resources Element. The GPU Planning Area boundary includes the area within the town limits; the town's Sphere

of Influence (SOI) has the same boundaries as the town itself. The GPU Planning Area encompasses a total of 1.89 square miles. It is anticipated that the proposed General Plan Update will build out to full development capacity by 2040. The proposed GPU has capacity for 845 residential units and a total population of 2,852 within the Planning Area by 2040.

The proposed General Plan Update consists of the following Elements.

Land Use

The Land Use Element provides the central framework for the General Plan Update and serves as a compass to guide planners, the general public, and decision makers on the desired pattern of development in the town. The land use element describes both existing and future land use activity, the latter of which is designed to achieve the town's long-range goals for physical development. The land use element provides land use designations for all of the land within the GPU Planning Area based on the existing and expected type of development. The land use designations also specify maximum density and intensity of development that canoccur. The Land Use Element also describes several planning areas within the town of Colma that overlay on the standard land use zones.

Land Use Map

The proposed General Plan includes the updated Land Use Map which is a detailed land use plan for the town of Colma, and assigns land use designations to all lands within the Planning Area. Land use designations proposed under the updated General Plan Land Use Map include:

- Cemetery
- Low Density Residential
- Medium Density Residential
- Commercial
- Executive Administrative
- Public and Quasi-Public
- Commercial Overlay

The General Plan also designates the following Planning Areas in the town of Colma:

- Commercial Core
- El Camino Real Corridor
- Hillside Boulevard
- Mission Road
- Sterling Park

Mobility

This Element provides goals, policies, and actions to develop a safe, efficient, and environmentally responsible multimodal transportation in the Town of Colma. This section includes a map of the existing street network, and a series of policies and goals. It contains an evaluation of roadway performance, a description of public transportation access, A description of active transportation infrastructure, and a description of the town's scenic corridors. Finally, the Mobility Element includes an implementation timeline for each goal.

Housing

The Housing Element section has not changed from the adopted 2015 Housing Element. It includes an analysis of demographic and housing trends in the Town of Colma, the town's housing need, and the town's plan for allowing for sufficient housing construction to meet that need through 2023.

Community Health, Safety and Services

The Community Health, Safety, and Services Element includes information on the town's fire, safety, flooding, and seismic hazards. It also includes information about police and fire services, aircraft overflight, and hazardous materials and waste. It combines information and strategies from the town's Hazard Mitigation Plan with additional goals and policies specific to the Safety Element. The Community Health, Safety and Services Element connects information about hazards to available public services and strategies to mitigate those hazards. It addresses the following safety planning and response topics:

- Community Health
- Geologic and Seismic Hazards
- Flooding and Sea Level Rise
- Wildland and Urban Fires
- Law Enforcement
- Fire Protection and Emergency Medical Services
- Emergency Preparedness and Disaster Response
- Noise

Open Space and Conservation

The Open Space and Conservation Element meets State of California requirements for a Conservation Element and for an Open Space Element. This element catalogues open space in the Town of Colma, including land actively used by cemeteries and slated for cemetery expansion. It identifies areas in the Town that are important to the preservation of land, plants, and animals. This section identifies six goals and associated policies.

Historical Resources

The Historical Resources Element outlines a plan for the identification, protection, and management of the town's sites and structures exhibiting architectural, historical, archaeological, and cultural significance. The Historical Resources Element summarizes the history of development in Colma, enumerates the benefits of historical preservation, and describes state and federal incentives available to support historic preservation. This element identifies four goals and associated policies.

1.3 PROJECT ALTERNATIVES SUMMARY

State CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project, which could feasibly attain the basic objectives of the project and avoid and/or lessen the environmental effects of the project. The CEQA Guidelines Section 15126.6(e) also requires that a "no project" alternative be evaluated in an EIR. The alternatives analysis provides a comparative analysis between the project and the selected alternatives. In conjunction with the proposed project, the EIR qualitatively evaluates the following other land use alternatives, which include:

- Alternative 1 – No Project Alternative

CEQA, through case law, requires that the "no project" alternatives be evaluated so as to allow the Lead Agency to compare the potential impacts of approving the project versus not approving it. Under State CEQA Guidelines §15126.6(e)(2), "the No Project Alternative shall discuss the existing conditions at the time the notice of preparation is published…as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."

The No Project analysis discusses both the existing conditions at the time the NOP is published as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved. Therefore under Alternative 1, the town would continue to implement the current (1999) General Plan, with no Climate Action Plan (CAP) in effect and with no changes made to update any of the Land Use, Open Space, Conservation, Noise, Circulation and Historical Resources Elements or the Land Use Map. It assumes that the existing General Plan would continue to guide development in the Planning Area, without directly resulting in new development. In the case of this alternative, the proposed 2040 General Plan Update would not be approved and the existing 1999 Town of Colma General Plan, would continue as the primary guiding document for growth and development within the town.

Buildout of the existing 1999 General Plan or No Project Alternative would result in approximately 680 housing units, a population of 2,310, and a total of 4,315 jobs within the Planning Area, expected to occur by year 2040

- Alternative 2 – Residential Focused Alternative

This alternative provides an increased number of residential units and maintains/decreases future commercial land use development that already exist within the town. This alternative assumes that the Town Center opportunity site would be developed to include 20% more residential units than the proposed General Plan, resulting in 48 additional units. It also assumes that by constructing more residential uses at the site, the available space for commercial uses would be further limited at the site. This alternative also assumes that more residential development could occur elsewhere on El Camino Real, closer to the Colma BART station, and that less residential development may occur at the Town Center site. The Residential Focused Alternative seeks to provide new community amenities, improved local and regional connectivity, as well as enhanced economic activity. Given the large number of jobs in comparison to the town's population, this alternative could potentially lower the total vehicle miles traveled by providing housing to those that work in the area. This Alternative is based on assumptions of buildout of opportunity sites and sites designated with a commercial overlay within the Planning Area, and assumes a land use density to promote more residential units in the potential mixed-use environment around the town center.

1.4 SUMMARY OF ENVIRONMENTAL IMPACTS

While Sections 4.1 – 4.16 summarize the GPU's impacts to each environmental area listed below, Section 5.0 of the EIR, called *CEQA required topic*s, summarizes cumulative impacts in the following areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural and Tribal Resources
- Energy
- Geology
- Greenhouse Gas Emissions
- Hazards
- Hydrology
- Land Use
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Utilities
- Wildfires

The GPU's environmental impacts are also included in Table 6.0-2: Comparison of Proposed Project Impacts Relative to Alternative Impacts. In most categories, the General Plan Update impacts are categorized as Less than Significant. The three impact areas where the environmental impacts are potentially significant are air quality, greenhouse gas emissions, and cultural and tribal resources. These are presented below in **Table 1.0.1: Summary of Environmental Impacts**

Table 1.0.1: Summary of Environmental Impacts

Impact (Level of Impact)	Mitigation Measure	Relevant General Plan Policies
Impact 4.1.1: Implementation of the proposed 2040 General Plan Update would not have a substantial adverse effect on scenic resources within a state scenic highway. **(Less than Significant)**		**Policy OSC-3-1** Transit Oriented Development; **Policy M-6-1** Site Planning; **Policy M-6-2** Access to Scenic Corridors; **Policy M-6-3** Visual Impacts; **Policy M-6-4** Paving Integration; **Policy LU-10-7** Landscape Setback
Impact 4.1.2: Development allowed under the proposed General Plan Update could degrade the existing visual character or the quality of public views in the Planning Area. The proposed General Plan Update would not conflict with applicable zoning or other regulations governing **(Less than Significant)**		**Policy LU-1-1** General Plan Land Use Diagram; **Policy LU-1-2** Zoning Consistency; **Policy LU-1-3** Balance New Development with Existing Setting; **Policy LU-1-5** Clear and Predictable Development Standards; **Policy LU-10-6** Spanish Mediterranean Design; **Policy LU-12-1** Cemetery and Agriculture
Impact 4.1.3: Implementation of the proposed General Plan Update could increase the amount of daytime glare and nighttime lighting in developed portions of the Planning Area and create new sources in undeveloped areas. **(Less than Significant)**		**Policy M-6-1** Site Planning; **Policy M-6-2** Lighting; **Policy M-6-3** Lighting; **Policy M-6-4** Glare
Impact 4.2.1: Implementation of the proposed project would not conflict with or obstruct		See **Table 4.2.8: Control Measures from the BAAQMD 2017 Clean Air**

Impact (Level of Impact)	Mitigation Measure	Relevant General Plan Policies
implementation of the applicable air quality plan. **(Less than significant)**		**Plan** (and associated policies) on **page 4.2-27 to 4.2-33.**
Impact 4.2.2: The project would result in a cumulatively considerable net increase of criteria pollutants for which the project region is in non-attainment under applicable federal or State ambient air quality standard. **(Significant and Unavoidable)**	**AQ-1** (page 4.2-36); **AQ-2** (page 4.2-36 to 4.2-38);	**Policy LU-2-10** Green Building; **Policy LU-3-6** Walkable Neighborhoods; **Policy M-2-1** Reduce Vehicle Miles Traveled; **Policy M-2-2** Other Traffic Flow Benchmarks; **Policy M-2-3** VMT Transportation Performance Measures; **Policy M-4-4** Transit Oriented Development; **Policy M-4-5** Connections to Homes and Businesses; **Policy M-5-2** Design for All Travel Modes; **Policy M-7-1** TDM Program; **Policy M-7-2** TDM Program for New Development; **Policy M-7-3** Vehicle Trip Reduction; **Policy OSC-3-1** Transit Oriented Development
Impact 4.2.3: The project could expose sensitive receptors to substantial pollutant concentrations. **(Significant and Unavoidable)**	**AQ-3** (page. 4.2-40 to 4.2-42); **AQ-4** (page 4.2-42 to 4.2-43)	**Policy LU-6-3** Environmental Protection; **Policy CS-1-1** Health in all Policies; **Policy LU-5-1** Regional Cooperation; **Policy LU-5-2** San Mateo County Collaboration; **Policy M-3-1** Agency Collaboration and Coordination; **Policy M-3-3** Regional Transportation Planning; **Policy M-7-1** TDM Program; **Policy M-7-2** TDM Program for New Development; **Policy M-7-3** Vehicle Trip Reduction
Impact 4.2.4: The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. **(Less than Significant)**		**Policy M-6-1** Site Planning
Impact 4.3.1: The proposed GPU would not have a substantial adverse effect through habitat modification on any species identified as a candidate, sensitive, or special status species, or impact riparian habitat or other sensitive natural communities as identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service. **(Less than Significant)**		**Policy OSC-4-7** Colma Creek Bank Setback; **Policy OSC-5-3** Sensitive Biological habitats; **Policy OSC-5-4** Habitat Enhancement
Impact 4.3.2: Development under the proposed General Plan Update would not have a		

Impact (Level of Impact)	Mitigation Measure	Relevant General Plan Policies
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. **(No Impact)**		
Impact 4.3.3: The proposed GPU would not 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. **(Less than Significant)**		**Policy OSC-5-5** Nesting Bird Protection
Impact 4.3.4: Implementation of the proposed General Plan Update would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. **(No Impact)**		
Impact 4.3.5: Implementation of the proposed General Plan Update would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **(No Impact)**		
Impact 4.4.1: Future development to implement the proposed project could potentially cause a direct substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines Section §15064.5 **(Significant and Unavoidable)**	CUL-1 (page 4.4-24 to 4.2-25)	**Policy LU-13-2** Historic Buildings; **Policy HR-2-1** Preservation Collaboration; **Policy HR-2-2** Consultation on Projects; **Policy HR-3-1** Public Awareness
Impact 4.4.2: Future development to implement the proposed General Plan Update could result in the potential disturbance of cultural resources (i.e. prehistoric archaeological sites, historical archaeological sites, and isolated artifacts and features) within the Planning Area. **(Significant and Unavoidable)**	CUL-2 (page 4.4-27)	**Policy OSC-6-1** Development Review Process
Impact 4.4.3: Would the project cause a substantial adverse change in the significance of a TCR as defined in Public Resources Code Section §21074 or §5020.1(k) **(Significant and Unavoidable)**	CUL-3 (page 4.4-28)	**Policy OSC-6-2** Tribal Consultation Compliance
Impact 4.4.4: Adoption of the proposed General Plan Update could result in the potential disturbance of human remains, including those	CUL-4 (page 4.4-29 to 4.2-30)	

Impact (Level of Impact)	Mitigation Measure	Relevant General Plan Policies
interred outside of cemeteries within the Planning Area. **(Significant and Unavoidable)**		
Impact 4.5.1: Implementation of the proposed General Plan Update would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation, nor would it conflict or obstruct a state or local energy efficiency plan (**Less than Significant**).		**Policy OSC-3-1** Transit Oriented Development; **Policy OSC-3-2** Reduce Energy Consumption; **Policy OSC-3-3** Energy Efficiency in Municipal Operations; **Policy OSC-3-4** GHG Reduction; **Policy OSC-3-5** Pedestrian-Scaled Design
Impact 4.6.1: Implementation of the proposed General Plan Update would expose new development to seismic hazards, including but not limited to strong ground shaking or seismically related to ground failure, including liquefaction. **(Less than Significant)**		**Policy CS-2-1** Geotechnical Studies; **Policy CS-2-2** Development in Hazardous Areas; **Policy CS-2-3** Unsafe Buildings; **Policy CS-2-4** Water Infrastructure Safety; **Policy CS-2-5** Erosion Prevention; **Policy CS-2-6** Seismic Hazards
Impact 4.6.2: Land uses and new development or redevelopment under the proposed General Plan Update may develop structures on unstable soil or expose, structures, and development to the effects of ground settlement resulting in the risk of loss, injury, or death. **(Less than Significant)**		**Policy CS-2-1** Geotechnical Studies; **Policy CS-2-2** Development in Hazardous Areas; **Policy CS-2-4** Water Infrastructure Safety; **Policy CS-2-6** Seismic Hazards
Impact 4.6.3: Implementation of the proposed project would not result in development within areas subject to landslide. **(Less than Significant)**		**Policy CS-2-1** Geotechnical Studies; **Policy CS-2-2** Development in Hazardous Areas; **Policy CS-2-5** Erosion Prevention;
Impact 4.6.4: Implementation of the proposed project would not result in development of areas of unstable or expansive soils. **(No Impact)**		
Impact 4.6.5: Implementation of the proposed project would not impact areas where soils may be incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. **(No Impact)**		
Impact 4.6.6: Implementation of the proposed General Plan Update would not promote new development that could impact areas of unique paleontological resources or unique geological resources. **(Less than Significant)**		
Impact 4.7.1: Implementation of the proposed project would generate GHG emissions, either directly or indirectly, that may have a	GHG-1 (page 4.7-22)	See **Page 4.7-18 to 4.7-22**

Impact (Level of Impact)	Mitigation Measure	Relevant General Plan Policies
significant impact on the environment. **(Significant and Unavoidable)**		
Impact 4.7.2: Implementation of the proposed project would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. **(Less than Significant)**		See **Table 4.7.6: Colma Climate Change Action Plan 2030 Consistency Analysis**.
Impact 4.8.1: Implementation of the proposed General Plan Update may have the potential to expose persons to known and unknown hazardous materials through the routine transport, use, or disposal of hazardous, materials, as well as accidents involving the release of hazardous materials. **(Less than Significant)**		**Policy CS-7-1** Hazard Mitigation Plan; **Policy CS-7-2** Emergency Management Plan; **Policy CS-7-3** Promote Emergency Preparedness; **Policy CS-7-4** Collaborative Planning; **Policy CS-7-5** Evacuation Routes
Impact 4.8.2: Implementation of the proposed General Plan Update has the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **(Less than Significant)**		
Impact 4.8.3: Though the proposed General Plan Update has the potential to develop a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section §65962.5 these would be required to comply with State and federal regulations. As a result, would it create a significant hazard to the public or the environment (***Less than Significant***).		**Policy CS-2-1** Geotechnical Studies
Impact 4.8.4: Implementation of the proposed General Plan Update would not locate people residing or working within two miles of a public airport, public use airport, or private airstrip. **(Less than Significant)**		**Policy CS-9-1** ALUC Plan; **Policy CS-9-2** Airport Land Use Commission Review
Impact 4.8.5: Future development resulting from the proposed General Plan Update would not physically interfere with an adopted emergency response plan or emergency evacuation plan. **(Less than Significant)**		**Policy CS-7-1** Hazard Mitigation Plan; **Policy CS-7-2** Emergency Management Plan; **Policy CS-7-3** Promote Emergency Preparedness; **Policy CS-7-4** Collaborative Planning; **Policy CS-7-5** Evacuation Routes
Impact 4.8.6: Implementation of the proposed General Plan Update would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. **(No Impact)**		

Impact (Level of Impact)	Mitigation Measure	Relevant General Plan Policies
Impact 4.9.1: Implementation of the proposed 2040 General Plan Update would not violate any water quality standards during construction and operation of future development or otherwise substantially degrading surface water quality. **(Less than Significant)**		**Policy OSC-4-1** Comply with Water Quality Regulations; **Policy OSC-4-2** Participation in the San Mateo County Stormwater Pollution Prevention Program (SMCWPPP); **Policy OSC-4.-9** Water Quality and Conservation Public Information; **Policy LU-2-4** Low Impact Development
Impact 4.9.2: Implementation of the proposed General Plan Update would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management. **(Less than Significant)**		**Policy OSC-4-1** Comply with Water Quality Regulations; **Policy OSC-4-3** Reclaimed Water; **Policy OSC-4-5** Green Infrastructure; **Policy LU-2-6** Green Infrastructure; **Policy LU-2-7** Public Green Infrastructure
Impact 4.9.3 Implementation of the proposed General Plan Update would increase impervious surfaces and alter drainage conditions in town, which could result in increased erosion, on-or-off site siltation, surface, and polluted runoff, or affect existing or planned stormwater drainage systems. **(Less than Significant)**		**Policy OSC-4-6** Stormwater Runoff; **Policy OSC-4-8** Colma Creek Enhancements; **Policy CS-3-2** Maintain Drainage Facilities; **Policy CS-3-4** Stormwater Detention; **Policy LU-2-5** Green Infrastructure Plan
Impact 4.9.4: Implementation of the proposed General Plan Update would not increase the risk of tsunami or seiche zones. **(No Impact)**		
Impact 4.9.5: Implementation of the proposed General Plan Update would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. **(Less than Significant)**		
Impact 4.10.1: The proposed General Plan Update would not physically divide an established community. **(Less than Significant)**		**Policy LU-1-1** General Plan Land Use Diagram; **Policy LU-1-2** Zoning Consistency; **Policy LU-6-1** New Incompatible Land Uses; **Policy LU-10-1** Neighborhood and small scale commercial and service uses; **Policy LU-10-2** El Camino Real Housing; **Policy LU-10-3** Mixed Use and Nonresidential Development
Impact 4.10.2: The proposed General Plan Update would not conflict with an applicable land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect. **(Less than Significant)**		**Policy LU-1-1** General Plan Land Use Diagram; **Policy LU-1-2** Zoning Consistency; **Policy LU-2-5** Green Infrastructure Plan; **Policy LU-2-11** Climate Action Plan; **Policy LU-5-1** Regional Cooperation; **Policy OSC-3-4**

Impact (Level of Impact)	Mitigation Measure	Relevant General Plan Policies
		GHG Reduction; **Policy OSC-6-2** Tribal Consultation Compliance; **Policy CS-3-1** Participate in Regional Adaptation Efforts; **Policy CS-7-1** Hazard Mitigation Plan; **Policy CS-9-1** ALUC Plan; **Policy CS-9-2** Airport Land Use Commission Review; **Policy M-3-3** Regional Transportation Planning; **Policy HR-1-1** General Plan Consistency
Impact 4.11.1: Implementation of the proposed General Plan Update would not generate temporary or permanent increases in noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies **(Less than Significant)**		
Impact 4.11.2: Implementation of the proposed General Plan Update would not result in the generation of excessive groundborne vibration or groundborne noise levels. **(Less than Significant)**		
Impact 4.11.3: Implementation of the proposed General Plan Update would not expose people residing or working in the Planning Area to excessive noise levels associated with airports **(No Impact)**		
Impact 4.12.1: Implementation of the proposed General Plan Update will 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). **(Less than Significant)**		**Policy LU-1-1** General Plan Land Use Diagram; **Policy LU-1-2** Zoning Consistency; **Policy LU-1-3** Balance New Development with Existing Setting; **Policy LU-1-5** Clear and Predictable Development Standards
Impact 4.12.2: Implementation of the proposed General Plan Update would not result in the displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. **(Less than Significant)**		**Policy LU-1-1** General Plan Land Use Diagram; **Policy LU-1-3** Balance New Development with Existing Setting; **Policy LU-3-3** Adequate and Affordable Housing; **Policy LU-4-2** Adequacy to Serve New and Existing Developments
Impact 4.13.1: Project implementation would not result in adverse physical impacts associated with the provision of new or		**Policy CS-4-1** Alternate EOC; **Policy CS-4-2** Mutual Aid Agreements; **Policy CS-4-3** Fire Prevention Education;

Impact (Level of Impact)	Mitigation Measure	Relevant General Plan Policies
physically altered fire protection services and facilities for the town of Colma. **(Less than Significant)**		**Policy CS-5-1** Adequate Water Supplies; **Policy CS-5-2** Removal of Fire Hazards; **Policy CS-5-3** Building Fire Codes; **Policy CS-5-4** Urban Fire Risks
Impact 4.13.2: Project implementation would not result in additional law enforcement protection services and facilities for the town of Colma that would have had the potential to result in physical environmental impacts. **(Less than Significant)**		**Policy CS-8.1** Staffing Levels; **Policy CS-8.2** Facilities Planning; **Policy CS-8.3** Response Times; **Policy CS-8.4** Communication
Impact 4.13.4: Implementation of the proposed General Plan Update has the potential to increase the use of existing neighborhood and regional facilities or could require the construction of new recreational facilities. Any such changes would not result in substantial or increased physical deterioration of existing facilities or the construction of new facilities which might have an adverse physical effect on the environment. **(Less than Significant)**		**Policy OSC-1-2** Flexible Open Space Land Uses; **Policy OSC-1-4** Pedestrian Trails, Bikeways Walkways; **Policy OSC-1-5** Colma Creek Trail**; Policy OSC-2-1** Open Space for Recreation Use; **Policy OSC-2-2** Recreation Requirements for New Developments; **Policy OSC-2-3** Expansion of Recreation Space; **Policy OSC-4-7** Colma Creek Bank Setback; **Policy OSC-4-8** Colma Creek Enhancements
Impact 4.14.1: Implementation of the proposed General Plan Update would not result in conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. **(Less than Significant)**		**Policy M-1.2** Capital Improvement Prioritization; **Policy M-2-4** Multi-Modal Impact Fee; **Policy M-3-2** El Camino Real; **Policy M-3-4** Transit Funding; **Policy M-3-5** Transportation Gaps; **Policy M-4-1** Transit Stops; **Policy M-4-2** Reliable Transportation Services; **Policy M-4.3** Consult with SamTrans; **Policy M-4.3** Encourage Transportation Options; **Policy M-4.4** Transit Oriented Development; **Policy M-5-1** Complete Streets; **Policy M-5-2** Design for All Travel Modes; **Policy M-5-3** Bicycle Connection Coordination; **Policy M-5-4** Accessibility and Universal Design; **Policy M-5.5** Design of New Development; **Policy M-8-1** Parking Standards
Impact 4.14.2: General Plan implementation would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses		**Policy M-1-1** Vision Zero; **Policy M-1-2** Capital Improvement Prioritization; **Policy M-5-1** Complete Streets; **Policy M-5-2** Design for All Travel Modes;

Impact (Level of Impact)	Mitigation Measure	Relevant General Plan Policies
(e.g., farm equipment). **(Less than Significant)**		**Policy M-5-3** Bicycle Connection Coordination; **Policy M-5-4** Accessibility and Universal Design; **Policy M-5-5** Design of New Development
Impact 4.14.3: The proposed General Plan Update would not result in inadequate emergency access ***(Less than Significant).***		**Policy M-4-6** Design of New Development; **Policy M-4-7** Emergency Services
Impact 4.14.4: General Plan implementation would increase VMT per person above No Project conditions ***(Less than Significant).***		**Policy M-2-1** Reduce Vehicle Miles Traveled; **Policy M-2-2** Other Traffic Flow Benchmarks; **Policy M-2-3** VMT Transportation Performance Measures; **Policy M-2-6** Development Review Requirements; **Policy M-7-1** TDM Program; **Policy M-7-2** TDM Program for New Development; **Policy M-7-3** Vehicle Trip Reduction
Impact 4.15.1: The proposed General Plan Update would not require, or result in, the construction or expansion of new water, new storm water drainage, wastewater treatment facilities or expansion of existing facilities and entitlements, the construction of which could cause significant environmental effects (***Less than Significant***).		**Policy OSC-4-1** Comply with Water Quality Regulations; **Policy OSC-4-2** Participation in the San Mateo County Stormwater Pollution Prevention Program (SMCWPPP); **Policy OSC-4-3** Reclaimed Water; **Policy OSC-4-6** Stormwater Runoff; **Policy OSC-4-9** Water Quality and Conservation Public Information; **Policy CS-3-4** Stormwater Detention; **Policy LU-2-4** Low Impact Development; **Policy LU-2-6** Green Infrastructure; **Policy LU-4-2** Adequacy to Serve New and Existing Developments; **Policy LU-4-3** New Development Fair Share; **Policy LU-4-4** Capital Improvement Program (CIP)
Impact 4.15.2: Implementation of the proposed General Plan Update for the town would not exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board and may 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 (***Less than Significant***).		**Policy LU-4-1** Adequate Public Infrastructure and Facilities; **Policy LU-4-2** Adequacy to Serve New and Existing Developments; **Policy LU-4-3** New Development Fair Share; **Policy LU-4-4** Capital Improvement Program (CIP)
Impact 4.15.3: Any future new or infill		

Impact (Level of Impact)	Mitigation Measure	Relevant General Plan Policies
development projects under the proposed General Plan Update would be served by a landfill with sufficient permitted capacity and would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, so as to accommodate the 2040 GPU's solid waste disposal needs (***Less than Significant***).		
Impact 4.16.1: Implementation of the proposed General Plan Update would not result in substantially impairing an adopted emergency response plan or emergency evacuation plan, nor would it result in project occupants being exposed to pollutants concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors that exacerbate wildfire risks (***Less than Significant***).		**Policy CS-2-2** Development in Hazardous Areas; **Policy CS-2-3** Unsafe Buildings; **Policy CS-4-1** Alternate EOC; **Policy CS-7-1** Hazard Mitigation Plan; **Policy CS-7-2** Emergency Management Plan; **Policy CS-7-3** Promote Emergency Preparedness; **Policy CS-7-4** Collaborative Planning; **Policy CS-7-5** Evacuation Routes.
Impact 4.16.2: Implementation of the proposed General Plan Update would not 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 (***No Impact***)		
Impact 4.16.3: Implementation of the proposed General Plan Update would not 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 (***No Impact***)		

2.0 INTRODUCTION

This Draft Program Environmental Impact Report (Draft PEIR or DPEIR) was prepared in accordance with the California Environmental Quality Act (CEQA) (Cal. Pub. Resources Code, Section §21000, et seq.) and the State CEQA Guidelines (14 Cal. Code Regs., Section §15000, et seq.). State CEQA requirements mandate that local government agencies consider the environmental consequences of their programs and projects. This Draft PEIR therefore analyzes the potential significant environmental impacts of the adoption and implementation of the proposed Town of Colma 2040 General Plan Update. Associated mitigation measures and an identification of the possible alternatives to the proposed project, are also presented, pursuant to State CEQA Guideline Section §15123, et seq.

As defined by CEQA (Public Resources Code, Section §21067, as amended), the Town of Colma (Town; town) is the Lead Agency for the environmental review of the proposed Town of Colma 2040 General Plan Update (proposed project; project; 2040 GPU; General Plan Update; GPU) evaluated herein. The Town has the principal discretionary responsibility for approving the project with respect to adoption, amendment, and implementation of the proposed GPU. This environmental document therefore assesses the expected environmental impacts from adoption of the GPU and subsequent development under the proposed project. For the purposes of CEQA, the term "project" refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section §15378[a]). With respect to the proposed 2040 General Plan Update, the City Council has determined that the proposed plan is a "project" within the definition of CEQA.

The Town's General Plan Update process commenced in June 2020. A comprehensive public process was initiated in May of 2021 in order to obtain the input of community residents, businesses, as well as elected and appointed town officials. This DPEIR utilizes technical information and analyses from studies supported by State CEQA Guidelines (Section §15148 (Citation) and §15159 {Incorporation by Reference}). By utilizing these provisions of the State CEQA Guidelines, the Town, in preparing their Draft PEIR, has been able to make maximum feasible and appropriate use of the available technical information, as appropriate.

2.1 PURPOSE OF THE EIR

The Town of Colma, acting as the lead agency, has prepared this Draft PEIR to provide the public as well as all responsible and trustee agencies with information about the potential environmental effects of the proposed General Plan Update. The proposed 2040 General Plan consists of goals, policies and implementation programs that will guide the town's future development.

The last comprehensive update of the town's General Plan was certified in 1999, with subsequent amendments occurring since, including an update to the Circulation Element in 2014. Additionally, the City Council adopted an updated Housing Element on January 14,2015, which was subsequently certified by the California Department of Housing and Community Development (HCD) on January 30, 2015. Since the Housing Element adoption follows HCD timeframes, the Housing Element is not part of the GPU . Recent growth and development within the town and anticipated growth for the future has necessitated an update to the General Plan. The town of Colma commenced its General Plan Update in 2020.

As described in CEQA Guidelines Section §15121(a), an Environmental Impact Report (EIR) is a public informational document that assesses potential environmental effects of the proposed project, and identifies mitigation measures and alternatives to the proposed project that could reduce or avoid its adverse environmental impacts. Public agencies are charged with the duty to consider and, where feasible, minimize environmental impacts of proposed development, and an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

Therefore, this Draft PEIR embodies the Town of Colma's best efforts to evaluate the potential environmental impacts of its 2040 GPU, as well as to identify feasible mitigation measures. It fulfills the requirements of CEQA and has been prepared in order to inform decision makers, the appropriate responsible and trustee agencies, and the general public of the proposed project and its related impacts on the built and natural environments. As described below, this DPEIR is meant to be utilized as a first-tier (or "program" level) environmental document for environmental reviews of subsequent projects undertaken in the Town of Colma. Therefore, several issue areas discussed under this DPEIR incorporate by reference appropriate issue area policies that function like mitigation measures for this DPEIR.

2.2 TYPE OF DOCUMENT

The State CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This document has been prepared as a first-tier, or at a programmatic level, pursuant to State CEQA Guidelines Section §15168, given the Plan's long-term planning efforts and the supposition that natural and built environment conditions are subject to change. The Town of Colma made the decision that this programmatic level environmental analysis is the appropriate analytical framework to assess the cumulative environmental effects of the full plan in a first-tier level of analysis, to identify broad concerns and sets of impacts, and to define/develop regulatory standards and programmatic procedures that reduce impacts and help achieve environmental goals and objectives.

According to CEQA Guidelines Section §15168:

"A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

1) *Geographically;*
2) *As logical parts in the chain of contemplated actions;*
3) *In connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program; or,*
4) *As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways."*

The advantages of a Program EIR include consideration of effects and alternatives that cannot practically be reviewed at the project-level, consideration of cumulative impacts that may not be apparent on a project-by-project basis, the ability to enact town-wide mitigation measures, and subsequent reduction in paperwork. The assumptions underlying the environmental analysis are the best available at the time of preparation and reflect existing conditions in the built and natural environments. Appropriate mitigation measures needed to reduce potentially significant impacts are included, so that the town of Colma may review the proposed 2040 General Plan Update prior to taking action on the GPU. Subsequent activities proposed pursuant to the goals and policies of the Town's General Plan will be reviewed in light of this EIR and may focus on those site-specific and localized environmental issues that could not be examined in sufficient detail as part of this DPEIR.

RELATIONSHIP TO OTHER EIRs

As a program EIR, the preparation of this document does not relieve the sponsors of specific projects from the responsibility of complying with the requirements of CEQA (and also those of NEPA, for projects requiring federal funding). The lead agency responsible for reviewing these projects shall determine the level of environmental review that would be required, and the scope of that analysis will depend on the specifics of the particular project, and any localized environmental issues that could not be examined in sufficient detail as part of this DPEIR.

As with all projects proposed in the town, projects contained in specific focus areas where land use changes are proposed will be subject to CEQA compliance at such time the town receives a permit application for the project. At that time, the CEQA analysis would specifically address site-specific impacts of the project. Subsequent activities proposed pursuant to the goals and policies of the town's General Plan will be reviewed in light of this EIR. When individual projects or activities are proposed, the town would be required to determine whether the specific project effects were adequately analyzed in this program EIR (CEQA Guidelines Section §15168). If the projects or activities have no effects beyond those analyzed in this DPEIR, no further CEQA compliance would be required. In addition, this program-level GPU environmental analysis addresses the cumulative impacts of development accommodated by the proposed project as required by State CEQA Guidelines Section §15130a-e and analyzes a reasonable range of alternatives to the proposed project as required by State CEQA Guidelines Section §15126.6a-f.

2.3 INTENDED USES OF THE EIR

This Draft PEIR is intended to evaluate the environmental impacts of the proposed project to the greatest extent possible. This Draft PEIR should be used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with projects undertaken subsequent to adoption of the General Plan Update. Subsequent actions that may be associated with the proposed General Plan Update are identified in ***Section 3.0: Project Description*** of this document; information in this document can be referenced as applicable.

Where feasible, the town's General Plan PEIR is intended to be a "self-mitigating" document, in that the General Plan polices are designed to mitigate or avoid impacts on the environment resulting from implementation of the proposed project. To that end, the relevant GPU policies providing mitigation have been identified for each significant impact in each section. If the applicable General Plan polices were determined not to fully mitigate or avoid impacts, then additional mitigation measures have been provided. These additional mitigation measures have been written as policy statements that can be incorporated into the final General Plan. Each impact discussion includes a determination as to whether the impacts would be mitigated to a less than significant level or would remain significant and unavoidable after implementation of the updated General Plan policies.

2.4 ENVIRONMENTAL REVIEW PROCESS

The Draft PEIR process includes several steps: publication of Notice of Preparation of an EIR (NOP); EIR public scoping meeting; publication of a Draft PEIR for public review and comment; preparation of responses to general public and other agency comments on the Draft PEIR; and certification of the Final PEIR. Thus, the review and certification process for the EIR has involved, or will involve, the following general procedural steps:

NOTICE OF PREPARATION

In accordance with CEQA Guidelines Section §15082, the Town prepared a Notice of Preparation (NOP) for the proposed project, and conducted a Scoping Meeting on June 24, 2020. This notice was circulated to the State Clearinghouse and to the public, local, state, and federal agencies, and other interested parties to solicit comments on the proposed project. A 30-day public comment period commenced on June 10, 2020 and extended through July 13, 2020. The Town of Colma was identified as the Lead Agency for the proposed project. Concerns raised in response to the NOP were considered during preparation of the DEIR. The NOP, including the responses by interested parties, are presented in ***Appendix A***.

DRAFT PEIR

This document constitutes the Draft Programmatic EIR for the Town of Colma 2040 General Plan Update. The Draft PEIR contains a description of the project; discussion of the environmental setting; identification of project impacts; and mitigation measures for impacts found to be significant. The Draft PEIR also includes an analysis of project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. Upon completion of the DPEIR, the Town will file the Notice of Completion (NOC) with the Governor's Office of Planning and Research (OPR) to begin the public review period (Cal. Pub. Resources Code Section §21161).

PUBLIC NOTICE/PUBLIC REVIEW

Concurrent with the NOC, the Town of Colma will provide public notice of the availability of the Draft PEIR for public review, and invite comment from the general public, agencies, organizations, and other interested parties. Consistent with State CEQA Guidelines, the review period for this DPEIR is at least forty-five (45) days. Public comment on the Draft EIR will be accepted both in written form and orally at public hearings. Although no public hearings to accept comments on the EIR are required under CEQA Guidelines, the town expects to hold a public comment meeting during the forty-five (45) day review period. Notice of the date, time and location of the hearing will be published prior to the hearing

RESPONSE TO COMMENTS ON THE DRAFT PEIR

Comments from all agencies and individuals are invited regarding the information contained in the Draft Program EIR. Such comments should explain any perceived deficiencies in the assessment of impacts, provide the information that is purportedly lacking in the Draft Program EIR or indicate where the information may be found. All comments on the Draft Program EIR are to be submitted to:

Farhad Mortazavi
Town of Colma Planning Department
1198 El Camino Real
Colma, CA 94014
Email: farhadm@csgengr.com Website: colma.ca.gov

RESPONSE TO COMMENTS/FINAL PEIR

Following the public review period, a Final Program EIR (FPEIR) will be prepared for the Town of Colma 2040 General Plan. The FPEIR will respond to written comments received during the public review period and to oral comments made at any public hearing or public meeting, if either a hearing or meeting is conducted during such review period.

CERTIFICATION OF THE PEIR/PROJECT CONSIDERATION

The town will review and consider the FPEIR. If the Town of Colma finds that the Final PEIR is "adequate and complete", the City Council will certify the Final PEIR. Upon review and consideration of the FPEIR, the Town of Colma Council may take action to approve, revise, or reject the project. A decision to approve the proposed 2040 General Plan Update, for which this PEIR identifies significant environmental effects, could only be made if accompanied by written findings in accordance with State CEQA Guidelines Section §15091 and Section §15093. A Mitigation Monitoring and Reporting Program (MMRP), as described below, would also be adopted for mitigation measures that have been incorporated into or imposed upon the project to reduce or avoid significant effects on the environment.

MITIGATION MONITORING

Public Resources Code Section §21081.6(a) requires lead agencies to adopt a mitigation monitoring and reporting program (MMRP) to describe measures that have been adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment. The specific "reporting or monitoring" program required by CEQA is not required to be included in the PEIR.

NOTICE OF COMPLETION

Pursuant to Section §15085 of the State CEQA Guidelines, a Notice of Completion (NOC) will be filed with the State Office of Planning and Research (OPR) and the DPEIR will be circulated for public and agency review for a period of at least 45 days. A copy of the Draft PEIR will be posted on the Town's website (colma.ca.gov). Notice of availability of the DPEIR will be sent to responsible agencies, local agencies, and concerned agencies and individuals, as requested. Public hearings will be held in conjunction with the review of the project.

AVAILABILITY OF PEIR MATERIALS

All materials related to the preparation of this Draft Program EIR are available for public review. To request an appointment to review these materials, please contact:

Abigail Domentita
Town of Colma Planning Department
1198 El Camino Real
Colma, CA 94014
Email: adomentita@colma.ca.gov/ Phone: (650)757-8888

2.5 COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

The town received comment letters in response to the NOP for the Town of Colma General Plan Draft PEIR. A copy of each letter is provided in ***Appendix A: Notice of Preparation,*** of this DPEIR. The Town received letters from the following federal, state, and local agencies and interested parties:

- Native American Heritage Commission (June 5th, 2020)
- SF PUC Engineering Division (June 12th, 2020)
- City of South San Francisco Engineering Division (June 25th, 2020)
- California Water Service (June 25th, 2020)
- California Department of Fish and Wildlife -Bay Delta Region (June 26th, 2020)
- Bay Area Air Quality Management District (July 2nd, 2020)

- California Department of Conservation – California Geological Survey (July 2nd, 2020)
- City/County Association of Governments, San Mateo County (July 13th, 2020)
- San Francisco Water Power Sewer (July 13th, 2020)
- San Mateo Local Agency Formation Commission (July 13th, 2020)
- State of California Department of Transportation, District 4 (July 13th, 2020)
- County of San Mateo Department of Public Works (July16th, 2020)

2.6 ORGANIZATION OF THE EIR

State CEQA Guideline (Sections §15122 through §15132 et. al) identify the content requirements for Draft and Final EIRs. An EIR must thus include a description of the environmental setting, an environmental impact analysis, mitigation measures, alternatives, significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. Discussion of the environmental issues addressed in the DPEIR was established through review of environmental and planning documentation developed for the project, environmental and planning documentation prepared for recent projects located within the General Plan Update Planning Area (Planning Area), environmental documentation developed by the County of San Mateo (County) and cities and counties adjacent to the Planning Area, and public agency comments received on the Notice of Preparation (NOP).

This Draft PEIR is organized in the following manner:

SECTION 1.0 – EXECUTIVE SUMMARY: This EIR begins with an executive summary of the environmental analysis, which includes a review of the potentially significant adverse regional environmental impacts of the proposed project. The executive summary also describes the alternatives and their merits as compared to the proposed project and identifies the environmentally superior alternative among them. The executive summary also indicates whether or not those measures mitigate the significant impacts to a less than significant level.

SECTION 2.0 – INTRODUCTION: The Introduction section of this DPEIR provides an overview describing the purpose, type, and intended use of the Draft PEIR, responsible agencies, organization, and scope of the DPEIR, the review and certification process, and a summary of comments received on the NOP. It describes the basic legal requirements of a program level EIR, as well as the level of analysis and the alternatives considered, how this EIR is related to other environmental documents.

SECTION 3.0 – PROJECT DESCRIPTION: This section provides a detailed description of the proposed project, including the location, intended purpose and objectives, background information, the physical setting, an outline of the projected population and employment growth, and technical characteristics of the project, including the decisions subject to CEQA and a list of related environmental review and consultation requirements.

SECTION 4.0 – ENVIRONMENTAL ANALYSIS ASSUMPTIONS, SETTING, IMPACTS AND MITIGATION MEASURES: Section 4.0 contains an analysis of environmental topic areas that describes the general assumptions used to evaluate project-specific and cumulative environmental impacts. Each issue area is analyzed by major topic, contains a description of the existing setting of the project area, identifies specific impacts analyses, and recommends appropriate General Plan policies and mitigation measures. Every subsection is organized as follows:

- Environmental Setting
  - Physical Setting
  - Regulatory Setting
- Impact Analysis
  - Significance Criteria
  - Methodology and Assumptions
  - Impacts and Mitigation Measures

SECTION 5.0 - CUMULATIVE IMPACTS SUMMARY: This section summarizes all identified cumulative impacts associated with the proposed project. Cumulative impacts include two or more individual impacts that when considered together are considerable or which compound or increase other adverse environmental effects. The individual impacts may be changes resulting from a single project or a program of projects. The cumulative effect from several projects is the change in the environment that results from the incremental effect of the proposed project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor, but collectively significant, projects taking place over a period of time. As required by State CEQA Guidelines Sections 15130 and 15065(a)(3), an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable.

SECTION 6.0 – ALTERNATIVES TO THE PROJECT: State CEQA Guidelines Section §15126.6 requires that an EIR describe a range of reasonable alternatives to the proposed project that could feasibly attain the basic objectives of the project, and avoid and/or lessen any significant environmental effects of the project. This alternatives analysis therefore provides a description of the alternatives that were considered, an assessment of their potential to achieve the objectives of the proposed project, as well as a comparative analysis between the merits of each alternative. As required under CEQA, the selected environmental superior alternative is identified.

SECTION 7.0 – LONG TERM IMPLICATIONS OF THE PROJECT: This section contains discussions as well as analysis of various other topical issues mandated by State CEQA Guidelines Sections §15126 and §15126.2a-d. These include significant environmental effects that cannot be avoided if the project is implemented, significant irreversible environmental changes, growth-inducing impacts, and effects found not to be significant.

SECTION 8.0 - REPORT PREPARERS: All authors and agencies that assisted in the preparation of the Draft PEIR are listed here by name, title, and company or agency affiliation.

APPENDICES: This section includes notices and other procedural documents pertinent to the EIR, as well as technical materials prepared to support the analysis. The following appendices are included as part of the Draft PEIR.

- Appendix A - includes the Notice of Preparation (NOP), the NOP distribution list, Scoping Meeting notes, and the comments received during the NOP review period.
- Appendix B – includes the Tribal consult letters and responses.

DEFINITIONS: A list of definitions have been provided to assist the reader with a comprehensive understanding of the agencies and processed involved in the preparation of this PEIR.

BIBLIOGRAPHY : This section is a bibliography with the resources used in this Daft PEIR. These resource areas are separated by documents and reports utilized, websites accessed, and individuals contacted for specific sources of information.

2.7 SCOPE OF THE EIR

Based on the NOP, the Town of Colma determined that the preparation of a Program level EIR was appropriate, due to potentially significant environmental impacts that could result from implementing the proposed update to the Town's 2040 General Plan. This Draft PEIR evaluates the existing environmental resources in the vicinity of the town, analyzes potential impacts on those resources due to the proposed project, and identifies mitigation measures that could avoid or reduce the magnitude of those impacts. This EIR provides a general review of the environmental effects of development of the Town, based on proposed land use designations and estimated public service demands resulting from the proposed growth under the GPU.

POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS

Information gathered about the environmental setting is used to define relevant planning issues, determine thresholds of significance, and evaluate potential impacts. Based on the initial analysis of environmental settings, baseline conditions, and comments on the NOP, the following issues are analyzed in this PEIR:

- Aesthetics (Section 4.1)
- Air Quality (Section 4.2)
- Biological Resources (Section 4.3)
- Cultural and Tribal Resources (Section 4.4)
- Energy (Section 4.5)
- Geological Resources (Section 4.6)
- Greenhouse Gas Emissions (Section 4.7)
- Hazards & Hazardous Materials (Section 4.8)
- Hydrology (Section 4.9)
- Land Use (Section 4.10)
- Noise (Section 4.11)
- Population & Housing (Section 4.12)
- Public Services and Recreation (Section 4.13)
- Traffic (Section 4.14)
- Utilities (Section 4.15)
- Wildfire (Section 4.16)

EFFECTS NOT FOUND TO BE POTENTIALLY SIGNIFICANT

Typically, an EIR evaluates project or program effects on environmental issues listed in the Environmental Checklist Form, which is in Appendix G of the CEQA Guidelines. The NOP for the Draft PEIR identified potential environmental issues that were generally consistent with those found in the Environmental Checklist. Based on evaluation associated with the GPU, the Town determined that the proposed General Plan Update would not have potentially significant effects in the following issue areas:

- Agricultural Resources
- Mineral Resources

Issues that were scoped out from analysis in the EIR are also included under the "Effects Not Found to be Potentially Significant" topic area of the Draft PEIR.

2.8 KNOWN RESPONSIBLE AND TRUSTEE AGENCIES

For the purpose of CEQA, a "Trustee" agency is an agency that has jurisdiction by law over natural resources that are held in trust for the people of the State of California (CEQA Guidelines Section §15386). For example, the California Department of Fish and Wildlife (CDFW, formerly CDFG) is a trustee agency with regard to the fish and wildlife of the state and designated rare or endangered native plants.

The term "Responsible Agency" includes all public agencies other than the Lead Agency that have discretionary approval power over the project or an aspect of the project (CEQA Guidelines Section §15381). Potential Responsible Agencies may include, but are not limited to:

- U.S Army Corps of Engineers (USACE)
- U.S. Environmental Protection Agency (USEPA)
- Bay Area Air Quality Management District (BAAQMD)
- California Department of Housing and Community Development (HCD)
- California Department of Toxic Substances Control (DTSC)
- California Department of Transportation (Caltrans)
- California Office of Emergency Services (OES)
- California Public Utilities Commission (CA PUC)
- County of San Mateo (County)
- Native American Heritage Commission (NAHC)
- San Francisco Bay Regional Water Quality Control Board (SFBRWQCB)

2.9 IMPACT TERMINOLOGY

Identified below are common terms used throughout this document. A complete list of acronyms is also provided.

CEQA TERMINOLOGY

Cumulatively Considerable Impact: A cumulative significant impact would result when the project would contribute considerably to a significant physical impact on the environment expected under cumulative conditions.

Less Than Cumulatively Considerable Impact: A less than cumulatively considerable impact would result when the project would not contribute considerably to a significant physical impact on the environment expected under cumulative conditions.

Less Than Significant Impact: A less than significant impact would cause no substantial change in the environment (no mitigation required).

No Impact: No adverse change to the environment would occur.

Less Than Significant Impact with Mitigation Incorporated: A less than significant impact with mitigation incorporated would cause (or would potentially cause) a substantial adverse change in the physical conditions of the environment, absent mitigation. Significant impacts are identified by the evaluation of project effects using specified standards of significance. Mitigation measures are identified to reduce project effects on the environment to a level of less than significant.

Significant and Unavoidable Impact: A significant and unavoidable impact would result in a substantial change in the environment that cannot be avoided or mitigated to a less than significant level if the project is implemented.

Standards of Significance: A set of criteria used by the lead agency to determine at what level or "threshold" an impact would be considered significant. Significance criteria used in this EIR include the State CEQA Guidelines; factual or scientific information; regulatory performance standards of local, state, and federal agencies; and town goals and policies.

ACRONYMS

This list of acronyms explains the common technical terms used in the Draft PEIR and come from different sources, including but not limited to: the California Office of Planning and Research, and the American Planning Association Glossary of Zoning, Development, and General Planning Terms, as well as from the various technical documents utilized in the environmental analysis for the GPU.

AB	Assembly Bill
AAGR	Average Annual Growth Rate
ABAG	Association of Bay Area Governments
AAQ	Area Air Quality
ACBMs	Asbestos Containing Building Materials
ACE	Affordable Clean Energy
ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disability Act
AIA	American Institute of Architects
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMR	American Medical Response (Transportation)
AQMD	Air Quality Management District
AR4	IPCC's Fourth Assessment Report
ASCE	American Society of Civil Engineers
BAAQMD	Bay Area Air Quality Management District
BARC	Bay Area Regional Collaborative
BART	Bay Area Rapid Transit
BMP	Best Management Practice
CA PUC	California Public Utilities Commission
CAFE	Corporate Average Fuel Economy
CalARP	California Accidental Response Plan
CalEPA	California Environmental Protection Agency
CalFIRE	California Department of Forestry and Fire Protection
CalGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
CalTrans	California Department of Transportation
Cal Water	California Water Service Company
CAP	Climate Action Plan
CARB	California Air Resources Board
CBPP	Comprehensive Bike and Pedestrian Plan
CBC	California Building Code
CBSAP	Colma BART Station Area Plan
CCAG	City/County Association of Governments of San Mateo County
CCR	California Code of Regulations
CDAA	California Disaster Assistance Act
CDFW	California Department of Fish and Wildlife

CDPH	California Department of Public Health
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFAA	California Fire Assistance Agreement
CFPD	Colma Fire Protection District
CGS	California Geologic Survey
CH4	Methane
CHP	California Highway Patrol
CHRIS	California Historic Resources Information System
CIP	Capital Improvement Program
CLUP	Comprehensive Land Use Plan
CMC	Colma Municipal Code
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO2	Carbon Dioxide
CO2e	Carbon Dioxide equivalent
CRHR	California Register of Historic Resources
CSDA	California Special Districts Association
CSI	California Solar Initiative
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	Decibel
dBA	Decibel "A-Weighted"
DMA	Disaster Mitigation Act
DOC	State of California, Department of Conservation
DOF	California Department of Finance
DPEIR	Draft Program Environmental Impact Report
DR	Design Review
DTSC	Department of Toxic Substances Control
DWR	California, Department of Water Resources
ECR	El Camino Real
EHRA	Earthquake Hazards Reduction Act
EIA	Energy Information Administration
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
EMA	Emergency Management Authority

EMFAC2017	Emissions Factor Model
EMS	Emergency Medical Services
EOC	Emergency Operations Center
EPCA	Energy Policy and Conservation Act
FAR	Floor Area Ratio
FESA	Federal Endangered Species Act
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps
FPEIR	Final Program Environmental Impact Report
FRAP	Fire and Resources Assessment Program
FTA	Federal Transit Authority
GGNRA	Golden Gate National Recreation Area
GHG	Greenhouse Gas
GIS	Geographic Information Systems
GPU	General Plan Update
GWh	Gigawatt Hours
GWP	Global Warming Potential
HCD	California Department of Housing and Community Development
HCFC	Hydrochlorofluorocarbon
HDM	Caltrans Highway Design Manual
HFC	Hydrofluorocarbon
HMP	Hazard Mitigation Plan
HMTA	Hazardous Materials Transportation Act
HPD	Historic Property Directory
HUD	United States Department of Housing and Urban Development
IPCC	Intergovernmental Panel on Climate Change
ISO	Insurance Service Office
IWMP	Integrated Waste Management Plan
JPA	Joint Powers Authority
JSB	Junipero Serra Boulevard
LAFCo	Local Agency Formation Commission
LCFS	Low Carbon Fuel Standard
LID	Low Impact Development
LOS	Level of Service
LRA	Local Responsibility Area
LUST	Leaking Underground Storage Tank
MASH	Multi-Family Affordable Solar Housing
MBTA	Migratory Bird Treaty Act
MJ-LHMP	Multi-Jurisdictional Local Hazard Mitigation Plan
MMI	Modified Mercalli Intensity

MMRP	Mitigation Monitoring and Reporting Program
MMT	Million Metric Tons
MPO	Metropolitan Planning Organization
MRP	San Francisco Bay Municipal Regional Stormwater Permit
MRZ	Mineral Resource Zone
MS4	municipal separate storm sewer system
MSA	Metropolitan Statistical Area
MSDS	Material Safety Data Sheets
MTC	Metropolitan Transportation Commission
MWELO	Model Water Efficient Landscape Ordinance
N2O	Nitrous Oxide
NAHC	Native American Heritage Commission
NCP	National Contingency Plan
NEA	National Energy Act of 1978
NEHRP	National Earthquake Hazards Reduction Program
NEPA	National Environmental Policy Act
NFPA	National Fire Protection Association
NHPA	National Historic Preservation Act of 1966
NHTSA	National Highway Traffic and Safety Administration
NIST	National Institute of Standards and Technology
NMFS	National Marine Fisheries Service
NO	Nitric Oxide
NO2	Nitrogen Dioxide
NOAA	National Oceanic and Atmospheric Administration
NOC	Notice of Completion
NOP	Notice of Preparation
NPDES	National Pollution Discharge Elimination System
NPL	National Priorities List
NPPA	Native Plant Protection Act
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
O3	Ozone
OES	California Office of Emergency Services
OFFROAD2017	Off-Road Emissions Factor Model
OHP	Office of Historic Preservation
OPR	California Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PCE	Peninsula Clean Energy
PDAs	Priority Development Areas
PDM	Pre-Disaster Mitigation
PEIR	Program Environmental Impact Report

PG&E	Pacific Gas and Electric Company
PM2.5	Fine Particulate Matter (less than 2.5 micrometers in diameter)
PM10	Particulate Matter(less than 10 micrometers in diameter)
PPC	Public Protection Classification
ppm	Parts Per Million
PRC	Public Resources Code
PUD	Planned Unit Development
PV	Photovoltaic
RCRA	Resource Conservation and Recovery Act
RF	Residential Focused
RHNA	Regional Housing Needs Assessment
RICAPS	San Matero County Regional Climate Action Planning Suite
RMRA	Road Maintenance and Rehabilitation Account
RTP	Regional Transportation Plan
RUP	Restricted Use Pesticide
RWQCB	Regional Water Quality Control Board
SAFE	Safer Affordable Fuel Efficient
SamTrans	San Mateo County Transit District
SASH	Single-Family Affordable Solar Housing
SB	Senate Bill
SCS	Sustainable Communities Strategy
SDC	Seismic Design Category
SDMP	Storm Drainage Master Plan
SDWA	Safe Drinking Water Act of 1974
SEMS	Standard Emergency Management System
SF6	Sulfur Hexafluoride
SFBAAB	San Francisco Bay Area Air Basin
SFBRWQCB	San Francisco Bay Regional Water Quality Control Board
SFO	San Francisco International Airport
SFO ALUCP	San Francisco Airport Comprehensive Airport Land Use Compatibility Plan
SFPUC	San Francisco Public Utilities Commission
SHMA	Seismic Hazards Mapping Act
SHPO	State Office of Historic Preservation
SHRC	State Historical Resources Commission
SMARA	California Surface Mining and Reclamation Act of 1975
SMCEW	San Mateo County Energy Watch
SMCTA	San Mateo County Transportation Authority
SMCWPPP	San Mateo County Stormwater Pollution Prevention Program
SOI	Sphere of Influence
SOIPQS	Secretary of the Interior's Professional Qualifications Standards
SRA	State Responsibility Area
SSAR	Seismic Safety and Analysis Report

SSMP	Sewer System Management Plan
SWAT	Special Weapons and Tactics
SWMP	Stormwater Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCR	Tribal Cultural Resource
TDM	Transportation Demand Management
TMDL	Total Maximum Daily Load
TNC	Transportation Network Company
TPA	Transit priority area
UBC	Uniform Building Code
UFC	Uniform Fire Code
UPAAG	Unified Program Administration and Advisory Group
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFS	United States Forest Service
USFWS	US Fish and Wildlife Service
USGS	United States Geological Survey
UST	Underground Storage Tank
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
WDR	Waste Discharge Requirements
WFAS	Wildland Fire Assessment System
WSA	Water Supply Assessment
ZEV	Zero-emission Vehicle

3.0 PROJECT DESCRIPTION

This Draft Program EIR (DPEIR; Draft PEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code, §21000 et seq.) and the State of California (State) CEQA Guidelines (California Code of Regulations, §15000 et seq.). It is a "programmatic" EIR prepared in accordance with State CEQA Guidelines Section §15168, which allows for the preparation of a Program level EIR to address a series of actions that can be characterized as a single project. This is the standard approach when evaluating environmental impacts associated with the adoption of a general plan.

Under State of California law (Government Code §65300 et seq.), every city and county in the State is required to adopt a general plan that functions as the comprehensive and all-encompassing policy document for future growth and development. The purpose of a jurisdiction's General Plan is to function as a "constitution" for land use planning and to provide a basis for sound decisions regarding long-term physical development, for development in the incorporated area, as well in any land outside city boundaries. It also provides the connection between community values, objectives, and decisions on the Town of Colma's future housing, growth and development.

California Government Code §65302 requires that a general plan include the following seven elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. Additional elements may be included as well, at the discretion of a jurisdiction. All elements have equal weight, and no one element supersedes another. Cities and towns may amend the general plan four times a year (each amendment may include any number of changes), and cities are encouraged to keep the plan current through regular updates. The current Town of Colma General Plan has not been comprehensively updated since it was first adopted on June 16, 1999, by Resolution 99-22.

The Project Description section of this DPEIR describes the location of the Town of Colma 2040 General Plan update (proposed project; project; General Plan; GP; Plan; General Plan Update; 2040 GPU; or GPU) both regionally and locally, discusses the existing conditions of the General Plan Planning Area (Planning Area)[1], and describes the surrounding uses. It provides the basis for the environmental analysis in ***Section 4.1*** through ***Section 4.16***, of this Draft PEIR. Land outside a city (or town's) boundaries typically includes land within a city's Sphere of Influence (SOI). For the town of Colma (Town; town), its SOI is coterminous with the Town boundaries. A general description of the project's technical and environmental characteristics is provided. This section also describes the objectives for the project and the approvals and entitlements necessary to implement the project. The proposed project is the adoption and implementation of an updated General Plan for the town of Colma. For more information of the proposed changes to the various elements of the GPU, please refer to the Land Use Element of the 2040 General Plan Update.

Since the town of Colma will be required to make a number of decisions on this project, all decisions subject to the California Environmental Quality Act are listed, and the implementation process is described in the order that it will occur, including both actions the town will take now and actions that may be taken in the future in association with the proposed project. For a description of the background, purpose, intended use, and type of environmental impact report (EIR), as well as a list of agencies that are expected to use this EIR in their decision-making or permitting process, please refer to ***Section 2.0, Introduction***, of this document.

[1] The Planning Area is the geographic area for which the General Plan establishes policies about future urban growth for the town of Colma. The boundary was determined in response to State law requiring each city to include in its General Plan all territory within the boundaries of the incorporated area as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code Section 65300).

3.1 REGIONAL PROJECT LOCATION AND SETTING

REGIONAL SETTING

The town of Colma is located in San Mateo County (County' county), on the San Mateo Peninsula. It is part of the San Francisco-Oakland-Berkeley CA Metropolitan Statistical Area (MSA) and is approximately 7 to 11 miles south of the City of San Francisco. It is surrounded by the city of Daly City to the north and west, the San Bruno Mountain State and County Park to the east, and the city of South San Francisco to the south. The San Francisco International Airport is located to the south and east of the town. Interstate 280 and a portion of State Route 1 (also known as Highway 1 or the Coast Highway) pass along the western boundary of the town while State Route 82 or El Camino Real passes north-south through the town. A Bay Area Rapid Transit (BART) station is located in the town, on D Street, at the north end of the town. The town's regional location is shown in ***Figure 3.0-1 Regional Location***.

PROJECT LOCATION

The proposed project area or the General Plan Planning Area for the town of Colma's 2040 General Plan Update covers approximately 1.98 square miles of land. Of this, approximately 75% of the town's land area is dedicated for cemetery uses and the remainder includes residential, agricultural, and commercial uses, mainly oriented north-south on both sides of El Camino Real, and along the east of Junipero Sierra Boulevard. Within the town boundaries, the ground elevation ranges from about 100 feet to about 500 feet above Mean Sea Level. The town of Colma also includes approximately 1.89 square miles of a wide valley associated with Colma Creek.

The BART system has a dedicated station at the town of Colma and runs two rapid rail services through the town, the Antioch-San Francisco International Airport-Millbrae line and the Richmond-Daly City-Millbrae line. The Colma station also serves the SamTrans bus services routes ECR, 112, 118, 120, 121, 122 and 130.

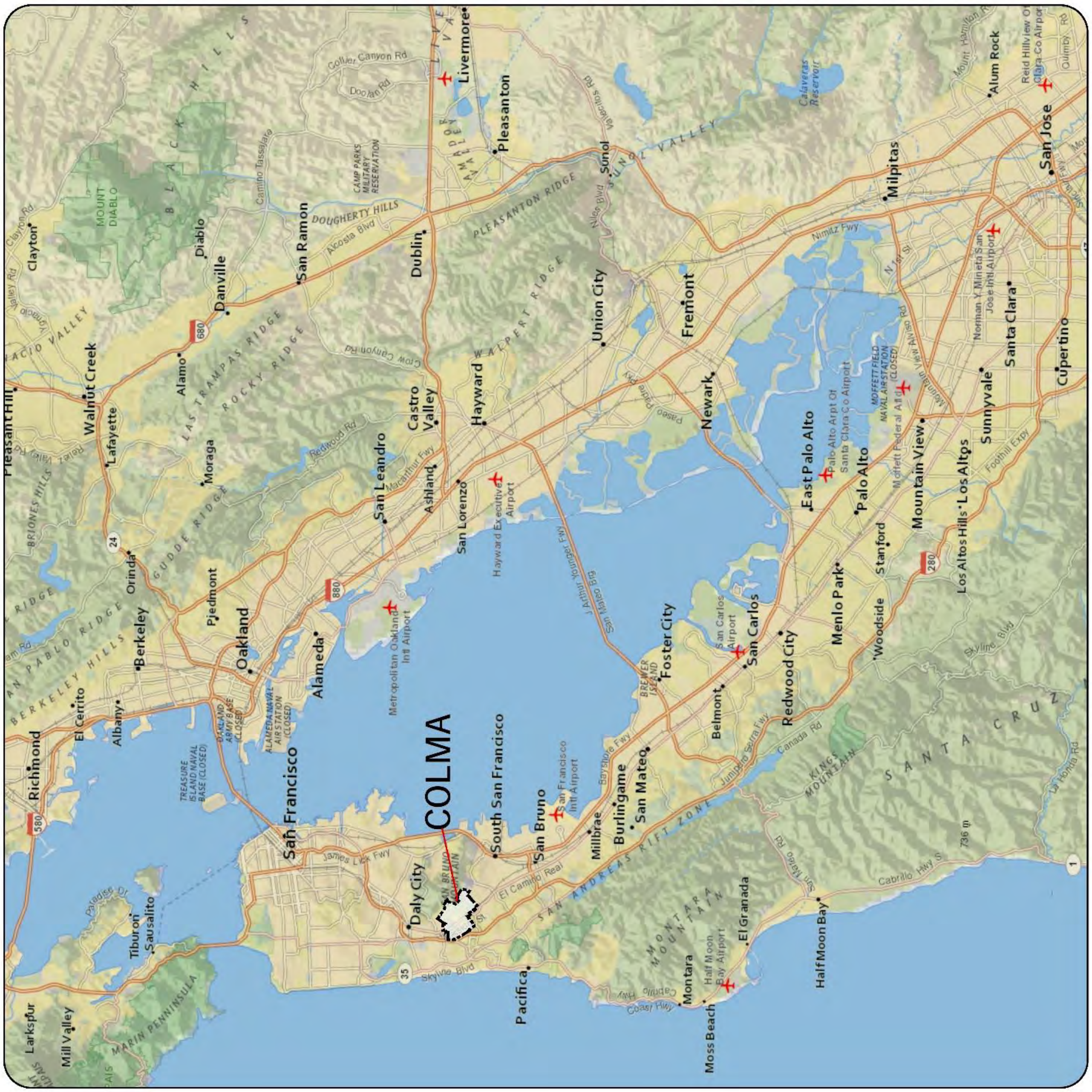
Town of Colma

Figure 3.0-1
Regional Location

Town Limit

Data provided by numerous sources: Town of Colma, San Mateo County, ESRI, National Geographic, and the GIS user community.

0 2.5 5 10 Miles



PROJECT SETTING

The topography of the Planning Area can best be described as an alluvial valley below San Bruno Mountain, with a relatively flat valley centered on the El Camino Real in the center of town, with elevations which rise on the west and east side of the town and no major topographical features within town limits.[2] As mentioned previously the town of Colma has 17 cemeteries and one (1) pet cemetery, which make up approximately 75% of the town's land mass or 888 acres. There are approximately 162 acres of commercial land, 27 acres of residential land and 2.8 acres of vacant land.

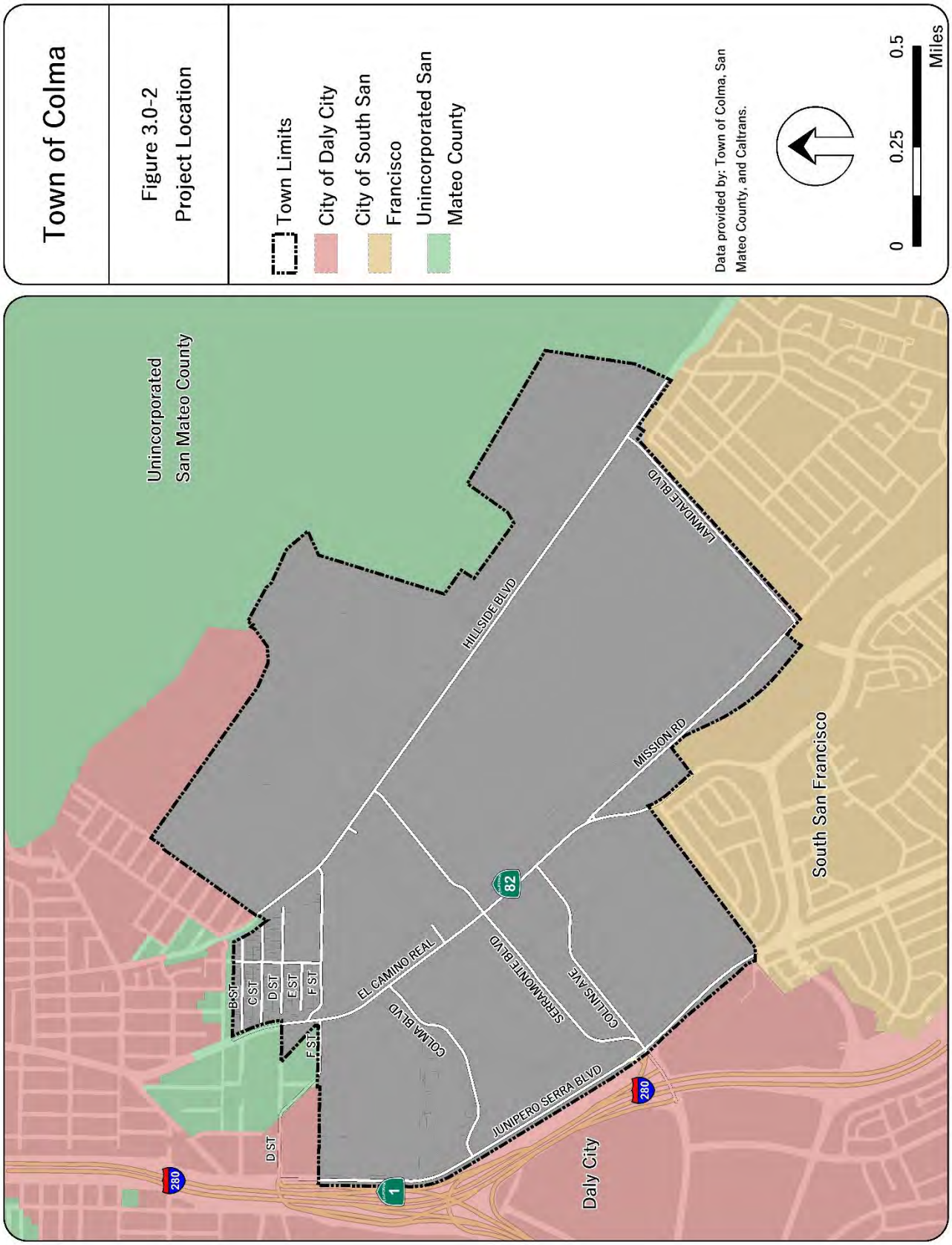
The town is primarily viewed by its residents as a community of cemeteries, although the town has a significant commercial core that primarily serves a regional market. The majority of residential uses, which currently make only 2 % of the town's land area, are located in the small residential neighborhood of Sterling Park, with other residential uses on Mission Road and other sites scattered through town. Given the small size of the Town, there are no educational facilities, waste facilities, timberland preserve zone lands, or military lands. Furthermore, there are no designated flight paths or military air space areas within the town.

The Planning Area is accessed by Interstate 280 (I-280), State Route (SR) 1, and SR 82. The closest airport is the San Francisco International Airport, located south of the town. As of the 2010 census, the town's total population was estimated to be at 1,504 as of the 2018.[3] The town had a median household income of $94,279, with 9.2% of the town's population at poverty level, and had approximately 496 housing units, and 393 businesses.[4] Existing land uses (including cemetery, commercial, office, residential, public/quasi-public, and vacant) in the Planning Area are provided in **Table 3.0.1: Existing Land Use Distribution** and are illustrated in ***Figure 3.0-2 Project Location.***

Table 3.0.1: Existing Land Use Distribution

Existing Land Use	Acreage	Percent of Total
Cemetery	887.91	75.47%
Commercial[1]	162.28	13.25%
Office	10.47	0.70%
Vacant	2.80	0.23%
Residential	19.14	1.56%
Multifamily	7.95	0.65%
Public/Quasi-Public/Utility[2]	8.57	0.70%
Roadways	125.99	10.28%
Total	1225.10	100%

[2] Colma Topo Map – elevation map.net/colma 3/5/20
[3] US Census Vintage 2018 Population Estimates – www.census.gov
[4] US Bureau of Census – 2014-2018 American Community Survey 5-year estimates – www.census.gov


Town of Colma
Figure 3.0-2
Project Location
Town Limits
City of Daly City
City of South San Francisco
Unincorporated San Mateo County
Data provided by: Town of Colma, San Mateo County, and Caltrans.
0
0.25
0.5
Miles
Unincorporated San Mateo County
HILLSIDE BLVD
LAWNDALE BLVD
MISSION RD
South San Francisco
82
EL CAMINO REAL
SERRAMONTE BLVD
COLLINS AVE
COLMA BLVD
JUNIPERO SERRA BLVD
280
1
Daly City
B ST
C ST
D ST
E ST
F ST
D ST
F ST

3.2 PROJECT BACKGROUND, PURPOSE AND OBJECTIVES

REQUIREMENT TO ADOPT A GENERAL PLAN

California Government Code Section §65300, et seq. establishes the obligation of cities and counties to adopt and implement general plans. State CEQA Guidelines Section 15124(b) requires a description of the GPU's project purpose and objectives.

GENERAL PLAN PURPOSE

The general plan is a comprehensive, long-range general document, as well as a strategy for a community's growth and development for the near-term. The Plan describes the overall approach for the physical development of a town or city or county and any land outside its boundaries (but in its Sphere of Influence or SOI) that, in the jurisdictional agency's judgment, bears relation to its planning. Any general plan should reflect its community's ideas and desires for growth, describe what is most important to its residents and how the community will focus its efforts in addressing change during the coming decades. As such, it should be broad enough to allow for flexibility in its approach taken to achieve the plan's goals.

The general plan should address a broad range of topics, including at a minimum, the following mandatory elements: land use, circulation, housing, conservation, open space, noise, and safety. Further, the jurisdiction may adopt additional optional elements. In addressing these topics, the general plan identifies the goals, objectives, policies, principles, standards, and plan proposals that support the jurisdiction's vision for growth and development. Goals typically are broad, overarching targets of a community's future; they set direction for policies. Policies are a deliberate system of standards that guide decisions towards attaining a goal.

Since the proposed Plan is designed for a range of users, it covers a wide range of issues. Where needed, the Town of Colma will rely on its Zoning Ordinance and other regulations and standards to implement the GPU policies. As a long-range document addressing growth and change in the town of Colma over a 20-year period, this GPU serves as a blueprint for future development and identifies the overall vision for the planning area.

GENERAL PLAN OBJECTIVES

The objectives of the town of Colma's proposed GPU are:

- To enable the community to agree on long- and short-term policies related to each of the elements encompassed within the General Plan;
- To establish a vision for the physical nature of Colma in the future and set the tone for the corresponding land use and related policies required to advance this vision; and
- To provide a basis for determining whether private development proposals and public projects are in harmony with the policies of the Plan.

Specifically, this General Plan aims to achieve the following purposes:

- Outline a long-range vision that reflects the aspirations of the community;
- Establish goals and policies to guide development and conservation decisions by the City Council, and Town staff;
- Provide a basis for determining whether specific development proposals and public projects are in harmony with the Town's long-range vision;
- Allow City departments, other public agencies, and private developers to design projects that enhance the character of the community, promote public health, preserve environmental resources, and minimize hazards;

- Provide the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Ordinance, subdivision regulations, and the Capital Improvement Program.

GENERAL PLAN CONTENT

The GPU comprises the following chapters, meeting the requirements for required Plan elements, under California Government Code §65302. Following is a description of each proposed General Plan element. For a detailed description of the goals and policies for each element, the reader is referred to the town's updated General Plan (Town of Colma General Plan Update, 2040).

- **Housing Element**: Per the requirements of the California Department of Housing and Community Development, the town's Housing Element was last updated and adopted on January 14, 2015 (covering the period from 2015-2023) and underwent environmental review at that time. However, other elements in the GPU are consistent with the current Housing Element.
- **Community Health, Safety and Services Element**: This section of the town's GPU ensures the town's safety from geologic, flood, fire, hazardous substances, wildfire, and airport related hazards. The Community Health, Safety and Services Element also lays out the needs and available services for police and fire protection, emergency preparedness and response, as well as noise issues. This Element ensures that the town can prepare for, and support the community's desire to increase its resilience to hazards, over time. In addition, the element includes policies promoting community health.
- **Historic Resources Element**: The Historic Resource Element sets forth goals and policies for the preservation of the town of Colma's historic and cultural heritage. This Element also illustrates the integral role that preservation plays in conjunction with other key General Plan elements. The inclusion of this Element provides a long-range vision for the town that encourages a culturally rich community to evolve while retaining its tangible links to the town's history.
- **Land Use Element**: The Land Use Element directs the location and form of future development for the town of Colma, while shaping where people will live, work, play, and shop. This Element identifies the future development for the town under the GPU horizon year of 2040 and consists of land use classifications and policies and a land use map. Together, these represent the planning values and ideals of the community and designate the general distribution and intensity of present and future land uses within the town's jurisdiction.
- **Open Space and Conservation Element**: Open spaces, greenbelts and scenic vistas are among the most defining and beloved of the town of Colma's characteristics. The Open Space and Conservation Element guides the comprehensive and long-range preservation and conservation of open-space land for the town. This Element provides direction regarding the conservation, development and utilization of natural resources.
- **Mobility Element**: The town of Colma's Mobility Element provides the goals, policies, and actions the town would implement in order to develop a safe and efficient multimodal transportation system. The element ensures that new improvements reflect the land uses contemplated by the Land Use Element, and ensure appropriate facilities that enhance mobility for automobiles, pedestrians, bicycles, and public transit. This Element responds to the California Complete Street Act of 2008 by providing context on the town's existing transportation system and identifying its current transportation vision and strategies.

3.3 GENERAL PLAN FRAMEWORK

The town of Colma's 2040 GPU considers all seven State required general plan topics under its six elements, discussed in Section 3.2, above. The town conducted a community-based process in its General Plan update. Public meetings, a survey and a series of study sessions were conducted in order to gather community input of the town's key assets, issues, opportunities and potential/perceived roadblocks to growth.

The GPU's land use framework embodies the community's vision for land use in 2040 and is designed to reflect the town's future planning decisions. The Land Use Map is designed to support the goals and priorities of the GPU and consists of the Land Use Map. The land use classifications that are depicted on the diagram and which indicate the use and form of development; and the land use policies will serve to guide town actions and private development.

LAND USE MAP

The Land Use Map is a graphic representation of planned land use classifications under the GPU. It should be used in conjunction with policies established in the Plan to review and approve, modify or deny proposed development projects. The Land Use Map includes a legend that shows land use categories whose densities and allowable uses are specified in the Land Use Classifications below. ***Figure 4.10.2*** present the Land Use Map under the 2040 General Plan Update, while ***Figure 4.10.1*** presents the Land Use Map under the existing (1999) General Plan.

LAND USE CATEGORIES

Generally, the town's land use designations remain the same. The proposed GPU includes a new Medium Density Residential Land Use Designation, and the proposed Land Use Map is updated to reflect where these uses are. In addition, minor changes are made throughout the town, to correct inconsistencies in the land use map. For example, residential properties in Sterling Park with a commercial land use designation were revised to show low density residential (please see **Table 4.10.2: Proposed Land Use** and ***Figure 4.10-2: Proposed Land Use***).

A commercial overlay has also been added over specific areas with a cemetery land use designation along Hillside Boulevard and El Camino Real. These areas are reserved for cemetery use but are currently not utilized as cemetery. The commercial overlay allows for the temporary development of commercial uses to efficiently utilize the limited land area within the town.

The proposed town of Colma General Plan Update includes the Land Use Map that combines specific land use designations in some areas of the town and more general descriptions of land uses in special areas planned for future growth referred to as "Planning Areas" (see Table LU-2 in the GPU). Land use categories establish allowed uses, maximum density and intensity, and the type and character of development that is desired. Details on development standards are established in the zoning ordinance, and more than one zoning district may be consistent with a General Plan land use classification. The various land uses being proposed under the 2040 GPU include:

Residential Land Use

Residential Land designated for residential purposes can be used for single family homes, small day care facilities, group residential facilities, supportive/transitional housing, home offices and cottage food operations as allowed uses. Large childcare facilities may be allowed in residential districts with approval of a Use Permit. Residential facilities, including multiple dwellings, may be allowed in areas designated for commercial use upon approval of a Use Permit.

Areas suitable for residential use include Sterling Park, El Camino Real near the Colma BART station, Mission Road near the South San Francisco BART station, in cemeteries as caretaker units and several scattered sites. These areas are identified in the Housing Element.

Commercial Land Use

This Commercial land use category provides for a wide range of retail commercial uses including auto dealerships, retail stores, personal and professional services, furniture stores, restaurants, and wholesale-retail trade. Other uses, where permitted in a Planning Area, may include stand-alone or mixed-use multifamily residential, mixed-use, and auto-related uses.

Executive Administrative Land Use

The Executive Administrative land use category was established to expand the range of possible land uses and economic opportunities along El Camino Real while continuing to protect the green belt theme of the cemeteries. In this land use category, cemetery or cemeteries and floricultural or agricultural uses, are permitted by right. Compatible uses in this designation are low intensity uses that generate minimal traffic, do not require large signs and occupy buildings heavily screened with landscaping. Fast food facilities and most restaurants, for example, are not compatible with this designation. At this time, just over one percent of the town's land area is designated for Executive Administrative land use. Designations occur along both sides of El Camino Real from just north of Colma Boulevard to the southern town boundary.

Public and Quasi-Public Land Use

Many basic utilities, public facilities, and services are provided by contract with special districts or through agreements with adjacent cities. Town of Colma residents are provided with utilities such as water, sewer, and power; public facilities such as local government and schools; and services such as police and fire protection. This land use category typically includes the types of activities and facilities which are generally recognized to be more efficiently provided by a public or quasi-public agency than by individuals. Public facilities and Town-owned facilities other than streets or the BART Right-Of-Way, include:

- Town Hall at 1198 El Camino Real at Serramonte Boulevard
- Police Station at 1199 El Camino Real at Serramonte Boulevard
- Colma Senior Apartment Complex (18 units) at 1180 El Camino Real
- Colma Historical Park and Community Center at 1500 and 1520 Hillside Boulevard
- Sterling Park neighborhood park and Community Center site at 427 F Street, between E and F Streets
- SFPUC pump station in the 500 block of F Street
- Corporation Yard at 601 F Street; and
- Bark Park on D Street

Planned Development

*Th*e Town of Colma's Planned Development designation allow flexibility of design and land uses to deal with special situations as might be encountered with mixed uses or uniquely shaped properties. Developments with a PD designation are expected to be similar in intensity to projects that would be allowed by adjoining land uses and must be compatible with the surrounding neighborhood.

Cemetery

In addition to cemeteries, uses found in this designation include flower growing operations, florists, greenhouses, monument shops, the Cypress Hills Driving Range and a closed landfill. This land use designation is essential in maintaining the town of Colma's greenbelt theme and it contributes to the economic base by drawing people from around the Bay Area as a regional destination.

The town of Colma's greenbelt theme is reinforced through the unique impression one gets while driving through the town. Open space features such as large tree masses throughout the cemeteries; median strip landscaping and street trees on principal routes; and the open, naturalized channel along open sections of Colma Creek, are all necessary in maintaining the open space character of the town. Further discussion of open space is found in the Open Space/Conservation Element.

Gateway Sites

*Col*ma's image is dependent on what is seen from the road as people approach and enter the town. Colma's separate identity and sense of containment is strengthened by nine gateway locations:

- El Camino Real - North: In median near intersection of B Street
- El Camino Real - South: In landscaped area forming "T" intersection (not yet installed)
- Serramonte Boulevard: At northeast corner of Junipero Serra Boulevard
- Junipero Serra Boulevard – North: In median near northern town boundary
- Junipero Serra Boulevard – South: In median at southern town boundary
- Junipero Serra Boulevard: At southwest corner of Southgate Avenue
- Hillside Boulevard – North: In park strip near Hoffman Street
- Hillside Boulevard – South: In park strip north of Lawndale Boulevard (not yet installed); and
- Mission Road – South: At northeast corner of Lawndale Boulevard

Each gateway location is or will be landscaped and contains a stone sign which reads, "Welcome to Colma."

According to State law, the General Plan must establish standards of population density and building intensity for each land use classification. The proposed Plan stipulates residential densities in housing units per gross acre; population density can be obtained by applying average persons per housing unit to the housing unit densities. For nonresidential uses, the proposed Plan specifies a maximum permitted ratio of gross floor area to site area (Floor Area Ratio or FAR). Recommended density and intensity standards do not imply that development projects must be approved at the intensity specified for each use. Zoning regulations consistent with General Plan policies and/or site conditions may reduce development potential within the stated ranges. **Table 3.0.2: Land Use Classifications and Density Standards** shows the GPU's Land Use Classifications, along with their respective density standards.

It is assumed that by the GP Buildout year of 2040, land within the existing town limits would be totally developed for a proposed population of approximately 2,700. with approximately 838 residential units, approximately 163 acres of commercial uses. The total number of housing unit calculations take into account existing densities and units and assumes new multi-family development occurs at the highest potential level of density allowable within the applicable General Plan land use designation. **Table 3.0.2** provides a summary of the proposed General Plan designations for the Planning Area. Each proposed designation is described in more detail below.

Table 3.0.2: Land Use Classifications and Density Standards

Land Use Designation	Density/Intensity Range*
Cemetery This designation provides for cemetery, planned cemetery, agricultural and public recreation uses.	N/A
Low Density Residential This designation provides for single family, residential development.	Density: up to 13 units per acre
Medium Density Residential This designation provides for compact residential developments such as townhomes, condominiums, and apartments.	Density: 13 to 30 units per acre
Commercial This designation provides for a wide range of retail commercial uses including auto dealerships, retail stores, personal and professional services, furniture stores, restaurants, and wholesale-retail trade. Other uses, where permitted in a planning area, may include stand-alone or mixed-use multifamily residential, mixed-use, and auto-related uses.	FAR: 1.0 to 2.0 Lot Coverage: 50% Density: 13 to 30 units per acre
Executive Administrative This designation provides for low intensity office and cemetery related uses, such as flower and monument shops. These sites allow for economic activities along El Camino Real, while continuing to protect the green belt theme.	FAR: 1.0 to 2.0 Lot Coverage: 50%
Public and Quasi-Public This designation provides for uses that are public serving in nature, including government offices/operations, parks, utilities, transportation, and community centers.	N/A

**Additional FAR and Density may be granted to opportunity sites as noted in the Planning Area descriptions.*

Buildout under the Proposed General Plan

Current population of the town of Colma is 1,512 residents, with 450 housing units (see **Table 3.0.3: 2040 General Plan Buildout,** below). One purpose of the General Plan is to ensure that the town can accommodate projected population and job growth over the planning period, through 2040. Since the town of Colma is primarily built out, any new development and any new development would come from infill or redevelopment with limited areas for commercial and residential uses. A summary of the development as a result of the GPU is summarized in the Table 3.0.3 below.

Table 3.0.3: 2040 General Plan Buildout

Site	Residential Units	Commercial Area (SF)	Office Area (SF)	Combined Non-Residential (SF)
Mission Road				
Infill Residential	20			
Commercial		15,000		
Office			5,000	
Sterling Park				
Infill Single Family Residential	1			
ADU's	10			
Commercial Core				
Collins Avenue		100,000		
Serramonte Blvd.		100,000		
280 Metro		110,000	10,000	
El Camino Real Corridor				
Cemetery Buildings		10,000		
Bocci Site	42	8,500		
Town Center	240	325,000		
General Office			20,000	
1988 El Camino Real		10,000		
Sandlaster's site	15			
Hillside Boulevard				
Cemetery Buildings		5,000		
Holy Cross Lands		300,000		
Agricultural Buildings		10,000		
Totals:	**328**	**993,500***	**35.000**	**1,028,500**

Note: Depending on the economy and desired building type, commercial square footage may include hotel and office.

The 2040 GPU will update the town's existing planning areas into five new planning areas that are consistent with the present condition of the town and the vision of the City Council. The planning areas include development standards such as height, FAR, and density as well as development standard bonuses for specific uses in opportunity sites.

Table 3.0.4 Comparison of Alternatives at Buildout

	Existing (2019)	Proposed General Plan	Alternative 1: No Project	Alternative 2: Residential Focused
Housing Units	450	845	680	893
Households	434	815	660	862
Population	1,512	2,852	2,310	3,017

In addition, the proposed GPU introduces new land uses such a medium density residential land use that is consistent with current developments and a commercial overlay over vacant and underutilized cemetery land east of Hillside Boulevard. The 2040 GPU would allow for an additional 332 additional residential units and approximately 465,000 square feet of commercial and office uses in the Sterling Park, Mission Road, Hillside Boulevard, Commercial Core Planning Areas, and at the Bocci Center, Town Center and Sandlaster's sites. Buildout under the GPU would therefore increase the town's population to 2,854 and the total number of housing units to 845 (**Table 3.0.5**: **Comparison at Alternatives at Buildout**). Please refer to the Land Use Element of the GPU for additional details on the specific changes to each Planning Area;

In comparison, should the 1999 General Plan remain in effect, based on the existing land use distributions (**Table 3.0.1)**, the town could only accommodate approximately 680 housing units, a population of 2,310, and a total of 4,315 jobs within the town. The existing or 1999 General Plan:

- Has different land uses— both in mix and location;
- Has lower allowable land use densities/intensities;
- Prohibits residential development in various commercially zoned areas;
- Does not promote mixed-use development to the same extent as in the Proposed Project;
- Does not have a Medium Density Residential land use designation. Medium Density land uses such as multifamily developments are allowed on properties with a Commercial designation.
- Has reduced alternate modes of transportation.

3.4 INTENDED USE OF THIS EIR AND APPROVAL PROCESS

As previously mentioned, this PEIR provides a programmatic environmental review of implementation of the Town of Colma's General Plan update. Subsequent activities falling under the GPU will utilize this PEIR to focus the environmental review of these consequent activities, and to determine their effects. If a new project is proposed that is not anticipated by the General Plan, or that may result in project-level environmental effects not addressed in this program-level EIR, the proposed project will be evaluated as required under CEQA. This EIR is not intended to prohibit consideration of future proposed projects or CEQA analysis of future proposed projects.

IMPLEMENTATION OF THE GENERAL PLAN

Following adoption of the General Plan and certification of the EIR by the Town Council, all subsequent activities and development within the town will be guided by the goals and policies in this updated General Plan. It therefore provides specific policy guidance for implementation of plan concepts. The town of Colma will also need to work with San Mateo county and other public agencies to implement policies that affect their respective jurisdictions or would affect the region. Implementing these policies in accordance with new development (residential, commercial or industrial) will be subject to the town of Colma's review and approval processes, with final review and approval by the town's appropriate departmental staff as well as the appointed and elected officials.

The principal responsibilities that town of Colma officials and staff have for Plan implementation are briefly summarized below; details on their powers and duties are in the town of Colma Municipal Code:

- Updating the Town of Colma Zoning Ordinance to achieve consistency with the adopted General Plan Update.
- Rezoning properties, as dictated by future development proposals.
- Approval of tentative maps, variances, conditional use permits, and other land use permits and entitlements.
- Approval of development agreements and issuance of related permits and approvals consistent with the GPU.
- Analyzing and planning for public infrastructure such as roadway improvements, other capital improvements, and natural/capital resource preservation and/or restoration.
- Conduct or consider further focused planning studies, as appropriate to future development in the Town.
- Updating the Town's Housing Element to be consistent with State requirements and the Town's housing requirements.

CERTIFICATION OF THE EIR

The updated Town of Colma 2040 General Plan will be presented to the Colma City Council, which, as the town's legislative body, is the approving authority for the General Plan Update. In order to approve the updated General Plan, the City Council would have to take the following actions:

- Certification of the Town of Colma 2040 General Plan PEIR.
- Adoption of required findings for the above actions, including required findings under the State CEQA Guidelines, Sections §15090, §15091, and §15093.
- Adoption of the Town of Colma 2040 General Plan Update.

OTHER GOVERNMENTAL AGENCY APPROVALS

Following certification of the PEIR and adoption of the GPU by the Lead Agency (Town of Colma), other agencies may use this document in the approval of subsequent implementation activities. Additional subsequent approvals and permits that may be required from local, regional, state, and federal agencies in the processing of subsequent development permits include, but are not limited to, the following:

Local Agencies

- San Francisco Airport Land Use Commission (ALUC)
- County of San Mateo
- San Mateo LAFCo
- City/County Association of Governments (C/CAG)

Regional Agencies

- Bay Area Metro
- Bay Area Air Quality Management District (BAQMD)
- California Department of Fish and Wildlife (DFW)
- California Department of Housing and Community Development (HCD)
- California Department of Transportation District 4 (Caltrans)
- San Francisco Bay Regional Water Quality Control Board
- San Francisco Public Utilities Commission (SFPUC)
- State Office of Historic Preservation (SHPO)
- State Water Resources Control Board (SWRCB)

ADOPTION OF THE GENERAL PLAN

The City Council will consider adoption of the updated General Plan following certification of the PEIR. This adoption may include the addition of identified mitigation measures as policies and/or actions into the new General Plan. Before adoption, the Town is required to make specific Findings of Fact pursuant to State CEQA Guidelines, Sections §15090, §15091, and §15093 regarding the significant environmental impacts of the project, the feasibility of measures to mitigate those impacts, and, if appropriate, a statement of overriding considerations.

In accordance with the California Environmental Quality Act (CEQA) (Cal. Pub. Resources Code Sections §21000, et seq.) and the State CEQA Guidelines (14 Cal. Code Regs., Section §15000, et seq.), this Draft Program Environmental Impact Report (Draft PEIR; DPEIR) evaluates the General Plan-Update's related impacts, general assumptions, and mitigation needs that can be identified in the analysis. The reader is referred to the individual technical sections of the Draft PEIR Sections 4.1 to 4.16, regarding the specific assumptions and methodologies used in the analysis for that particular technical subject.

4.0.1 Impact Assessment Assumptions

The purpose of this program-level EIR then, is to evaluate the potential environmental consequences of development in the planning area pursuant to the 2040 General Plan Update, to identify appropriate mitigation measures, and to present alternatives that could minimize or avoid potentially significant environmental impacts. The planning area development capacity assumptions for this Draft PEIR are based on the GPU's projections regarding residential and non-residential development densities. Regionally based employment projection factors were derived from the Association of Bay Area Governments (ABAG). The impact analyses in this DPEIR are based on the assumption that the 2040 General Plan Update would be successful in meeting its objectives and growth patterns by the year 2040.

BASELINE ENVIRONMENTAL CONDITIONS ASSUMED IN THE DRAFT PEIR

The environmental setting conditions of the Town of Colma (Town; town) and the surrounding area are described in the individual technical sections of the Draft PEIR (see Sections 4.1 through 4.13). In general, these sections describe the setting conditions of the town and the surrounding area as they existed when the Notice of Preparation (NOP) for the project was released on June 3, 2020. The Draft PEIR also includes setting information that has been updated since release of the NOP, such as the status of large-scale development projects in the General Plan Planning Area (Planning Area).

This is in compliance with Section 15125(a) of the State CEQA Guidelines, which requires that an environmental impact report (EIR) include a description of the physical environmental conditions in the vicinity of a project, as they exist at the time the NOP is published. The CEQA Guidelines also specify that this description of the physical environmental conditions should serve as the baseline physical conditions by which a lead agency determines whether the impacts of a project are considered significant.

Table 4.0.1 presents the status of large-scale development projects in the proposed Town of Colma General Plan Planning Area and in Northern San Mateo County.

Table 4.0.1: Proposed and Approved Large-Scale Development Projects in Town of Colma

Project	**Location**	**Residential** (*Number of Units*)	**Non-Residential** (*Square Feet*)
Colma			
Cadillac Dealership	775 Serramonte Blvd	*N/A*	34,000
Medical Office Building	1055 El Camino Real	*N/A*	12,501
Daly City			
Serramonte Del Rey Campus	699 Serramonte Blvd	1,235	14,000 Retail
Midway Village	45 Midway Drive	555	*N/A*
Junipero Serra Transit Village (SamTrans park-and-Ride Lot)	3501 Junipero Serra Blvd	500	20,000 Retail

Daly City Serramonte Shopping Center Expansion	Serramonte Shopping Center	*N/A*	568,000 Retail, medical, hotel
Serramonte Views Condominiums and Hotel Project	525-595 Serramonte Blvd	323 (+ 176 hotel rooms)	*N/A*
Westlake Shopping Center	10 Park Plaza Drive	179	3,644 Retail
88 Hillside – Phase II Residential Apartments	6401 Mission Street	167	*N/A*
Point Martin	Steve Courter Way and Martin Street	133	*N/A*
Robertson Intermediate School Redevelopment	1 Martin Street	71	*N/A*
Bryan Street Mixed Use	1590 Bryant Street	27	3,675 Retail
Woods Condominiums	89 Second Avenue	20	*N/A*
7330 Mission Street Mixed Use	7322/7330 Mission Street	3	*N/A*
Pacific Place Retail Conversion	2665 Geneva Avenue	7	*N/A*
Mission Street/Goethe Street Mixed Use Building	6098 Mission Street	36	1,568 Retail
Serra Station Mixed Use	3301 Junipero Serra Boulevard	75	2,300 Commercial
Sullivan Avenue Apartments	1784 Sullivan Avenue	12	*N/A*
Geneva Avenue Mixed-Use	2960 Geneva Avenue	4	
Vista Grande Duplex	201 Vista Grande Ave	1	*N/A*
Mission Street Mixed Use	7310 Mission Street	18	*N/A*
Jefferson Union High School District Faculty and Staff Housing	699 Serramonte Boulevard	116	*N/A*
Habitat Geneva	3001 Geneva Avenue	6	*N/A*
Templeton homes	717 Templeton Avenue	4	*N/A*
Vista Grande Parcel Map	489 Vista Grande Avenue	2	*N/A*
Eastmoor Residential Development	493 Eastmoor Avenue	72	*N/A*
San Petro/Hill Retail Building	205 San Petro Road	*N/A*	*N/A*
Hilldale School Expansion	25 Florence Avenue	*N/A*	2,100
North East Medical Services Building Expansion	211 Eastmoor Avenue	*N/A*	5,464
Serramonte Shopping Center Northwest Quadrant	3 Serramonte Center	*N/A*	70,000 Cinema, 75,000 Hotel, 28,000 Retail
Duggan's Serra Mortuary Expansion and Carvana Vending Machine Fulfillment Center	500 Westlake Avenue	*N/A*	15,743

Popeye's Chicken Drive-Through Restaurant	362 Market Street	*N/A*	3,275
Olympic Way Retreat Center	2152 Skyline Boulevard	*N/A*	29,200
Serramonte Shopping Center Northeast Quadrant	3 Serremonte Center	*N/A*	7,262
South San Francisco			
Southline	315 Maple Street	*N/A*	2,700,000 Office and retail
Oyster Point Redevelopment	Oyster Point	*N/A*	1,700,000 Office
Gateway Business Park Master Plan	Gateway Business Park	*N/A*	1,300,000 Office
Genesis	1828 Tower Place	*N/A*	665,000 Office, commercial, performing arts
Public Utilities Commission Site	1051 Mission Road	800	*N/A*
494 Forbes Blvd	494 Forbes Blvd	*N/A*	326,030 Office
124 Airport Blvd	142 Airport Blvd and 100 Produce Ave	480	*N/A*
7 S. Linden Avenue	7 S. Linden Avenue	445	*N/A*
410 Noor Avenue	410 Noor Avenue	338	*N/A*
475 Eccles Avenue	475 Eccles	*N/A*	262,287 Office
580 Dubuque Avenue	580 Dubuque Avenue	*N/A*	213,000 Office
751 Gateway Blvd	751 Gateway Blvd	*N/A*	208,000 Office
1477 Huntington Avenue	1477 Huntington Avenue	262	*N/A*
998 El Camino Real	998 El Camino Real	172	12,000 Retail
150 Airport Blvd	150 Airport Blvd	157	*N/A*
328 Roebling	328 Roebling Road	*N/A*	50,499
Auto-Chlor System Building	465 Cabot Road	*N/A*	31,765 Office
499 Forbes Blvd	499 Forbes Blvd	*N/A*	128,737 Office
751 Gateway Blvd	751 Gateway Blvd	*N/A*	208,000 Office
580 Dubuque Avenue	580 Dubuque Avenue	*N/A*	213,000 Office
101 Gull Drive	101 Gull Drive	*N/A*	166,613 Office

121 East Grand Avenue	121 East Grand Avenue	*N/A*	940,717 Office
Marriott Fairfield Inn & Suites	127 W. Harris Avenue	128 hotel rooms	*N/A*
Days Inn	1113 Airport Blvd	12 hotel rooms	*N/A*
Safeway Shopping Center	180 El Camino Real	*N/A*	63,000
Best Western Plus	840 El Camino Real	92 hotel rooms	*N/A*
Wyndham Garden	915 Airport Boulevard	115 hotel rooms	*N/A*
Sing Tao Newspapers	215 Littlefield Avenue	*N/A*	11,585
701 Airport Blvd	701 Airport Boulevard	131 hotel rooms	*N/A*
Vehicle Washing Facility	246 S. Spruce Avenue	N/A	0 net
Mercedes Benz	2211-2245 Gellert Boulevard	*N/A*	110,000
418 Linden Ave	418 Linden Avenue	38	*N/A*
201-209 Grand Avenue	201-209 Grand Avenue	46	6,000
Cadence Phase 2	405 Cypress Avenue	195	*N/A*
616 Maple	616 Maple	5	*N/A*
988 El Camino Real	988 El Camino Real	172	*N/A*
410 Noor Avenue	410 Noor Avenue	338	*N/A*
818-824 Linden Avenue	818-824 Linden Ave	7	1,650
645 Baden Avenue	645 Baden Avenue	8	10,500
40 Airport Blvd	40 Airport Blvd	292	*N/A*
423 Commercial Avenue	423 Commercial Avenue	4	*N/A*
200 Airport Blvd	200 Airport Blvd	94	3,650
124 Airport Blvd and 100 Produce Avenue	124 Airport Blvd and 100 Produce Avenue	480	*N/A*
428-432 Baden Avenue	428-432 Baden Avenue	36	*N/A*
455-463 Grand Avenue	455-463 Grand Avenue	27	2,865
360 and 364 Alta Vista Drive	360 and 364 Alta Vista Drive	13	*N/A*
1477 Huntington Drive	1477 Huntington Drive	262	*N/A*
Bertolucci's Redevelopment	421 Cypress Avenue	99	1,500
Eden Housing	199 Airport Boulevard/201 Baden Ave	82	*N/A*

Notes: Table shows proposed and on-going development projects in the town of Colma and neighboring jurisdictions. Information was compiled from the South San Francisco Development and Construction map, the Daly City ongoing projects list, developer websites, and planning documents--including staff reports and public meeting agendas--from the town of Colma, and cities of Daly City, and South San Francisco.

BUILDOUT ASSUMPTIONS UNDER THE GENERAL PLAN UPDATE

Future growth in the General Plan Planning Area is guided by the land uses identified in the General Plan Land Use Map (see ***Figure LU.3***). The Draft PEIR impact analysis (both temporary [i.e., construction-related] and operational effects) is based on these proposed land use patterns, including proposed transportation improvements identified under the GPU. The Draft PEIR also evaluates the indirect environmental effects of construction and operation of the land uses and transportation improvements that may take place under the proposed General Plan update and its associated project components. ***Table 3.0-1*** identifies the land use acreages that currently exist within the Planning Area.

4.0.2 STRUCTURE OF THE ENVIRONMENTAL IMPACT ANALYSIS

Sections 4.1 through 4.16 of this Draft PEIR contain a detailed description of current setting conditions (including applicable regulatory setting), an evaluation of the direct and indirect environmental effects resulting from the implementation of the proposed GPU, identification of proposed General Plan policies and action items that address the environmental effect, feasible mitigation measures where needed, and identification of whether significant environmental effects of the General Plan would remain after application of proposed policies and action items, and feasible mitigation measures. The individual technical sections of the Draft EIR follow the following format.

EXISTING SETTING

This subsection includes a description of the physical setting conditions associated with the technical area of discussion, consistent with State CEQA Guidelines Section 15125. As previously identified above, the existing setting is based on conditions as they existed when the Notice of Preparation (NOP) for the project was released on June 3, 2020

REGULATORY FRAMEWORK

This subsection consists of the identification of applicable federal, state, regional, and local plans, policies, laws, and regulations that apply to the technical area of discussion.

IMPACTS

The Impacts subsection identifies direct and indirect environmental effects associated with implementation of the proposed GPU and identifies those proposed updated General Plan policies that address the environmental effects, as well as any other regulations and ordinances that do the same. Standards of significance are identified and utilized to determine whether identified environmental effects are considered significant and require the application of mitigation measures. Each environmental impact analysis is identified numerically (e.g., ***Impact 4.1.1 – Physical Division of Established Communities***) and is supported by substantial evidence included in the discussion.

For those environmental issue are that resulted in potentially significant impacts, potential mitigation measures were developed through a thorough review of the environmental effects of the GPU by technical consultants as well as by environmental professionals. After identification of proposed GPU policies and action items that mitigate the environmental impact being discussed, any additional feasible mitigation measures that could further minimize significant adverse impacts are discussed, after which the impact discussion identifies whether the impact has been mitigated to a less than significant level or remains significant and unavoidable. Most mitigation measures identified during the project analysis were incorporated into the General Plan as policies.

CUMULATIVE SETTING

State CEQA Guidelines Section §15130 requires that EIRs include an analysis of the cumulative impacts of a project when the project's incremental effect is considered cumulatively considerable (i.e., a significant effect). Effects of a project are considered to be cumulatively considerable when the incremental effects of an individual project are significant, under cumulative conditions, when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (CEQA Guidelines, Section §15065(a)(3)). The determination of whether the project's impact on cumulative conditions is considerable is based on a number of factors including consideration of applicable public agency standards, consultation with public agencies, and expert opinion. ***Section 5.0, CEQA Required Topics***, provides a summary of the cumulative impacts associated with the General Plan.

4.0.3 DOCUMENTS INCORPORATED BY REFERENCE IN THIS EIR

This Draft PEIR utilizes technical information and analyses from plans that are relevant to the consideration of environmental effects of the proposed General Plan Update, which is supported by the State CEQA Guidelines (see Sections §15148 [Citation] and §15150 [Incorporation by Reference]). In addition to materials cited, the following CEQA and other technical documents have been utilized in the Draft PEIR:

- Town of Colma Housing Element Update 2015-2023
- Town of Colma Urban Design Study
- Town of Colma Serramonte Boulevard and Collins Avenue Streetscape Master Plan
- Town of Colma El Camino Real Bicycle and Pedestrian Plan
- Town of Colma Municipal Code, including Zoning Ordinance

By utilizing these provisions of the State CEQA Guidelines, the Town of Colma, in preparing this PEIR, has been able to make maximum feasible and appropriate use of the technical information in the above-mentioned documents. This DPEIR and other referenced materials are available for review upon request at:

Town of Colma Planning Department
1198 El Camino Real
Colma, CA, 94014

This section of the Draft Program Environmental Impact Report (Draft PEIR; DPEIR) describes the existing aesthetic character within the Town of Colma's 2040 General Plan Update's Planning Area (Planning Area) and surrounding vicinity and discusses the potential impacts to those resources resulting from implementation of the proposed General Plan Update. In accordance with the California Environmental Quality Act (CEQA) (Cal. Pub. Resources Code Sections §21000, et seq.) and the State CEQA Guidelines (14 Cal. Code Regs., Section §15000, et seq.), this Draft Program EIR evaluates the General Plan-Update's related impacts, general assumptions, and mitigation needs that can be identified in the analysis. The reader is referred to the individual technical sections of the Draft PEIR Sections 4.1 to 4.16, regarding the specific assumptions and methodologies used in the analysis for that particular technical subject.

4.1.1 EXISTING SETTING

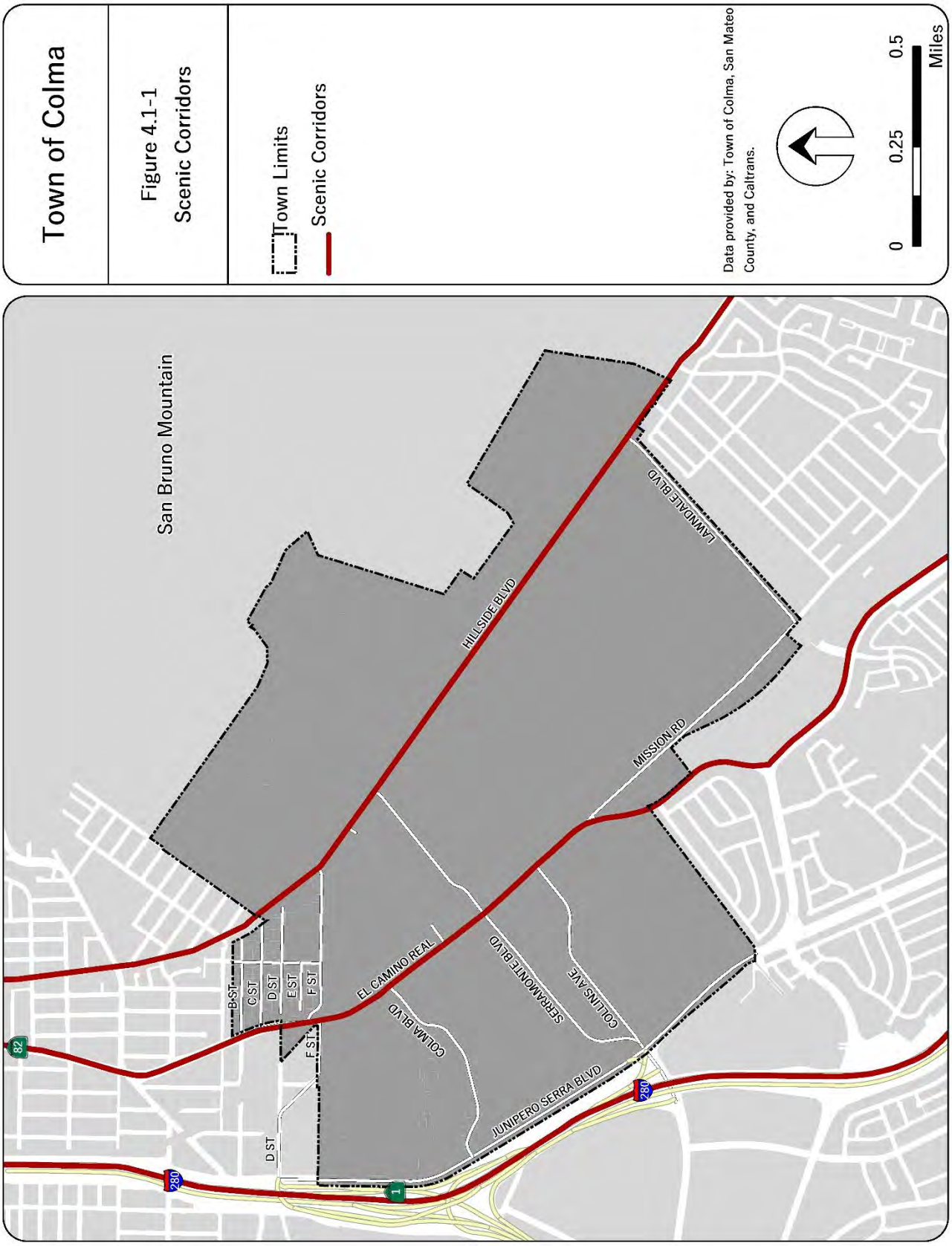
REGIONAL

San Mateo County

The town of Colma is located on the San Francisco Peninsula, in San Mateo County. It is immediately surrounded by Daly City to the north and west, San Bruno Mountain to the east, and South San Francisco to the south. Colma Creek is located roughly in the center of town, flowing from San Bruno Mountain to San Francisco Bay. The town has a total land area of 1225.1 acres (1.98 square miles) and an estimated land elevation change of approximately 121 feet, sloping down toward the center of town from San Bruno Mountain to the east and Daly City to the west. The Sterling Park residential neighborhood is located on the northern edge of town. Housing styles vary within the single-family residential structures, while the town's commercial uses include two shopping centers with national and local retailers, restaurants and stores, and auto dealerships. The town also has a cardroom.

Known for its history as a cemetery town, the area consists of 922.2 acres of open space which includes 16 active and 2 inactive cemeteries, 27.09 acres of residential uses, 8.57 acres of public uses, and 172.75 acres of commercial uses. Due to its historic development as a cemetery town, the majority of the town of Colma is open space (922.2 acres). The major components of the total open space resource in the town of Colma (about 76% of the total land area) is land owned by cemeteries that is used for memorial parks, agriculture, or general open space. Much of this land is held for future use for burials by the cemeteries. The closed Colma landfill at the base of San Bruno Mountain is an additional open space area.

Historic State Route 1 (SR-1) and Interstate 280 (I-280) pass along the western edge of the town, while El Camino Real or SR 82 bisects the town on a roughly north-south trajectory between the cities of South San Francisco and San Francisco. The San Francisco International Airport is located to the south and east of the town. Interstate 280 and a Bay Area Rapid Transit (BART) station is located on Albert M Teglia Boulevard, directly outside the town's northern boundary. ***Figure 4.1-1: Regional Location Map.***


Town of Colma
Figure 4.1-1
Scenic Corridors
Town Limits
Scenic Corridors
Data provided by: Town of Colma, San Mateo County, and Caltrans.
0
0.25
0.5
Miles
San Bruno Mountain
HILLSIDE BLVD
LAWNDALE BLVD
MISSION RD
EL CAMINO REAL
COLLINS AVE
SERRAMONTE BLVD
COLMA BLVD
JUNIPERO SERRA BLVD
B ST
C ST
D ST
E ST
F ST
F ST
D ST
82
280
1
280

Hillside Boulevard is a designated scenic corridor in Colma. It is located at a higher elevation than the rest of the town. Therefore, the drive along Hillside provides unique foreground views of San Bruno Mountain and panoramic views of the cities of South San Francisco, and Daly City. The view to the east along the Hillside Boulevard corridor is mostly of San Bruno Mountain and open space, including flower growing plots, cemeteries, and a few houses. The view to the west overlooks Colma and its surrounding communities (refer to the Scenic Route Map). Part of this view is blocked by roadside fencing and vegetation, which emphasizes the view to the east. Consequently, this adds variety and interest to Hillside Boulevard. As one travels along Hillside Boulevard there is a rural character to the corridor. There is a sense of separation from the urban development that surrounds the town of Colma. Smaller local roadways wind through the town and through the cemetery use, providing internal vehicular and pedestrian connections between the land uses.

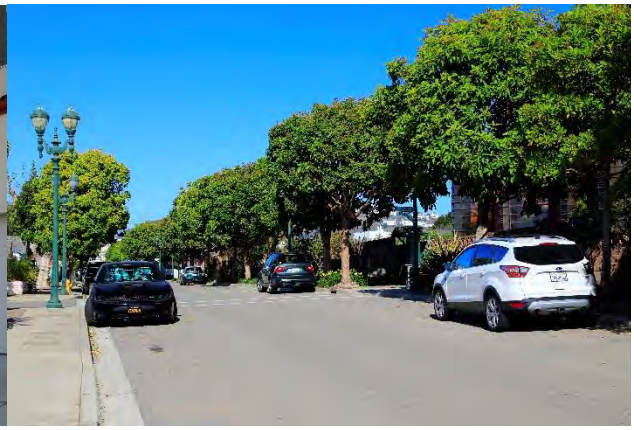
Alstroemeria field along Hillside Boulevard

Northbound on Hillside Boulevard

Light and Glare

The Planning Area includes existing sources of daytime glare and nighttime lighting from residential and commercial uses located within the town of Colma. Sources of daytime glare include sunlight and reflections from windows, architectural coatings, glass, and other shiny reflective surfaces. Nighttime lighting and associated glare can be divided into stationary and mobile sources. Stationary lighting sources include structure illumination, decorative landscape lighting, lighted signs, streetlights, and other reflective sources. The major source of mobile nighttime light is the headlights of motor vehicles. However, due to the relatively compact size of the town and the types of land uses (mainly cemetery uses), nighttime lighting is not as pronounced as other urban areas in the San Francisco Bay Area. The cemeteries create dark voids that serve to reduce the total amount of artificial lighting in the town.

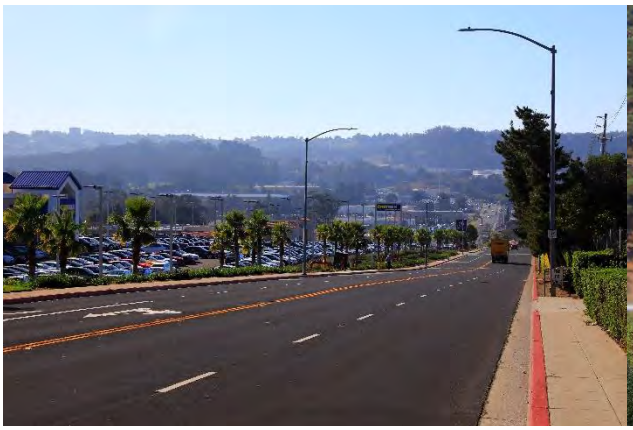
Single Family Residential Homes on B Street



Sterling Park Neighborhood

Typical car dealership on Serramonte Boulevard

Veteran's Village on Mission Road



Westbound on Serramonte Boulevard

Serra Shopping Center

4.1.2 REGULATORY FRAMEWORK

STATE

Caltrans Adopt-A-Highway Program

To improve and maintain the visual quality of California highways, Caltrans administers the Adopt-a-Highway program, which was established in 1989. The program provides an avenue for individuals, organizations, or businesses to help maintain sections of roadside within California's State Highway System. Groups have the option to participate as volunteers or to hire a maintenance service provider to perform the work on their behalf. Adoptions usually span a two-mile stretch of roadside, and permits are issued for five-year periods. Since 1989, more than 120,000 California residents have kept 15,000 shoulder miles of state roadways clean by engaging in litter removal, tree and flower planting, graffiti removal, and vegetation removal.

REGIONAL

San Mateo County General Plan

The San Mateo County General Plan was adopted in 1986 to "provide overall policy guidance to assure orderly, balanced utilization and conservation of all County resources" (*San Mateo County General Plan*, 1986). The San Mateo County General Plan includes a chapter on Visual Quality (Chapter 4) with relevant policies regulating appearance of new development, scenic corridors, and ridgelines.

Plan Bay Area – Sustainable Communities Strategy

Plan Bay Area is a long-range, integrated transportation and land-use/housing strategy through 2040 for the San Francisco Bay Area. The plan was adopted on July 18, 2013, by the Metropolitan Transportation Commission and the Association of Bay Area Governments, both of which govern the nine-county Bay Area, including San Mateo County. The plan identifies "Priority Development Areas" as areas for investment, new homes and job growth.

LOCAL

Town of Colma Municipal Code

The town of Colma Municipal Code recognizes the contribution of both trees and views to the character of the town. Removal of trees without reasonable care would destroy the natural beauty of certain areas, contribute to erosion and increase the cost of drainage systems, reduce protection against wind, and impair residential privacy and quiet. Ordinance No. 689 (2010) provides guidelines to protect both trees and views, as well as guidelines to ensure that access to public property and public rights-of way, including sidewalks, by persons with disabilities is not constrained or inhibited. For such reasons, the City Council enacted regulations to promote the public health, safety, and welfare.

Chapter 5 of the Town of Colma Municipal Code (CMC) addresses aesthetic considerations of future development. The Zoning Ordinance sets development standards for parking, building heights, setbacks, density, lot coverage, open space requirements, and signs. The CMC includes numerous references and requirements to avoid effects of light and glare on neighboring properties and uses, including Sections §5.03.070,§ §5.03.080, §5.03.234, and §5.03.670.

"DR" Combining Zone"

The "DR" Design Review zone is combined with all base zones to achieve a consistent site, landscape and building design theme in the applied areas. Design Review zones are in addition to and lay over the land use zones set forth in subparagraph (a) of Section §5.03.040 of Chapter 5 of the CMC. All real property from the junction of Mission Road and El Camino Real on the south to the junction of F Street and El Camino Real on the north, and from Junipero Serra Boulevard on the west to the town limits on the east, plus all property fronting on Mission Road, are included in the DR zone.

4.1.3 IMPACT ANALYSIS AND MITIGATION MEASURES

Standards of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. Aesthetics impacts are considered to be significant if implementation of the project considered would result in any of the following:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- 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.
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

METHODOLOGY

The Town of Colm's visual character was reviewed and analyzed with respect to existing development and vacant parcels. Impacts affecting visual character reviewed any changes to the architecture and ambience of the town and the addition or elimination (such as existing open space) of any feature that have the potential to change the visual character of the town of Colma.

IMPACTS

Impact 4.1.1 Implementation of the proposed 2040 General Plan Update would not have a substantial adverse effect on scenic vistas or damage scenic resources within a state scenic highway (***Less than Significant***).

Although the town of Colma contains wide areas of open spaces that provide scenic value to the town, there are no officially designated scenic vistas or highways within the Planning Area. Accordingly, the 2040 General Plan Update would have not damage scenic resources within a state scenic highway.

The surrounding areas of San Bruno Mountain State and County Park located east of the town include views of the hills and open lands, all of which are components of the region's visual character. The town of Colma is visually characterized by its numerous open cemetery lands, small and low-rise residential structures and a mix of regional retail and local commercial spaces. The common aesthetic component of the town's character is mainly a result of its cemetery land uses. Large properties, rolling hills, and quiet tranquil paths are a feature of the town's cemeteries and future development of high intensity land uses could conflict with this major existing land use, which accounts for approximately 75% of the land uses in

the town. The town had identified nine gateways that distinguish the town's image from what is seen from the roadways as people approach and enter the town. The 2040 GPU proposes updates to the town's existing planning areas, simplifying these into five new planning areas that are consistent with the present condition of the town and the vision of the City Council. In addition, the proposed GPU introduces new land uses such as a medium density residential land use that is consistent with current developments, and a commercial overlay over vacant and underutilized cemetery land east of Hillside Boulevard. The town does have limited open areas that could be redeveloped as "opportunity" or infill sites at higher intensity or heights for any new development under the 2040 GPU, but such development would not be proximate to, or would not result in a substantial adverse on any scenic vista. The 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively.

Moreover, the 2040 GPU's Land Use and Open Space Elements include policies and action items that would further protect visual and scenic views from future redevelopment efforts within the town of Colma, and future development would be required to be consistent with the 2040 GPU such that the existing visual character of the town is preserved and any potential adverse effects are minimized.

Proposed General Plan Update Policies

The following proposed General Plan policies address impacts to scenic vistas and highways in the Planning Area:

Policy OSC-3-1: **Transit Oriented Development.** Encourage, to the extent feasible, higher density residential development to be located near transit corridors and public transportation.

Policy M-6-1: **Site Planning.** Locate and design development projects within a scenic corridor to carefully fit within their environment and setting. The scenic character of the site should be maintained as much as possible. All development should be sited and designed to minimize the impacts of noise, light, glare, and odors on adjacent properties with the community at large.

Policy M-6-2: **Access to Scenic Corridors.** Minimize the number of access roads to a scenic corridor wherever possible. Development of access roads shall be combined with the intent of minimizing intersections with scenic roadways.

Policy M-6-3: **Visual Impacts.** Minimize visual impacts along scenic corridors.

Policy M-6-4: **Paving Integration.** Require new development to design site plans that integrate paved areas into the site, relate paved areas to their structure, and landscape paved areas to reduce their visual impact from scenic corridors. Encourage use of textured paving.

Policy LU-10-7: **Landscape Setback.** To create a consistent greenbelt theme along El Camino Real between Mission Road and the BART bridge, a 30' landscape setback shall be observed. Within the setback, only surface parking is permitted. Surface parking must maintain a minimum setback of 10', with the setback area heavily landscaped and bermed to visibly screen vehicles.

The GPU would thus have a **less than significant** impact relating to scenic vistas and no mitigation measures are required.

I***mpact 4.1.2*** Development allowed under the proposed General Plan Update could degrade the existing visual character or the quality of public views in the Planning Area. The proposed General Plan Update would not conflict with applicable zoning or other regulations governing scenic vistas (***Less than Significant***).

As mentioned under ***Impact 4.1.1***, the 2040 GPU proposes updates to the town's existing planning areas and introduces new land use designations such a medium density residential land use that is consistent with current developments, and a commercial overlay over vacant and underutilized cemetery land east of Hillside Boulevard. The town does have limited open areas that could be redeveloped as "opportunity" or infill sites at higher intensity or heights for any new development under the 2040 GPU. However, due to the limited number of vacant and potentially redevelopment sites in the town, the town of Colma's 2040 General Plan Update has limited potential to change the visual character of the town.

Although the town has evaluated the potential of developing any existing vacant/developed sites it has also determined that most future development would occur around the concept of a Town Center, at the corner of El Camino Real and Serramonte Boulevard; along a Commercial Core that would include the 280 Metro Center, Serra Center, Vivana Fair and Auto Row; within the cemetery and agricultural uses along Hillside Boulevard; with potential residential, commercial and light manufacturing uses along Mission Road; and, in the Sterling Park residential area. Such new development and future redevelopment or addition of new residential and commercial uses, construction of parking areas, additional recreational uses all have the potential to alter views in the Planning Area, which is primarily made up of urban areas and cemetery development. In addition, any future potential ancillary uses such as the construction of communications towers or commercial signage could have the potential to affect the town's existing visual quality and views.

Although the GPU anticipates 328 additional housing, 35,000 square feet of office space and 992,500 square feet of commercial uses over the 20 year General Plan horizon, all future development is anticipated to be developed on the few vacant or underutilized sites within the town. No existing developed areas would be altered in terms of uses and architecture. Since the town is limited to infill and redevelopment growth for future residential, commercial or office uses, compact development near the town center is encouraged and would protect the existing visual character of developed areas of the town and would protect the town's visual character and existing cemetery and open space uses. Moreover, all future development projects would have to be consistent with applicable zoning in the town. Infill development would be encouraged to be aesthetically pleasing and be compatible to surrounding land uses, particularly in the downtown area of the town of Colma. This would assist in creating minimal aesthetic contrasts with the existing uses in terms of scale, color, form, or overall visual character of the area.

Proposed General Plan Update Policies

The following proposed General Plan policies address impacts to the visual character of the town of Colma:

Policy LU-1-1 **General Plan Land Use Diagram.** Maintain and implement a Land Use Diagram for purposes of describing the types of allowed land uses by geographic location and the density and/or intensity of allowed uses within each designation.

Policy LU-1-2 **Zoning Consistency.** Ensure that zoning designations are consistent with the General Land Use Diagram (Figure LU-4).

Policy LU-1-3 **Balance New Development with Existing Setting.** Prioritize new and higher density development consistent with the Town's planning areas to ensure new development is context sensitive and contributes to creating a strong sense of place. New development shall serve to protect and enhance the positive aesthetic qualities of the Town and each geographic area.

Policy LU-1-5 **Clear and Predictable Development Standards.** Strive to adopt and communicate clear and predictable development standards to ensure new development meets the expectations of the town.

Policy LU-10-6 **Spanish Mediterranean Design.** To create a consistent design theme along El Camino Real and at entry gateways, properties included in the Spanish Mediterranean Design Overlay shall utilize Spanish and Mediterranean design elements.

Policy LU-12-1 **Cemetery and Agriculture.** Consider cemetery and agricultural uses as the primary permitted land uses in the Hillside Boulevard Planning Area (***Less than Significant***).

Implementation of the above General Plan policies would assist in reducing impacts associated with land use changes that have the potential to change the overall visual character of the town of Colma. Since all new development would have to comply with the General Plan policies and applicable Zoning Code regulations, impacts would be reduced to **less than significant** and no further mitigation is required.

Impact 4.1.3 Implementation of the proposed General Plan Update could increase the amount of daytime glare and nighttime lighting in developed portions of the Planning Area and create new sources in undeveloped areas (***Less than Significant***).

As mentioned under discussions for Impact 4.1.1, though the town has limited areas for redevelopment, other than the Sterling Park residential neighborhood, most of the future development would be in existing commercial areas of the town. The proposed GPU updates the town's existing planning areas and introduces new land uses such a medium density residential and a commercial overlay over vacant and underutilized cemetery land east of Hillside Boulevard. The 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively. The town has the capability to add 765 people under the potential development of its GPU planning period.

Any future development under the proposed GPU has the potential to add new uses that could add to existing levels of light and nighttime glare within the town of Colma. New uses also have the potential to add buildings of greater height than existing structures, or that acerbate the sunlight reflecting of structures with reflective surfaces (such as windows or large glass doors), glare (light reflected off surfaces), night-time illumination (artificial lighting from urban uses), or spillover lighting (artificial lighting from adjacent uses) that are already in existence within the town of Colma.

The construction of any additional land uses in the Planning Area has the potential for new or substantial sources of light pollution within the town. Proposed land uses, however limited in size and structure, could include additional residential, commercial, office and public uses that may add to the existing sources or glare and night-time lighting. However, since the town is primarily built out future development would be limited to the redevelopment or infill development of underutilized parcels. Therefore, though these new development areas could result in new light sources, they would likely be compatible with nearby

light sources (e.g., light from exiting commercial doors and windows, or upper story residential windows), especially in the Town Center, along Serramonte Blvd and Collins Avenue, and on specific sites on El Camino Real. Though implementation of the proposed General Plan Update then has the potential to result in nighttime lighting levels associated further residential and commercial development, it is considered a less than significant impact.

Proposed General Plan Update Policies

The following proposed General Plan policies address impacts daytime glare and night-time lighting:

Policy M-6-1: **Site Planning.** Locate and design development projects within a scenic corridor to carefully fit within their environment and setting. The scenic character of the site should be maintained as much as possible. All development should be sited and designed to minimize the impacts of noise, light, glare, and odors on adjacent properties with the community at large.

Policy M-6-2: **Lighting.** The Town shall minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary from surrounding residential areas.

Policy M-6-3: **Lighting.** Encourage street and parking lot lighting that creates a sense of security, complements building and landscape design, is energy-efficient, considers night sky visibility impacts (e.g., "dark skies"), and avoids conflicts with nearby residential uses.

Policy M-6-4: **Glare.** The Town shall require that new development avoid the creation of incompatible glare through development design features, nighttime lighting timing restrictions, height restrictions, and types of lights, particularly adjacent to residential areas.

Implementation of the policies described above would assist in further reducing impacts associated with daytime glare and night-time lighting and the GPU would thus have a **less than significant** impact related to daytime glare and nighttime lighting and no further mitigation is required.

REFERENCES

Documents

San Mateo County, California. November 1986. *San Mateo County General Plan.*

Town of Colma. 2020. *Town of Colma Existing Conditions Report*

Town of Colma. 2019. *Town of Colma Municipal Code*.

Websites

Plan Bay Area Regional Transportation Plan and Sustainable Communities Strategy http://files.mtc.ca.gov/pdf/Plan_Bay_Area_FINAL/0-Introduction.pdf

Colma Tree Cutting and Removal Ordinance https://www.colma.ca.gov/documents/cmc-5-06-tree-cutting-removal/

Colma Public Tree Ordinance https://www.colma.ca.gov/documents/colma-municipal-code-chapter-5-20-public-trees/

Colma Zoning Ordinance https://www.colma.ca.gov/documents/cmc-5-03-zoning/

This section of the Draft Program Environmental Impact Report (Draft PEIR; DPEIR) describes the existing air quality within the Town of Colma 2040 General Plan's Planning Area (Planning Area). This section also identifies the potential impacts of implementing the proposed project on such resources as well as the appropriate proposed General Plan policies that reduce the identified impacts.

The analysis in this section is based on year 2040 buildout of the proposed project, as modeled using the California Air Resources Board's (CARB) 2017 Emissions Factor Model (EMFAC2017), the Off-Road Emissions Factor Model (OFFROAD2017), natural gas use provided by Pacific Gas and Electric (PG&E), as well as trip generation and vehicle miles traveled (VMT) provided by Kittelson and Associates (see Appendix E to this Draft PEIR). The criteria air pollutant emissions modeling are included in Appendix B of this Draft PEIR.

4.2.1 EXISTING SETTING

SAN FRANCISCO BAY AREA AIR BASIN

The San Francisco Bay Area Air Basin (SFBAAB) comprises all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara counties; the southern portion of Sonoma County; and the southwestern portion of Solano County. Air quality in the SFBAAB area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions (BAAQMD 2017a). The following are the natural factors in the SFBAAB that affect air pollution:

- **Meteorology:** The SFBAAB is characterized by complex terrain, consisting of coastal mountain ranges, inland valleys, and bays, which distort normal wind flow patterns. The Coast Range[1] splits in the San Francisco Bay Area (Bay Area), creating a western coast gap, the Golden Gate, and an eastern coast gap, the Carquinez Strait, all of which allow air to flow in and out of the Bay Area and the Central Valley. The Bay Area climate is dominated by the strength and location of a semi-permanent, subtropical high-pressure cell. During the summer, the Pacific Ocean high-pressure cell is centered over the northeastern Pacific Ocean, resulting in stable meteorological conditions and a steady northwesterly wind flow. Upwelling of cold ocean water from below the surface because of the northwesterly flow produces a band of cold water off the California coast. The cool and moisture-laden air approaching the coast from the Pacific Ocean is further cooled by the presence of the cold water band, resulting in condensation and the presence of fog and stratus clouds along the northern California coast. In the winter, the Pacific high-pressure cell weakens and shifts southward, resulting in wind flow offshore, the absence of upwelling, and the occurrence of storms. Weak inversions coupled with moderate winds result in a low air pollution potential (BAAQMD 2017a).

- **Wind Patterns:** During the summer, winds flowing from the northwest are drawn inland through the Golden Gate area and over the lower portions of the San Francisco Peninsula. Immediately south of Mount Tamalpais in Marin County, the northwesterly winds accelerate considerably and come more directly from the west as they stream through the Golden Gate bridge area. This channeling of wind through the Golden Gate bridge produces a jet that sweeps eastward and splits off to the northwest toward Richmond and to the southwest toward the city of San José when it meets the East Bay hills. Wind speeds may be strong locally in areas where air is channeled through a narrow opening, such as the Carquinez Strait, the Golden Gate, or the San Bruno gap (BAAQMD 2017a).

  The air flowing in from the coast to the Central Valley, called the sea breeze, begins developing at or near ground level along the coast in late morning or early afternoon and the sea breeze deepens and

[1] The Coast Ranges traverses California's west coast from Humboldt County to Santa Barbara County.

increases in velocity while spreading inland. Under normal atmospheric conditions, the air in the lower atmosphere is warmer than the air above it. In the winter, the SFBAAB frequently experiences stormy conditions with moderate to strong winds, as well as periods of stagnation with very light winds. Winter stagnation episodes (i.e., conditions where there is little mixing, which occurs when there is a lack of or little wind) are characterized by nighttime drainage flows in coastal valleys. Drainage is a reversal of the usual daytime air-flow patterns; air moves from the Central Valley toward the coast and back down toward the Bay from the smaller valleys within the SFBAAB (BAAQMD 2017a).

- **Wind Circulation:** Low wind speed contributes to the buildup of air pollution because it allows more pollutants to be emitted into the air mass per unit of time. Light winds occur most frequently during periods of low sun (fall and winter, and early morning) and at night. These are also periods when air pollutant emissions from some sources are at their peak, namely, commuter traffic (early morning) and wood-burning appliances (nighttime). The problem can be compounded in valleys when weak air flows carry the pollutants up-valley during the day and cold air drainage flows move the air mass down-valley at night. Such restricted movement of trapped air provides little opportunity for ventilation, and leads to buildup of pollutants to potentially unhealthful levels (BAAQMD 2017a).
- **Inversions:** An inversion is a layer of warmer air over a layer of cooler air. Inversions affect air quality conditions significantly because they influence the mixing depth (i.e., the vertical depth in the atmosphere available for diluting air contaminants near the ground). There are two types of inversions that occur regularly in the SFBAAB. Elevation inversions[2] are more common in the summer and fall, and radiation inversions[3] are more common during the winter. The highest air pollutant concentrations in the SFBAAB generally occur during inversions (BAAQMD 2017a).
- **Temperature:** Summertime temperatures in the SFBAAB are determined in large part by the effect of differential heating between land and water surfaces. On summer afternoons, the temperatures at the Pacific coast can be 35 degrees Fahrenheit cooler than temperatures 15 to 20 miles inland; at night, this contrast usually decreases to less than 10 degrees Fahrenheit. In the winter, the relationship of minimum and maximum temperatures is reversed. During the daytime, the temperature contrast between the coast and inland areas is small, whereas at night the variation in temperature is large for this region (BAAQMD 2017a).
- **Precipitation:** The SFBAAB is characterized by moderately wet winters and dry summers. Winter rains (November through March) account for about 75 percent of the average annual rainfall. The amount of annual precipitation can vary greatly from one part of the SFBAAB to another, even within short distances. In general, total annual rainfall can reach 40 inches in the mountains, but it is often less than 16 inches in the area's sheltered valleys. During rainy periods, ventilation (rapid horizontal movement of air and injection of cleaner air) and vertical mixing (an upward and downward movement of air) are usually high, and thus pollution levels tend to be low (i.e., air pollutants are dispersed more readily into the atmosphere rather than accumulate under stagnant conditions). However, during the winter, frequent dry periods do occur, where mixing and ventilation are low and pollutant levels build up (BAAQMD 2017a).

Attainment Status of the SFBAAB

The Bay Area Air Quality Management District (BAAQMD) and CARB operate a regional monitoring network that measures the ambient concentrations of six criteria air pollutants: ozone, carbon monoxide

[2] When the air blows over elevated areas, it is heated as it is compressed into the side of the hill/mountain. When that warm air comes over the top, it is warmer than the cooler air of the valley.

[3] During the night, the ground cools off, radiating the heat to the sky.

(CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM), and lead. Areas that meet the Ambient Air Quality Standards (AAQS) are classified attainment areas, and areas that do not meet these standards are classified nonattainment areas. Severity classifications for O_3 range from marginal, moderate, and serious to severe and extreme.

- **Unclassified.** A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.
- **Attainment.** A pollutant is in attainment if the AAQS for that pollutant was not violated at any site in the area during a three-year period.
- **Nonattainment.** A pollutant is in nonattainment if there was at least one violation of an AAQS for that pollutant in the area.
- **Nonattainment/Transitional.** A subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the AAQS for that pollutant.

The attainment status for the SFBAAB is shown in **Table 4.2-1: Attainment Status of Criteria Pollutants in the San Francisco Bay Area Air Basin**. The SFBAAB is currently designated a nonattainment area for California and federal O_3, California and federal $PM_{2.5}$, and California PM_{10} AAQS.

Table 4.2.1: Attainment Status of Criteria Pollutants in the San Francisco Bay Area Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Nonattainment	Classification revoked (2005)
Ozone – 8-hour	Nonattainment (serious)	Nonattainment (marginal)[a]
PM_{10} – 24-hour	Nonattainment	Unclassified/ Attainment[b]
$PM_{2.5}$ – 24-hour	Nonattainment	Nonattainment
CO – 8-hour and 1-hour	Attainment	Attainment
NO_2 – 1-hour	Attainment	Unclassified
SO_2 – 24-hour and 1-hour	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	Attainment	Unclassified/Attainment
All others	Unclassified/Attainment	Unclassified/Attainment

Notes:
a. Severity classification current as of February 13, 2017.
b. In December 2014, USEPA issued final area designations for the 2012 primary annual $PM_{2.5}$ National AAQS. Areas designated "unclassifiable/attainment" must continue to take steps to prevent their air quality from deteriorating to unhealthy levels. The effective date of this standard is April 15, 2015.
Source: CARB. Area Designations Maps: State and National. http://www.arb.ca.gov/desig/adm/adm.htm. 2019; and BAAQMD Air Quality Standards and Attainment Status. http://www.baaqmd.gov/research-and-data/air-quality-standards-and-attainment-status#thirteen. 2017.

Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the vicinity of the town of Colma have been documented and measured by the BAAQMD, which has 24 permanent monitoring stations located around the Bay Area. **Table 4.2.2: Ambient Air Quality Monitoring Summary** below presents measurement data from the nearest operating air quality monitoring station nearby located in the city of San Francisco, for the most recent five full years of data available (2014-2018). According to the table, the data show occasional violations of the State and federal O_3 standards, State PM_{10}, and federal $PM_{2.5}$ standard.

Table 4.2.2: Ambient Air Quality Monitoring Summary

Pollutant/Standard	Number of Days Threshold Were Exceeded and Maximum Levels During Such Violations				
	2014	2015	2016	2017	2018
Ozone (O_3)					
State 1-Hour ≥ 0.09 ppm	0	0	0	0	0
State 8-hour ≥ 0.070 ppm	0	1	0	2	0
Federal 8-Hour > 0.075 ppm[c]	0	0	0	2	0
Maximum 1-Hour Conc. (ppm)	0.079	0.085	0.070	0.087	0.065
Maximum 8-Hour Conc. (ppm)	0.069	0.067	0.057	0.054	0.048
Nitrogen Dioxide (NO_2)					
State 1-Hour ≥ 0.18 (ppm)	0	0	0	0	0
Maximum 1-Hour Conc. (ppb)	83.7	70.6	58.1	73.0	68.8
Fine Particulates (PM_{10})					
State 24-Hour > 50 μg/m^3	0	0	0	2	0
Federal 24-Hour > 150 μg/m^3	0	0	0	0	0
Maximum 24-Hour Conc. (μg/ m^3)	35.9	47.0	35.7	77.0	43.0
Fine Particulates ($PM_{2.5}$)					
Federal 24-Hour > 35 μg/m^3	0	0	0	7	14
Maximum 24-Hour Conc. (μg/m^3)	33.2	35.4	19.6	49.9	177.4

Notes: ppm: parts per million; ppb: parts per billion; μg/m3: or micrograms per cubic meter
Source: CARB. Air Pollution Data Monitoring Cards (2014, 2015, 2016, 2017, and 2018). Accessed at: https://www.arb.ca.gov/adam/topfour/topfour1.php. Accessed August 15, 2020. Data from the San Francisco Monitoring Station.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved with such uses. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases. Residential areas are considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. 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, physical 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 public.

Placement of New Sensitive Receptors

Since placement of sensitive land uses falls outside CARB's jurisdiction, the agency has developed and approved the Air Quality and Land Use Handbook: A Community Health Perspective to address the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. This guidance document was developed to assess compatibility and associated health risks when placing sensitive receptors near existing pollution sources. CARB's recommendations on the siting of new sensitive land uses identified in **Table 4.2.3: CARB Recommendations For Siting New Sensitive Land Uses**, were based on a compilation of recent studies that evaluated data on the adverse health effects ensuing from proximity to air pollution sources. The key observation in these studies is that proximity to air pollution sources substantially increases both exposure and the potential for adverse health effects. There are three carcinogenic toxic air contaminants that constitute the majority of the known health risks from motor vehicle traffic: Diesel particulate matter (DPM) from trucks, benzene and 1,3-butadiene from passenger vehicles.

Table 4.2.3: CARB Recommendations for Siting New Sensitive Land Uses

Source/Category	Advisory Recommendations
Freeways and High-Traffic Roads	Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.
Distribution Centers	Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units [TRUs] per day, or where TRU unit operations exceed 300 hours per week). Take into account the configuration of existing distribution centers and avoid locating residences and other sensitive land uses near entry and exit points.
Rail Yards	Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or CARB on the status of pending analyses of health risks.
Refineries	Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult with the local air district. Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.

Source: CARB. Air Quality and Land Use Handbook: A Community Health Perspective. 2005, May.

Existing Emissions

Criteria Air Pollutant Emissions Inventory

Table 4.2.4: Existing Town of Colma Regional Criteria Air Pollutant Emissions Inventory

Pollutant/Standard	2020 Criteria Air Pollutant Emissions (pounds per day)			
	VOC	NO_X	PM_{10}	$PM_{2.5}$
Transportation	6	30	8	4
Energy[b]	0	4	0	0
Offroad Equipment[c]	5	9	1	1
Consumer Products	20	—	—	—
Total	32	43	10	5
Pollutant/Standard	**2020 Criteria Air Pollutant Emissions (tons per year)**			
	VOC	NO_X	PM_{10}	$PM_{2.5}$
Transportation	1	5	1	1
Energy[b]	<1	1	<1	<1
Offroad Equipment	1	2	<1	<1
Consumer Products	4	—	—	—
Total	6	8	2	1

[a] On-road transportation VMT is provided by Kittelson and Associates and modeled with EMFAC2017 Project Level (PL) Web database.
[b] Building natural gas are based on data provided by PG&E.
[c] On-road vehicles and equipment are based on the OFFROAD2017 emissions inventory and include construction equipment and commercial equipment.
[d] Residential consumer product use based on the emissions factors in the CalEEMod Users Guide Version 2016.3.2.

Stationary Sources

Stationary sources of air pollution—including complex sources such as the crematoriums as well as smaller facilities such as diesel generators, gasoline dispensing facilities (GDFs or gas stations), and boilers—are regulated and subject to permit conditions established by the BAAQMD.[4]

4.2.2 REGULATORY FRAMEWORK

Criteria Air Pollutants

Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and State law under the federal Clean Air Act ("National") and California Clean Air Act, respectively. The pollutants emitted into the ambient air by stationary and mobile sources are categorized as primary and/or secondary pollutants. Primary air pollutants are emitted directly; secondary air pollutants occur through chemical reactions. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_x), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. Of these, CO, SO_2, NO_2, PM_{10}, and $PM_{2.5}$ are "criteria air pollutants," which means that ambient air quality standards (AAQS) have been established for them. ROG and NO_x are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and nitrogen dioxide (NO_2) are the principal secondary pollutants. Each of the primary and secondary criteria air pollutants and its known health effects are:

- **Carbon Monoxide (CO)** is a colorless, odorless gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. The highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. When inhaled at high concentrations, CO combines with hemoglobin in the blood and reduces its oxygen-carrying capacity. This results in reduced oxygen reaching the brain, heart, and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease, or anemia, as well as for fetuses. Even healthy people exposed to high CO concentrations can experience headaches, dizziness, fatigue, unconsciousness, and even death (BAAQMD 2017a).
- **Reactive Organic Gases (ROGs)/Volatile Organic Compounds (VOCs)** are compounds composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of ROGs. Other sources of ROGs include evaporative emissions from paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by ROGs, but rather by reactions of ROGs to form secondary pollutants such as O_3. There are no AAQS established for ROGs. However, because they contribute to the formation of O_3, the BAAQMD has established a significance threshold for this pollutant (BAAQMD 2017a).
- **Nitrogen Oxides (NO_x)** are a by-product of fuel combustion and contribute to the formation of O_3, PM_{10}, and $PM_{2.5}$. The two major components of NO_x are nitric oxide (NO) and NO_2. The principal component of NO_x produced by combustion is NO, but NO reacts with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high

[4] Permitted facilities are mapped by BAAQMD and can be found at: https://baaqmd.maps.arcgis.com/apps/webappviewer/index.html?id=2387ae674013413f987b1071715daa65

pressure.[5] NO_2 acts as an acute irritant and in equal concentrations is more injurious than NO. At atmospheric concentrations, however, NO_2 is only potentially irritating. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase in bronchitis in children (2 and 3 years old) has also been observed at concentrations below 0.3 parts per million (ppm) (BAAQMD 2017a).

- **Sulfur Dioxide (SO_2)** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and from chemical processes at chemical plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO_2. When SO_2 forms sulfates (SO_4) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_x). Thus, SO_2 is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue (BAAQMD 2017a).
- **Suspended Particulate Matter (PM_{10} and $PM_{2.5}$)** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. In the SFBAAB, most particulate matter is caused by combustion, factories, construction, grading, demolition, agricultural activities, and motor vehicles. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM_{10}, include the particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 millionths of a meter or 0.0004 inch) or less. Inhalable fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns or less (i.e., 2.5 millionths of a meter or 0.0001 inch). DPM is also classified a carcinogen by the CARB. Extended exposure to particulate matter can increase the risk of chronic respiratory disease. PM_{10} bypasses the body's natural filtration system more easily than larger particles and can lodge deep in the lungs. The USEPA scientific review concluded that $PM_{2.5}$ penetrates even more deeply into the lungs, and this is more likely to contribute to health effects—at concentrations well below current PM_{10} standards. These health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (e.g., irritation of the airways, coughing, or difficulty breathing). Motor vehicles are currently responsible for about half of particulates in the SFBAAB. Wood burning in fireplaces and stoves is another large source of fine particulates (BAAQMD 2017a).
- **Ozone (O_3)** is commonly referred to as "smog" and is a gas that is formed when ROGs and NO_x, both by-products of internal combustion engine exhaust, undergo photochemical reactions in the presence of sunlight. O_3 is a secondary criteria air pollutant. O_3 concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions to the formation of this pollutant. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. O_3 levels usually build up during the day and peak in the afternoon hours. Short-term exposure can irritate the eyes and cause constriction of the airways. Besides causing shortness of breath, it can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema. Chronic exposure to high ozone levels can permanently damage lung tissue. O_3 can also damage plants and trees and materials such as rubber and fabrics (BAAQMD 2017a).
- **Lead (Pb)** is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been mobile and industrial sources. As a result of the phasing out of leaded gasoline, metal processing is currently the primary source of lead emissions. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers. Because emissions of lead are found only in projects that are permitted by the BAAQMD, lead is not an air quality of concern for the proposed project (BAAQMD 2017a).

Table 4.2.5: Criteria Air Pollutant Health Effects Summary, summarizes the potential health effects associated with the criteria air pollutants.

Toxic Air Contaminants

The California Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 US Code § 7412[b]) is a TAC. People exposed to toxic air pollutants at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory and other health problems (USEPA 2019). At the time of the last update to the TAC list in December 1999, the CARB had designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control measures. The majority of the estimated health risks from TACs can be attributed to relatively few compounds. The most important compounds are particulate matter from diesel-fueled engines.

Table 4.2.5: Criteria Air Pollutant Health Effects Summary

Pollutant	Health Effects	Examples of Sources
Carbon Monoxide (CO)	Chest pain in heart patients Headaches, nausea Reduced mental alertness Death at very high levels	Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves
Ozone (O_3)	Cough, chest tightness Difficulty taking a deep breath Worsened asthma symptoms Lung inflammation	Atmospheric reaction of organic gases with nitrogen oxides in sunlight
Nitrogen Dioxide (NO_2)	Increased response to allergens Aggravation of respiratory illness	Same as carbon monoxide sources
Particulate Matter (PM_{10} & $PM_{2.5}$)	Hospitalizations for worsened heart diseases Emergency room visits for asthma Premature death	Cars and trucks (particularly diesels) Fireplaces and woodstoves Windblown dust from overlays, agriculture, and construction
Sulfur Dioxide (SO_2)	Aggravation of respiratory disease (e.g., asthma and emphysema) Reduced lung function	Combustion of sulfur-containing fossil fuels, smelting of sulfur-bearing metal ores, and industrial processes
Lead (Pb)	Behavioral and learning disabilities in children Nervous system impairment	Contaminated soil

Sources: CARB Fact Sheet: Air Pollution and Health. https://www.arb.ca.gov/research/health/fs/fs1/fs1.htm. 2009; and South Coast AQMD. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf. 2005.

Diesel Particulate Matter

In 1998, CARB identified DPM as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particles are 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs. According to the BAAQMD, PM emitted from diesel engines contributes to more than 85 percent of the cancer risk within the SFBAAB. Cancer risk from TACs is highest near major DPM sources (BAAQMD 2014).

FEDERAL AND STATE

Ambient air quality standards have been adopted at federal and state levels for criteria air pollutants. In addition, both the federal and State governments regulate the release of TACs. The town of Colma is in the SFBAAB and is subject to the rules and regulations imposed by the BAAQMD, the National AAQS adopted by the United States Environmental Protection Agency (USEPA), and the California AAQS adopted by CARB.

- **U.S. Environmental Protection Agency (USEPA).** The United States Environmental Protection Agency (USEPA) was established in 1970 and is the federal agency that is responsible for enforcing laws and regulations as they pertain to environmental protection. Of these laws and regulations, the USEPA is responsible for enforcing the Federal Clean Air Act and the National Ambient Air Quality Standards (National AAQS). Furthermore, the USEPA is responsible for setting emission standards and regulating emissions of air pollutants from mobile and stationary sources.
- **California Air Resources Board (CARB).** Founded in 1967, CARB is the agency that oversees air quality planning and control throughout California. CARB is charged with protecting the public from the harmful effects of air pollution and developing programs and actions to fight climate change. In addition, CARB is responsible for enforcing the California Clean Air Act and the California AAQS. Furthermore, it is responsible for regulating mobile air pollutant sources and defining vehicle emission standards for vehicles sold in California and other sources, including consumer products and off-road equipment. CARB also oversees the functions of local air pollution control districts and air quality management districts, which manage air pollutants on a regional basis.

Federal, State, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

California and National Ambient Air Quality Standards

The Clean Air Act was passed in 1963 by the US Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The Clean Air Act allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act, signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS, based on even greater health and welfare concerns.

Both California and the federal government have established health-based AAQS for seven air pollutants, which are shown in **Table 4.2.6: Ambient Air Quality Standards for Criteria Pollutants**. These National AAQS and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Table 4.2.6: Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard[a]	Federal Primary Standard[b]	Major Pollutant Sources
Ozone (O_3)[c]	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.070 ppm	
	1 hour	20 ppm	35 ppm	

Table 4.2.6: Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard[a]	Federal Primary Standard[b]	Major Pollutant Sources
Carbon Monoxide (CO)	8 hours	9.0 ppm	9 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	*	0.030 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	0.14 ppm	
Respirable Coarse Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 μg/m^3	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 μg/m^3	150 μg/m^3	
Respirable Fine Particulate Matter ($PM_{2.5}$)[d]	Annual Arithmetic Mean	12 μg/m^3	12 μg/m^3	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 μg/m^3	
Lead (Pb)	30-Day Average	1.5 μg/m^3	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	*	1.5 μg/m^3	
	Rolling 3-Month Average	*	0.15 μg/m^3	
Sulfates (SO_4)[e]	24 hours	25 μg/m^3	*	Industrial processes.
Visibility Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles	No Federal Standard	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of

Table 4.2.6: Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard[a]	Federal Primary Standard[b]	Major Pollutant Sources
				liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.
Hydrogen Sulfide	1 hour	0.03 ppm	No Federal Standard	Hydrogen sulfide (H_2S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hours	0.01 ppm	No Federal Standard	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

*Notes: ppm: parts per million; μg/m³: micrograms per cubic meter; *Standard has not been established for this pollutant/duration by this entity.*
a. California standards for O_3, CO (except 8-hour Lake Tahoe), SO_2 (1 and 24 hour), NO_2, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
b. National standards (other than O_3, PM, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 μg/m³ is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard.
c. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
d. On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 μg/m³ to 12.0 μg/m³. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 μg/m³, as was the annual secondary standard of 15 μg/m³. The existing 24-hour PM_{10} standards (primary and secondary) of 150 μg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
e. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. The 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
Source: CARB. Ambient Air Quality Standards. https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf. 2016.

California Air Resources Board (CARB)

Tanner Air Toxics Act and Air Toxics "Hot Spot" Information and Assessment Act

Public exposure to TACs is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and reduce exposure to these contaminants to protect public health. A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 US Code § 7412[b]) is a toxic air contaminant. Under State law, the California Environmental Protection Agency, acting through CARB, is authorized to identify a substance as a TAC if it is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act sets up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. To date, CARB has established formal control measures for 11 TACs that are identified as having no safe threshold.

Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities[5] are required to perform a health risk assessment, and if specific thresholds are exceeded, are required to communicate the results to the public through notices and public meetings.

CARB has promulgated the following specific rules to limit TAC emissions:

- 13 CCR Chapter 10, Section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- 13 CCR Chapter 10, Section 2480, Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- 13 CCR Section 2477 and Article 8, Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

Other State Regulations

California has also adopted a host of other regulations that reduce criteria pollutant emissions, including:

- Assembly Bill (AB) 1493: Pavley Fuel Efficiency Standards
- Title 20 California Code of Regulations (CCR): Appliance Energy Efficiency Standards
- Title 24, Part 6, CCR: Building Energy Efficiency Standards
- Title 24, Part 11, CCR: Green Building Standards Code

[5] Each district is responsible for establishing the prioritization score threshold at which facilities are required to prepare a health risk assessment. In the Bay Area, facilities that generate a cancer risk of greater or equal to 10 in a million and a non-cancer chronic or acute risk greater or equal to 10 in a million are high priority facilities. Types of facilities that have the potential to generate risks of this level include refineries, other heavy industrial manufacturing/industrial processes, and fueling stations.

REGIONAL

Assembly Bill 617 Community Action Plans

In July of 2017, Governor Brown signed AB 617 to develop a new community focused program to more effectively reduce exposure to air pollution and preserve public health in environmental justice communities. The bill directs CARB and all local air districts to take measures to protect communities disproportionally impacted by air pollution through monitoring and implementing air pollution control strategies.

On September 27, 2018, CARB approved BAAQMD's recommended communities for monitoring and emission reduction planning. The state approved communities for year 1 of the program, as well as communities that would move forward over the next five years. Bay Area recommendations included all the Community Air Risk Evaluation areas as well as areas with large sources of air pollution (refineries, seaports, airports, etc.), areas identified via statewide screening tools as having pollution and/or health burden vulnerability, and areas with low life expectancy (BAAQMD 2019b).

- **Year 1 Communities**:
  - **West Oakland**. The West Oakland community was selected for BAAQMD's first Community Action Plan. In 2017, cancer risk in from sources in West Oakland (local sources) was 204 in a million. The primary sources of air pollution in West Oakland include heavy truck and cars, port and rail sources, large industries, and, to a lesser extent, other sources such as residential sources (i.e., woodburning). The majority (over 90 percent) of cancer risk is from DPM (BAAQMD 2019c).
  - **Richmond:** Richmond was selected for a community monitoring plan in year 1 of the AB 617 program. The Richmond area is in western Contra Costa County and includes most of the City of Richmond and portions of El Cerrito. It also includes communities just north and east of Richmond, such as San Pablo and several unincorporated communities, including North Richmond. The primary goals of the Richmond monitoring effort are to leverage historic and current monitoring studies, to better characterize the area's mix of sources, and to more fully understand the associated air quality and pollution impact (BAAQMD 2019b).
- **Year 2-5 Communities**: East Oakland/San Leandro, Eastern San Francisco, the Pittsburg-Bay Point area, San Jose, Tri-Valley, and Vallejo are slated for action in years 2-5 of the AB 617 program (BAAQMD 2019b).

Bay Area Air Quality Management District (BAAQMD)

BAAQMD is the agency responsible for assuring that the National and California AAQS are attained and maintained in the SFBAAB. Air quality conditions in the SFBAAB have improved significantly since the BAAQMD was created in 1955. BAAQMD prepares air quality management plans (AQMP), which provide a framework for air quality basins to achieve attainment of the State and federal AAQS through the State Implementation Plan. BAAQMD prepares ozone attainment plans for the National O_3 standard and clean air plans for the California O_3 standard. These AQMPs prepared in coordination with Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC).

2017 Clean Air Plan

BAAQMD adopted the 2017 Clean Air Plan, Spare the Air, Cool the Climate (2017 Clean Air Plan) on April 19, 2017, making it the most recent adopted comprehensive plan. The 2017 Clean Air Plan incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools.

The 2017 Clean Air Plan serves as an update to the adopted Bay Area 2010 Clean Air Plan and continues in providing the framework for SFBAAB to achieve attainment of the California and National AAQS. The 2017 Clean Air Plan updates the Bay Area's ozone plan, which is based on the "all feasible measures" approach to meet the requirements of the California Clean Air Act. Additionally, it sets a goal of reducing health risk impacts to local communities by 20 percent by 2020. Furthermore, the 2017 Clean Air Plan also lays the groundwork for reducing GHG emissions in the Bay Area to meet the state's 2030 GHG reduction target and 2050 GHG reduction goal. It also includes a vision for the Bay Area in a post-carbon year 2050 that encompasses the following:

- Construct buildings that are energy efficient and powered by renewable energy.
- Walk, bicycle, and use public transit for the majority of trips and use electric-powered autonomous public transit fleets.
- Incubate and produce clean energy technologies.
- Live a low-carbon lifestyle by purchasing low-carbon foods and goods in addition to recycling and putting organic waste to productive use.

A comprehensive multipollutant control strategy has been developed to be implemented in the next three to five years to address public health and climate change and to set a pathway to achieve the 2050 vision. The control strategy includes 85 control measures to reduce emissions of ozone, particulate matter, TACs, and GHG from a full range of emission sources. These control measures cover the following sectors: 1) stationary (industrial) sources; 2) transportation; 3) energy; 4) agriculture; 5) natural and working lands; 6) waste management; 7) water; and 8) super-GHG pollutants. Overall, the proposed control strategy is based on the following 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).
- Increase efficiency of the energy and transportation systems.
- Reduce demand for vehicle travel, and high-carbon goods and services.
- Decarbonize the energy system.
- Make the electricity supply carbon-free.
- Electrify the transportation and building sectors.

BAAQMD's Community Air Risk Evaluation (CARE) Program

The BAAQMD's CARE program was initiated in 2004 to evaluate and reduce health risks associated with exposure to outdoor TACs in the Bay Area. Based on findings of the latest report, DPM was found to account for approximately 85 percent of the cancer risk from airborne toxics. Carcinogenic compounds from gasoline-powered cars and light duty trucks were also identified as significant contributors: 1,3-butadiene contributed 4 percent of the cancer risk-weighted emissions, and benzene contributed 3 percent. Collectively, five compounds—diesel PM, 1,3-butadiene, benzene, formaldehyde, and acetaldehyde—were found to be responsible for more than 90 percent of the cancer risk attributed to emissions. All of these compounds are associated with emissions from internal combustion engines. The most important sources of cancer risk-weighted emissions were combustion-related sources of DPM, including on-road mobile sources (31 percent), construction equipment (29 percent), and ships and harbor craft (13 percent). A 75 percent reduction in DPM was predicted between 2005 and 2015 when the inventory accounted for the

CARB's diesel regulations. Overall, cancer risk from TAC dropped by more than 50 percent between 2005 and 2015, when emissions inputs accounted for state diesel regulations and other reductions (BAAQMD 2014).

Modeled cancer risks from TAC in 2005 were highest near sources of DPM: near core urban areas, along major roadways and freeways, and near maritime shipping terminals. The highest modeled risks were found east of San Francisco, near West Oakland, and the Maritime Port of Oakland. BAAQMD has identified seven impacted communities in the Bay Area:

- Western Contra Costa County and the cities of Richmond and San Pablo
- Western Alameda County along the Interstate 880 (I-880) corridor and the cities of Berkeley, Alameda, Oakland, and Hayward
- San Jose
- Eastern side of San Francisco
- Concord
- Vallejo
- Pittsburgh and Antioch

The major contributor to acute and chronic noncancer health effects in the SFBAAB is acrolein (C_3H_4O). Major sources of acrolein are on-road mobile sources and aircraft near freeways and commercial and military airports (BAAQMD 2006). Currently CARB does not have certified emission factors or an analytical test method for acrolein. Since the appropriate tools needed to implement and enforce acrolein emission limits are not available, BAAQMD does not conduct health risk screening analysis for acrolein emissions (BAAQMD 2010a).

BAAQMD Rules and Regulations

Regulation 7, Odorous Substances

Sources of objectionable odors may occur within the town of Colma. BAAQMD's Regulation 7, Odorous Substances, places general limitations on odorous substances and specific emission limitations on certain odorous compounds. Odors are also regulated under BAAQMD Regulation 1, Rule 1-301, Public Nuisance, which states that "no person shall discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public; or which endangers the comfort, repose, health or safety of any such persons or the public, or which causes, or has a natural tendency to cause, injury or damage to business or property." Under the BAAQMD Rule 1-301, a facility that receives three or more violation notices within a 30-day period can be declared a public nuisance.

Other BAAQMD Regulations

In addition to the plans and programs described above, BAAQMD administers a number of specific regulations on various sources of pollutant emissions that would apply to individual development projects allowed under the proposed Project, including:

- Regulation 2, Rule 2, New Source Review
- Regulation 2, Rule 5, New Source Review of Toxic Air Contaminants
- Regulation 6, Rule 1, General Requirements

- Regulation 6, Rule 2, Commercial Cooking Equipment
- Regulation 8, Rule 3, Architectural Coatings
- Regulation 8, Rule 4, General Solvent and Surface Coatings Operations
- Regulation 8, Rule 7, Gasoline Dispensing Facilities
- Regulation 11, Rule 2, Asbestos, Demolition, Renovation and Manufacturing)

San Mateo County Congestion Management Program (C/CAG)

The City/County Association of Governments of San Mateo County (C/CAG) acts as the Congestion Management Agency (CMA) for San Mateo county. C/CAG is required to prepare and adopt a Congestion Management Program (CMP) on a biennial basis. The purpose of the San Mateo County CMP is to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions. The most recent version of the San Mateo County CMP is the 2019 CMP, which is developed to be consistent with the Metropolitan Transportation Commission (MTC's) Plan Bay Area, provides updated program information and performance monitoring results for the CMP roadway system (C/CAG 2019).

Association of Bay Area Governments (ABAG) / Metropolitan Transportation Commission (MTC)

Plan Bay Area

Plan Bay Area 2050 is the Bay Area's Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) and was adopted jointly by ABAG and MTC on October 21, 2021. It lays out a development scenario for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement) beyond the per capita reduction targets identified by CARB.

As part of the implementing framework for Plan Bay Area, local governments have identified Priority Development Areas (PDAs) to focus growth. PDAs are transit-oriented, infill development opportunity areas in existing communities. Under the Draft Plan Bay Area 2050's strategies, just under half of all Bay Area households would live within one half-mile of frequent transit by 2050, with this share increasing to over 70 percent for households with low incomes. Transportation and environmental strategies that support active and shared modes, combined with a transit-supportive land use pattern, are forecasted to lower the share of Bay Area residents that drive to work alone from over 50 percent in 2015 to 36 percent in 2050. Greenhouse gas emissions from transportation would decrease significantly as a result of these transportation and land use changes, and the Bay Area would meet the state mandate of a 19 percent reduction in per-capita emissions by 2035 — but only if all strategies are implemented (ABAG and MTC 2021). The El Camino Real PDA traverses the Town boundaries (ABAG 2015 and MTC 2020).

4.2.3 IMPACT ANALYSIS AND MITIGATION MEASURES

Standards of Significance

Following PRC Sections §21083.2 and §21084.1, and Section §15064.5 and Appendix G of the State CEQA Guidelines, air quality impacts are considered to be significant if implementation of the project considered would result in any of the following:

- Conflict with or obstruct implementation of the applicable air quality plan.

- 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.
- Expose sensitive receptors to substantial pollutant concentration.
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Bay Area Air Quality Management District Thresholds

The BAAQMD CEQA Air Quality Guidelines were prepared to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process, consistent with CEQA requirements, and include recommended thresholds of significance, mitigation measures, and background air quality information. They also include recommended assessment methodologies for air toxics, odors, and greenhouse gas emissions. In June 2010, the BAAQMD's Board of Directors adopted CEQA thresholds of significance and an update of the CEQA Guidelines. These thresholds are designed to establish the level at which the District believed air pollution emissions would cause significant environmental impacts under CEQA.

In May 2011, the updated BAAQMD CEQA Air Quality Guidelines were amended to include a risk and hazards threshold for new receptors and modified procedures for assessing impacts related to risk and hazard impacts; however, this later amendment regarding risk and hazards was the subject of the December 17, 2015, California Supreme Court decision (California Building Industry Association v BAAQMD), which clarified that CEQA does not require an evaluation of impacts of the environment on a project.[6] The Supreme Court also found that CEQA requires the analysis of exposing people to environmental hazards in specific circumstances, including the location of development near airports, schools near sources of toxic contamination, and certain exemptions for infill and workforce housing. The Supreme Court also held that public agencies remain free to conduct this analysis regardless of whether it is required by CEQA. To account for these updates, BAAQMD published a new version of the Guidelines dated May 2017, which includes revisions made to address the Supreme Court's opinion.

BAAQMD has established the thresholds based on "scientific and factual data that is contained in the federal and state Clean Air Acts" and recommend "that these thresholds be used by lead agencies in making a determination of significance." The numerical emission indicators are based on the recognition that the air basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health. The thresholds represent the maximum emissions from a plan or project that are expected not to cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard. By analyzing the plan's emissions against the thresholds, an EIR assesses whether these emissions directly contribute to any regional or local

[6] On March 5, 2012, the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted the thresholds of significance in the BAAQMD CEQA Air Quality Guidelines. The court did not rule on the merits of the thresholds of significance, but found that the adoption of the thresholds was a project under CEQA. The court issued a writ of mandate ordering the BAAQMD to set aside the thresholds and cease dissemination of them until the BAAQMD complied with CEQA. Following the court's order, the BAAQMD released revised CEQA Air Quality Guidelines in May of 2012 that include guidance on calculating air pollution emissions, obtaining information regarding the health impacts of air pollutants, and identifying potential mitigation measures, and which set aside the significance thresholds. The Alameda County Superior Court, in ordering BAAQMD to set aside the thresholds, did not address the merits of the science or evidence supporting the thresholds, and in light of the subsequent case history discussed below, the science and reasoning contained in the BAAQMD 2017 CEQA Air Quality Guidelines provide the latest state-of-the-art guidance available. On August 13, 2013, the First District Court of Appeal ordered the trial court to reverse the judgment and upheld the BAAQMD's CEQA Guidelines. (*California Building Industry Association versus BAAQMD, Case Nos. A135335 and A136212 (Court of Appeal, First District, August 13, 2013*)).

exceedances of the applicable ambient air quality standards and exposure levels. The latest version of the BAAQMD CEQA Guidelines was used to prepare the analysis in this EIR.

Criteria Air Pollutant Emissions and Precursors

Regional Significance Criteria

The BAAQMD's criteria for regional significance for projects that exceed the screening thresholds are shown in **Table 4.2.7: BAAQMD Regional (Mass Emissions) Criteria Air Pollutant Significance Thresholds**.

Table 4.2.7: BAAQMD Regional (Mass Emissions) Criteria Air Pollutant Significance Thresholds

Pollutant	Construction Phase	Operational Phase	
	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (Tons/year)
ROG	54	54	10
NO_x	54	54	10
PM_{10}	82 (Exhaust)	82	15
$PM_{2.5}$	54 (Exhaust)	54	10
PM_{10} and $PM_{2.5}$ Fugitive Dust	Best Management Practices	None	None

Source: BAAQMD. California Environmental Quality Act Air Quality Guidelines. http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf. 2017.

If projects exceed the emissions in this table, emissions would cumulatively contribute to the nonattainment status and would contribute in elevating health effects associated to these criteria air pollutants. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Reducing emissions would further contribute to reducing possible health effects related to criteria air pollutants.

At the present time, BAAQMD has not provided methodology to assess the specific correlation between mass emissions generated and the effect on health in order to address the issue raised in *Sierra Club v. County of Fresno (Friant Ranch, L.P.)* (2018) 6 Cal.5th 502, Case No. S21978 (Friant Ranch). At a programmatic level analysis, it is not feasible to quantify the increase in TACs from stationary sources associated with a general plan or meaningfully correlate how criteria air pollutant emissions above the BAAQMD significance thresholds correlate with basin-wide health impacts. To determine cancer and noncancer health risk, the location, velocity of emissions, meteorology and topography of the area, and locations of receptors are equally important model parameters as the quantity of TAC emissions. However, for projects that exceed the emissions in **Table 4.2.7**, it is speculative to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment since mass emissions are not correlated with concentrations of emissions or how many additional individuals in the air basin would be affected by the health effects cited above.

In addition, BAAQMD does not currently does not have methodologies that would provide the Town with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions. For criteria air pollutants, exceedance of the regional significance thresholds cannot be used to correlate a project to quantifiable health impacts unless emissions are sufficiently high to use a regional model. BAAQMD has not provided methodology to assess the specific correlation between mass emissions generated and their effect on health.

Ozone concentrations are dependent upon a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Secondary formation of PM and ozone can occur far from sources as a result of regional transport due to wind and topography (e.g., low-level jet stream). Photochemical modeling depends on all emission sources in the entire domain (i.e., modeling grid). Low resolution and spatial averaging produce "noise" and modeling errors that usually exceed individual source contributions. Because of the complexities of predicting ground-level ozone concentrations in relation to the National AAQS and California AAQS, it is not possible to link health risks to the magnitude of emissions exceeding the significance thresholds. To achieve the health-based standards established by the USEPA, the air districts prepare air quality management plans that details regional programs to attain the AAQS. However, if a project within the BAAQMD exceeds the regional significance thresholds, the project could contribute to an increase in health effects in the basin until such time the attainment standard is met in the SFBAAB.

Current models used in CEQA air quality analyses are designed to estimate potential project construction and operation emissions for defined projects. The estimated emissions are compared to significance thresholds, which are keyed to reducing emissions to levels that will not interfere with the region's ability to attain the health-based standards. While this serves to protect public health in the overall region, there is currently no CEQA methodology to determine the impact of emissions (e.g., pounds per day) on future concentration levels (e.g., parts per million or micrograms per cubic meter) in specific geographic areas. CEQA thresholds, therefore, are not specifically tied to potential health outcomes in the region. Additionally, this type of analysis is not feasible at a general plan level because the location of emissions sources and quantity of emissions are not known.

CO Hotspots

Congested intersections have the potential to create elevated concentrations of CO, referred to as CO hotspots. The significance criteria for CO hotspots are based on the California AAQS for CO, which are 9.0 ppm (8-hour average) and 20.0 ppm (1-hour average). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology, the SFBAAB is in attainment of the California and National AAQS, and CO concentrations in the SFBAAB have steadily declined. Because CO concentrations have improved, the BAAQMD does not require a CO hotspot analysis if the following criteria are met (BAAQMD 2017a):

- The project is consistent with an applicable congestion management program established by the County Congestion Management Agency for designated roads or highways, the regional transportation plan, and local congestion management agency plans.

- The project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project traffic would not increase traffic volumes at affected intersection to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

Community Risk and Hazards

The BAAQMD's significance thresholds for local community risk and hazard impacts apply to both the siting of a new source and to the siting of a new receptor. Local community risk and hazard impacts are associated with TACs and $PM_{2.5}$ because emissions of these pollutants can have significant health impacts at the local level. The proposed project would generate TACs and $PM_{2.5}$ during construction activities that could elevate concentrations of air pollutants at the nearby sensitive receptors. The thresholds for construction-related local community risk and hazard impacts are the same as for project operations. The BAAQMD has adopted screening tables for air toxics evaluation during construction (BAAQMD 2010b). Construction-related TAC and $PM_{2.5}$ impacts should be addressed on a case-by-case basis, taking into consideration the specific construction-related characteristics of each project and proximity to off-site and on-site receptors, as applicable (BAAQMD 2010b and BAAQMD 2017a).

Community Risk and Hazards: Project

Project-level emissions of TACs or $PM_{2.5}$ from individual sources that exceed any of the thresholds listed below are considered a potentially significant community health risk:

- An excess cancer risk level of more than 10 in one million, or a noncancer (i.e., chronic or acute) hazard index greater than 1.0 would be a significant project contribution.
- An incremental increase of greater than 0.3 micrograms per cubic meter ($\mu g/m^3$) annual average $PM_{2.5}$ from a single source would be a significant project contribution (BAAQMD 2017a).

Community Risk and Hazards: Cumulative

Cumulative sources represent the combined total risk values of each of the individual sources within the 1,000-foot evaluation zone. A project would have a cumulatively considerable impact if the aggregate total of all past, present, and foreseeable future sources within a 1,000-foot radius from the fence line of a source or location of a receptor, plus the contribution from the project, exceeds any of the following:

- An excess cancer risk level of more than 100 in one million or a chronic noncancer hazard index (from all local sources) greater than 10.0.
- 0.8 $\mu g/m^3$ annual average $PM_{2.5}$ (BAAQMD 2017a).

In February 2015, Office of Environmental Health Hazard Assessment (OEHHA) adopted new health risk assessment guidance that includes several efforts to be more protective of children's health. These updated procedures include the use of age sensitivity factors to account for the higher sensitivity of infants and young children to cancer causing chemicals, and age-specific breathing rate (OEHHA 2015).

Odors

BAAQMD's thresholds for odors are qualitative based on BAAQMD's Regulation 7, Odorous Substances. This rule places general limitations on odorous substances and specific emission limitations on certain odorous compounds. Odors are also regulated under BAAQMD Regulation 1, Rule 1-301, Public Nuisance, which states that no person shall discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of

persons or the public; or which endangers the comfort, repose, health, or safety of any such persons or the public, or which cause, or has a natural tendency to cause, injury, or damage to business or property. Under BAAQMD's Rule 1-301. BAAQMD has established odor screening thresholds for land uses that have the potential to generate substantial odor complaints, including wastewater treatment plants, landfills or transfer stations, composting facilities, confined animal facilities, food manufacturing, and chemical plants (BAAQMD 2017a). For a plan-level analysis, BAAQMD requires:

- Identification of potential existing and planned location of odors sources.
- Policies to reduce odors.

METHODOLOGY

The Town of Colma 2040 General Plan General Plan Update policies are designed to reduce or avoid impacts on the environment resulting from implementation of the proposed project. To that end, the relevant GPU policies providing mitigation have been identified for each significant impact in this section. If the applicable General Plan polices were determined not to fully reduce or avoid impacts, then additional mitigation measures have been provided. These additional mitigation measures have been written as policy statements that can be incorporated into the final General Plan. Each impact discussion includes a determination as to whether the impacts would be mitigated to a less than significant level or would remain significant and unavoidable after implementation of the updated General Plan policies.

Town of Colma General Plan

The air quality analysis was prepared in accordance with the requirements of CEQA to determine if significant GHG impacts are likely to occur in conjunction with future development that would be accommodated by the proposed project. The town's GHG emissions inventory includes the following sectors:

- **Transportation:** Transportation emissions forecasts were modeled using emission rates from CARB's EMFAC2017, version 1.0.3, web database. Modeling includes the SAFE Part 1 and Part 2 EMFAC2017 model adjustment factors released by CARB. Model runs were based on daily VMT data provided by Kittelson & Associates (see Appendix E) and calendar year 2020 (existing) and 2040 emission rates. The VMT methodology is based on the CARB Regional Targets Advisory Committee (RTAC) which accounts for a 50 percent reduction in trip lengths for trips that start or end the town but travel outside the town (intra-jurisdictional trips). Consistent with CARB's methodology within the Climate Change Scoping Plan Measure Documentation Supplement, daily VMT was multiplied by 347 days per year to account for reduced traffic on weekends and holidays to determine annual emissions.
- **Energy**: Energy use for residential and nonresidential land uses in the town were modeled using natural gas data provided by PG&E. Residential energy and nonresidential energy forecasts are adjusted for increases in housing units and employment, respectively. The emissions rates for residential and nonresidential natural gas are based on the CalEEMod Users Guide.
- **Off-Road Equipment:** Emission rates from CARB's OFFROAD2017, version 1.0.1, web database were used to estimate criteria air pollutant emissions from light commercial and construction equipment in the town. OFFROAD2017 is a database of equipment use and associated emissions for each county compiled by CARB. Emissions were compiled using OFFROAD2017 for the county of San Mateo for year 2020. In order to determine the percentage of emissions attributable to the town, light commercial equipment is estimated based on employment for the town of Colma as a percentage of San Mateo county. Construction equipment use is estimated based on building permit data for the town of Colma and county of San Mateo from data compiled by the US Census. The light commercial equipment

emissions forecast is adjusted for changes in employment in the town. It is assumed that construction emissions for the forecast year would be similar to historical levels. Annual emissions are derived by multiplying daily emissions by 365 days.

- **Area Sources:** Area sources are based on the emission factors from the CalEEMod Users Guide for emissions generated from use of consumer products and cleaning supplies.

Impacts of the Environment on a Project

BAAQMD's CEQA Guidelines include methodology for jurisdictions wanting to evaluate the potential impacts from placing sensitive receptors proximate to major air pollutant sources. For assessing community risk and hazards for siting a new receptor, sources within a 1,000-foot radius of a project site are typically considered. Sources are defined as freeways, high volume roadways (with volume of 10,000 vehicles or more per day or 1,000 trucks per day) and permitted sources (BAAQMD 2017a).

Buildout of the proposed land use plan under the 2040 General Plan Update could result in siting sensitive uses (e.g., residential) near sources of emissions (e.g., freeways, industrial uses, etc.). Developing new sensitive land uses near sources of emissions could expose persons that inhabit these sensitive land uses to potential air quality-related impacts. However, the purpose of this environmental evaluation is to identify the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project. *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478). Thus, CEQA does not require analysis of the potential environmental effects from siting sensitive receptors near existing sources, and this type of analysis is not provided below in the *Impact Analysis* section.

While it is generally not within the purview of CEQA to analyze impacts of the environment on a project, the General Plan Update includes policies which would ensure priority of the health of Colma residents through enforcement of town codes and incorporation of design features to minimize air quality impacts and to achieve appropriate health standards.

IMPACTS

Impact 4.2.1 Implementation of the proposed project would not conflict with or obstruct implementation of the applicable air quality plan (***Less than Significant***).

The following describes potential air quality impacts of consistency with the AQMP from the implementation of the proposed General Plan Update. The General Plan plays an important role in local agency project review by linking local planning and individual projects to the *2017 Clean Air Plan*. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration at an early enough stage to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to clean air goals in the Bay Area.

BAAQMD requires a consistency evaluation of a plan with its current AQMP measures. BAAQMD considers project consistency with the AQMP in accordance with the following:

- Does the project support the primary goals of the AQMP?
- Does the project include applicable control measures from the AQMP?
- Does the project disrupt or hinder implementation of any AQMP control measures?
- Is the project VMT or vehicle trip increase less than or equal to the projected population increase.

Bay Area Air Quality Management District 2017 Clean Air Plan Goals

The primary goals of the 2017 Clean Air Plan are to attain the State and federal AAQS, reduce population exposure and protect public health in the Bay Area, reduce GHG emissions, and protect the climate. Furthermore, the 2017 Clean Air Plan lays the groundwork for reducing GHG emissions in the Bay Area to meet the state's 2030 GHG reduction target and 2050 GHG reduction goal.

Attain Air Quality Standards

BAAQMD's 2017 Clean Air Plan strategy is based on regional population and employment projections in the Bay Area compiled by ABAG, which are based in part on cities' general plan land use designations. These demographic projections are incorporated into Plan Bay Area. Demographic trends incorporated into Plan Bay Area determine VMT in the Bay Area, which BAAQMD uses to forecast future air quality trends. The SFBAAB is currently designated a nonattainment area for O_3, $PM_{2.5}$, and PM_{10} (State AAQS only).

Future growth associated with the proposed General Plan would occur incrementally throughout the 2040 buildout horizon. The anticipated growth from the proposed General Plan is within the population and employment projections identified by ABAG for the town of Colma (see Chapter 4.12.1, Population and Housing). Because population and employment projections of the proposed General Plan are consistent with regional projections, BAAQMD emissions forecasts consider the additional growth and associated emissions from the proposed General Plan. Thus, emissions resulting from potential future development associated with the proposed General Plan are included in BAAQMD projections, and future development accommodated under the proposed General Plan would not hinder BAAQMDs ability to attain the California or National AAQS. Accordingly, impacts would be ***less than significant***.

Reduce Population Exposure and Protect Public Health

Buildout of the proposed General Plan could result in new sources of TACs and $PM_{2.5}$. Stationary sources, including smaller stationary sources (e.g., dry cleaners, restaurants with charbroilers, emergency generators and boilers) are subject to review by BAAQMD as part of the permitting process. Adherence to BAAQMD permitting regulations would ensure that new stationary sources of TACs do not expose populations to significant health risk. Mobile sources of air toxics (e.g., truck idling) are not regulated directly by BAAQMD. As a result, development allowed by the proposed General Plan could result in new sources of criteria air pollutant emissions and/or TACs near existing or planned sensitive receptors. Mitigation Measure AQ-3.2 would ensure mobile sources of TACs not covered under BAAQMD permits are considered during subsequent project-level environmental review by the town of Colma. Individual development projects would be required to achieve the incremental risk thresholds established by BAAQMD. Thus, implementation of the proposed General Plan would not result in introducing new sources of TACs that on a cumulative basis, could expose sensitive populations to significant health risk. Therefore, impacts would be ***less than significant***.

Reduce GHG Emissions and Protect the Climate

Consistency of the proposed General Plan with State, regional, and local plans adopted for the purpose of reducing GHG emissions are discussed in Chapter 4.7.1, Greenhouse Gas Emissions, of this Draft EIR. Future development allowed by the proposed General Plan would be required to adhere to statewide measures that have been adopted to achieve the GHG reduction targets of AB 32 and SB 32. The proposed General Plan is consistent with regional strategies for infill development identified in Plan Bay Area. Furthermore, the proposed General Plan would also be consistent with the Town of Colma Climate Action Plan 2030. GHG-2 identifies that the proposed General Plan is consistent with state, regional and local plans to reduce GHG emissions. Therefore, the proposed General Plan is consistent with the goal of the 2017

Clean Air Plan to reduce GHG emissions and protect the climate, and the impact would be ***less than significant***.

2017 Clean Air Plan Control Measures

Table 4.2.8: Control Measures from the BAAQMD 2017 Clean Air Plan, identifies the control measures included in the 2017 Clean Air Plan that are required by BAAQMD to reduce emissions for a wide range of both stationary and mobile sources. As shown in the table, the proposed General Plan would not conflict with the 2017 Clean Air Plan and would not hinder BAAQMD from implementing the control measures in the 2017 Clean Air Plan. Accordingly, impacts would be ***less than significant***.

Table 4.2.8: Control Measures from the BAAQMD 2017 Clean Air Plan

Type	Measure Number / Title	Consistency
▪ Stationary Source Control Measures	▪ SS 1 – Fluid Catalytic Cracking in Refineries ▪ SS 2 – Equipment Leaks ▪ SS 3 – Cooling Towers ▪ SS 4 – Refinery Flares ▪ SS 5 – Sulfur Recovery Units ▪ SS 6 – Refinery Fuel Gas ▪ SS 7 – Sulfuric Acid Plants ▪ SS 8 – Sulfur Dioxide from Coke Calcining ▪ SS 9 – Enhanced NSR Enforcement for Changes in Crude Slate ▪ SS 10 – Petroleum Refining Emissions Tracking ▪ SS 11 – Petroleum Refining Facility-Wide Emission Limits ▪ SS 12 – Petroleum Refining Climate Impacts Limit ▪ SS 13 – Oil and Gas Production, Processing and Storage ▪ SS 14 – Methane from Capped Wells ▪ SS 15 – Natural Gas Processing and Distribution ▪ SS 16 – Basin-Wide Methane Strategy ▪ SS 17 – GHG BACT Threshold ▪ SS 18 – Basin-Wide Combustion Strategy ▪ SS 19 – Portland Cement ▪ SS 20 – Air Toxics Risk Cap and Reduction from Existing Facilities ▪ SS 21 – New Source Review for Toxics	Stationary and area sources are regulated directly by BAAQMD; therefore, as the implementing agency, new stationary and area sources within the Town would be required to comply with BAAQMD's regulations. BAAQMD routinely adopts/revises rules or regulations to implement the stationary source (SS) control measures to reduce stationary source emissions. Based on the type of the proposed land uses (primarily residential and commercial) under the proposed project, implementation of the proposed project would not hinder the ability of BAAQMD to implement these SS control measures. Major stationary source are more commonly associated with industrial manufacturing or warehousing and, in the case of the Town, cemetery operations. However, BAAQMD and the Town have existing regulations in place to ensure that potential future development under the proposed project would not conflict with the applicable SS control measures. Nonresidential land uses may generate small quantities of stationary source emissions during project operation (e.g., emergency generators, dry cleaners, and gasoline dispensing facilities); however, these small-quantity generators would require review by BAAQMD for permitted sources of air toxics, which would ensure consistency with the 2017 Clean Air Plan. The Land Use and Mobility Elements also include policies and programs for coordination with BAAMQD on air pollutant reductions and considering air quality conditions when siting new receptors: ▪ Policy LU-1-6. Public-Private Partnerships. ▪ Policy LU-2-10: Green Building.

Table 4.2.8: Control Measures from the BAAQMD 2017 Clean Air Plan

Type	Measure Number / Title	Consistency
	▪ SS 22 – Stationary Gas Turbines ▪ SS 23 – Biogas Flares ▪ SS 24 – Sulfur Content Limits of Liquid Fuels ▪ SS 25 – Coatings, Solvents, Lubricants, Sealants and Adhesives ▪ SS 26 – Surface Prep and Cleaning Solvent ▪ SS 27 – Digital Printing ▪ SS 28 – LPG, Propane, Butane ▪ SS 29 – Asphaltic Concrete ▪ SS 30 – Residential Fan Type Furnaces ▪ SS 31 – General Particulate Matter Emission Limitation ▪ SS 32 – Emergency Backup Generators ▪ SS 33 – Commercial Cooking Equipment ▪ SS 34 – Wood Smoke ▪ SS 35 – PM from Bulk Material Storage, Handling and Transport, Including Coke and Coal ▪ SS 36 – PM from Trackout ▪ SS 37 – PM from Asphalt Operations ▪ SS 38 – Fugitive Dust ▪ SS 39 – Enhanced Air Quality Monitoring ▪ SS 40 – Odors	▪ Policy LU- 5-1. Regional Cooperation ▪ Policy LU-5-2. San Mateo County Collaboration. ▪ Policy LU-6-3. Environmental Protection. ▪ Policy M-3-1. Agency Collaboration and Coordination
▪ Transportation Control Measures	▪ TR 1 – Clean Air Teleworking Initiative ▪ TR 2 – Trip Reduction Programs ▪ TR 3 – Local and Regional Bus Service ▪ TR 4 – Local and Regional Rail Service ▪ TR 5 – Transit Efficiency and Use ▪ TR 6 – Freeway and Arterial Operations ▪ TR 7 – Safe Routes to Schools and Safe Routes to Transit	The largest source of air pollution in the Town of Colma is vehicular traffic. Transportation (TR) control measures are strategies to reduce vehicle trips, vehicle use, VMT, vehicle idling, and traffic congestion for the purpose of reducing motor vehicle emissions. Although most of the TR control measures are implemented at the regional level—that is, by MTC or Caltrans—the 2017 Clean Air Plan relies on local communities to assist with implementation of some measures. The proposed project includes the following policies for expanding the active transit network: ▪ Policy LU-3-6. Walkable Neighborhoods.

Table 4.2.8: Control Measures from the BAAQMD 2017 Clean Air Plan

Type	Measure Number / Title	Consistency
	▪ TR 8 – Ridesharing, Last-Mile Connection ▪ TR 9 – Bicycle and Pedestrian Access and Facilities ▪ TR 10 – Land Use Strategies ▪ TR 11 – Value Pricing ▪ TR 12 – Smart Driving ▪ TR 13 – Parking Policies ▪ TR 14 – Cars and Light Trucks ▪ TR 15 – Public Outreach and Education ▪ TR 16 – Indirect Source Review ▪ TR 17 – Planes ▪ TR 18 – Goods Movement ▪ TR 19 – Medium and Heavy Duty Trucks ▪ TR 20 – Ocean Going Vessels ▪ TR 21 – Commercial Harbor Craft ▪ TR 22 – Construction, Freight and Farming Equipment ▪ TR 23 – Lawn and Garden Equipment	▪ Policy M-1-5. Green Streets. ▪ Policy M-5-1. Complete Streets. ▪ Policy M-5-2. Design for All Travel Modes. ▪ Policy M-5-3. Bicycle Connection Coordination. ▪ Policy M-5-4. Accessibility and Universal Design. ▪ Policy M-5-5. Design of New Development ▪ Policy OSC-1-4. Pedestrian Trails and Walkways. ▪ Policy OSC-1-5. Colma Creek Trail. ▪ Policy OSC-3-5. Pedestrian-Scaled Design. The following policies and programs also reduce vehicle travel in the Town. ▪ Policy LU-1-4. Land Uses that Support Transit. ▪ Policy LU-10-3. Mixed Use and Nonresidential Development. ▪ Policy LU-11-1. Town Center. ▪ Policy LU-13-4. In-Fill Housing. ▪ Policy LU-13-5. Mixed Use ▪ Policy M-2-1. Reduce Vehicle Miles Traveled. ▪ Policy M-2-2. Other Traffic Flow Benchmarks. ▪ Policy M-2-3. VMT Transportation Performance Measures. ▪ Policy M-2-4. Multi-Modal Impact Fee. ▪ Policy M-3-1. Agency Collaboration and Coordination. ▪ Policy M-3-3. Regional Transportation Planning. ▪ Policy M-3-5. Transportation Gaps. ▪ Policy M-4-2. Reliable Transportation Services. ▪ Policy M-4.4. Transit Oriented Development. ▪ Policy M-7-1. TDM Program. ▪ Policy M-7-2. TDM Program for New Development. ▪ Policy M-7-3. Vehicle Trip Reduction. ▪ Policy OSC-3-1. Transit Oriented Development. The following policy also supports implementation of zero-carbon transportation solutions: ▪ Policy LU-2-7. Electric Vehicles.

Table 4.2.8: Control Measures from the BAAQMD 2017 Clean Air Plan

Type	Measure Number / Title	Consistency
▪ Energy and Climate Control Measures	▪ EN 1 – Decarbonize Electricity Production ▪ EN 2 – Renewable Energy Decrease Electricity Demand	The energy and climate (EN) control measures are intended to reduce energy use as a means to reducing adverse air quality emissions. The General Plan Update includes policies and programs to align the Town's goals with the State's carbon neutrality initiatives: ▪ Policy LU-2-5. Energy Efficiency. ▪ Policy LU-2-6. Solar Energy. ▪ Policy LU-2-7. Electric Vehicles ▪ Policy LU-2-10. Green Building. ▪ Policy LU-5-2. San Mateo County Collaboration. ▪ Policy OSC-3-3. Energy Efficiency in Municipal Operations. Furthermore, new developments accommodated under the proposed project would be built to comply with the latest Building Energy Efficiency Standards and CALGreen standards. Therefore, implementation of the proposed project would not conflict with these EN control measures.
▪ Buildings Control Measures	▪ BL 1 – Green Buildings ▪ BL 2 – Decarbonize Buildings ▪ BL 3 – Market-Based Solutions ▪ BL 4 – Urban Heat Island Mitigation	The buildings (BL) control measures focus on working with local governments to facilitate adoption of best GHG emissions control practices and policies. The Land Use Element and the Open Space and Conservation Elements include policies and programs for energy efficiency and sustainability: ▪ Policy LU-2-5. Energy Efficiency. ▪ Policy LU-2-6. Solar Energy. ▪ Policy LU-2-8. Climate Action Plan. ▪ Policy LU-2-9. Greenhouse Gas Reduction Targets. ▪ Policy LU-2-10. Green Building. ▪ Policy LU- 5-1. Regional Cooperation. ▪ Policy LU-5-2. San Mateo County Collaboration. ▪ Policy OSC-3-2. Reduce Energy Consumption ▪ Policy OSC-3-3. Energy Efficiency in Municipal Operations. In addition, as stated, new developments accommodated under the proposed project would be built to comply with the latest Building Energy Efficiency Standards and CALGreen standards. Thus,

Table 4.2.8: Control Measures from the BAAQMD 2017 Clean Air Plan

Type	Measure Number / Title	Consistency
		the proposed project would not conflict with these BL control measures.
▪ Agriculture Control Measures	▪ AG 1 – Agricultural Guidance and Leadership ▪ AG 2 – Dairy Digesters ▪ AG 3 – Enteric Fermentation ▪ AG 4 – Livestock Waste	Agricultural practices in the Bay Area accounts for a small portion, roughly 1.5 percent, of the Bay Area GHG emissions inventory. The GHGs from agriculture include methane and nitrous oxide, in addition to carbon dioxide. The proposed General Plan Update does not specifically include goals and policies pertaining to agricultural control measures. However, it does contain policies that would help to reduce pollutants that may stem from agriculture, such as Policies LU-2-1 for water conservation, LU-2-10 for green infrastructure, LU-2-5 for energy efficiency improvements, and LU-2-6 for solar energy incentives. Therefore, implementation of the proposed project would not conflict with these AG control measures.
▪ Natural and Working Lands Control Measures	▪ NW 1 -- Carbon Sequestration in Rangelands ▪ NW 2 – Urban Tree Planting ▪ NW 3 – Carbon Sequestration in Wetlands	The control measures for the natural and working lands sector focus on increasing carbon sequestration on rangelands and wetlands. The General Plan includes the following policies and programs on carbon sequestration: ▪ Policy LU-2-4. Low Impact Development. ▪ Policy LU-2-10. Green Building. ▪ Policy LU-3-6. Walkable Neighborhoods ▪ Policy M-1-4. Street Trees. ▪ Policy M-1-5. Green Streets. ▪ Policy OSC-1-3. Sustainable Landscape Practices. ▪ Policy OSC-1-4. Pedestrian Trails, Bikeways Walkways ▪ Policy OSC-1-5. Colma Creek Trail ▪ Policy OSC-2-2. Recreation Requirements for New Developments. ▪ Policy OSC-4-4. Use of Drought Tolerant and Native Plants. ▪ Policy OSC-5-6. Regional Open Space Preservation Efforts
▪ Waste Management Control Measures	▪ WA 1 – Landfills ▪ WA 2 – Composting and Anaerobic Digesters ▪ WA 3 – Green Waste Diversion ▪ WA 4 – Recycling and Waste Reduction	The waste management (WA) control measures include strategies to increase waste diversion rates through efforts to reduce, reuse and recycle. The proposed General Plan Update does not specifically include goals and policies pertaining to waste management control measures. However, it does contain policies that would help to reduce pollutants

Table 4.2.8: Control Measures from the BAAQMD 2017 Clean Air Plan

Type	Measure Number / Title	Consistency
		that may stem from waste management, such as Policies LU-2-8 for maintaining a Climate Action Plan, LU-2-9 for GHG reduction, LU-2-4 for low impact development, and M-3-1 for improved connectivity between cities and towns within the county. Implementation of the ongoing Town regulations and proposed policies to reduce waste would ensure that implementation of the proposed project would not conflict with these WA control measures.
▪ Water Control Measures	▪ WR 1 – Limit GHGs from publicly owned treatment works (POTWs) ▪ WR 2 – Support Water Conservation	The 2017 Clean Air Plan includes measures to reduce water use. The Conservation and Climate Change Element includes the following policies and programs to increase plumbing water efficiency and reduce landscape water use: ▪ Policy LU-2-1. Water Conservation. ▪ Policy LU-2-2. Water Efficient Landscape. ▪ Policy LU-2-4. Low Impact Development. ▪ Policy M-1-5. Green Streets. ▪ Policy OSC-1-3. Sustainable Landscape Practices. ▪ Policy OSC-4-2. Participation in the San Mateo County Stormwater Pollution Prevention Program (SMCWPPP). ▪ Policy OSC-4-3. Reclaimed Water. ▪ Policy OSC-4-4. Use of Drought Tolerant and Native Plants. ▪ Policy OSC-4-6. Stormwater Runoff.
▪ Super-GHG Control Measures	▪ SL 1 – Short-Lived Climate Pollutants ▪ SL 2 – Guidance for Local Planners ▪ SL 3 – GHG Monitoring and Emissions Measurements Network	Super-GHGs include methane, black carbon, and fluorinated gases. The compounds are sometimes referred to as short-lived climate pollutants because their lifetime in the atmosphere is generally fairly short. Measures to reduce super GHGs are addressed on a sector-by-sector basis in the 2017 Clean Air Plan. Through ongoing implementation of the Town's CAP, the Town will continue to reduce local GHG emissions and meet State, regional, and local reduction targets, which would ensure implementation of the proposed project would not conflict with these SL control measures. The General Plan Update includes policies and programs for encouraging use of renewable energy and GHG reduction. ▪ Policy LU-2-5. Energy Efficiency.

Table 4.2.8: Control Measures from the BAAQMD 2017 Clean Air Plan

Type	Measure Number / Title	Consistency
		▪ Policy LU-2-6. Solar Energy. ▪ Policy LU-2-8. Climate Action Plan. ▪ Policy LU-2-9. Greenhouse Gas Reduction Targets. ▪ Policy LU-2-10. Green Building. ▪ Policy LU- 5-1. Regional Cooperation. ▪ Policy LU-5-2. San Mateo County Collaboration. ▪ Policy M-1-5. Green Streets. ▪ Policy M-3-3. Regional Transportation Planning. ▪ Policy M-5-1. Complete Streets. ▪ Policy OSC-2-3. Energy Efficiency in Municipal Operations.
▪ Further Study Control Measures	▪ FSM SS 1 – Internal Combustion Engines ▪ FSM SS 2 – Boilers, Steam Generator and Process Heaters ▪ FSM SS 3 – GHG Reductions from Non Cap-and Trade Sources ▪ FSM SS 4 – Methane Exemptions from Wastewater Regulation ▪ FSM SS 5 – Controlling start-up, shutdown, maintenance, and malfunction (SSMM) Emissions ▪ FSM SS 6 – Carbon Pollution Fee ▪ FSM SS 7 – Vanishing Oils and Rust Inhibitors ▪ FSM SS 8 – Dryers, Ovens and Kilns ▪ FSM SS 9 – Omnibus Rulemaking to Achieve Continuous Improvement ▪ FSM BL 1 – Space Heating ▪ FSM AG 1 – Wineries	The majority of the further study control measures apply to sources regulated directly by BAAQMD. Because BAAQMD is the implementing agency, new and existing sources of stationary and area sources in the project area would be required to comply with these additional further study control measures in the 2017 Clean Air Plan.

Regional Growth Projections for VMT and Population

Future potential development allowed by the proposed General Plan would result in additional sources of criteria air pollutants. Growth accommodated by the proposed General Plan could occur throughout the buildout horizon. BAAQMDs approach to evaluating impacts from criteria air pollutants generated by a plan's long-term growth is done by comparing population estimates to the VMT estimates. This is because BAAQMDs AQMP plans for growth in the SFBAAB are based on regional population projections identified

by ABAG and growth in VMT identified by C/CAG. Changes in regional, community-wide emissions in the EIR Study Area could affect the ability of BAAQMD to achieve the air quality goals in the AQMP. Therefore, air quality impacts for a plan-level analysis are based on consistency with the regional growth projections. **Table 4.2.9: Comparison of the Change in Population and VMT in the Town of Colma**, compares the projected increase in population with the projected increases in total VMT.

Table 4.2.9: Comparison of the Change in Population and VMT in the Town of Colma

Category	Existing	2040 Without Project	2040 With Project	Change from Existing		Change from 2040 No Project	
				Change	Percent	Change	Percent
Population	1,519	2,269	2,914	1,395	92%	645	28%
Employment	4,070	4,315	4,959	889	22%	644	15%
SP	5,589	6,584	7,873	2,284	41%	1,289	20%
VMT per Day	70,494	76,908	91,380	20,886	30%	14,472	19%
VMT/person	46.4	33.9	31.4	-15	-32%	-3	-7%
VMT/SP	12.61	11.68	11.61	-1	-8%	-0.1	-1%

Notes: SP: Service Population
Source: Based on VMT data provided by Kittelson and Associates. The 2040 without project scenario is the current General Plan.

As stated, BAAQMD's AQMP requires that the VMT increase by less than or equal to the projected population increase from the proposed General Plan (e.g., generate the same or less VMT per population). However, because the proposed General Plan accommodates both residential and nonresidential growth, a better indicator of how efficiently the town is growing can be made by comparing the increase in VMT to the increase in service population (e.g., generate the same or less VMT per service population). This approach is similar to the efficiency metrics for GHG emissions, which consider the total service population when calculating project efficiency. In addition, because the 2017 Clean Air Plan utilized growth projections based, in part, on cities' general plan land use designations, the growth rate in VMT compared to service population is evaluated between buildout under the proposed General Plan and buildout under the currently allowed under General Plan 2020.

VMT estimates based on data provided by Kittelson & Associates, were calculated for the town of Colma. As shown in the table, implementation of the proposed General Plan would increase daily VMT by 20,886 vehicle miles per day in the town, or about 30 percent, when compared to existing conditions. However, implementation of the proposed General Plan would result in lower VMT per capita than under existing conditions (32 percent lower in the town) and lower VMT per service population (8 percent lower in the Town), than under existing conditions. Compared to the demographic and VMT growth projections of the 2040 Without Project conditions (i.e., growth that would occur as currently allowed and projected under the current General Plan), the 2040 With Project conditions would also decrease the VMT/SP by approximately 1 percent in the town. This indicates that buildout conditions under the proposed General Plan would be more efficient in reducing VMT on a per service population basis. Thus, the proposed General Plan would be consistent with the goals of the 2017 Clean Air Plan. In summary, implementation

of the proposed General Plan would not conflict with the 2017 Clean Air Plan, and impacts would be ***less than significant*** and no mitigation is required**.**

Proposed General Plan Update Policies

The General Plan policies listed in **Table 4.2.9** would ensure consistency with the AQMP.

Impact 4.2.2 The project would result in a cumulatively considerable net increase of criteria pollutants for which the project region is in non-attainment under applicable federal or State ambient air quality standard (***Significant and Unavoidable***).

This section analyzes potential impacts related to air quality that could occur from the buildout associated with the proposed General Plan in combination with the regional growth in the SFBAAB. The SFBAAB is currently designated a nonattainment area for California and National O_3, California and National $PM_{2.5}$, and California PM_{10} AAQS. At a plan level, air quality impacts are measured by the potential for a project to exceed BAAQMDs significance criteria and contribute to the State and federal nonattainment designations in the SFBAAB. Any project that produces a significant regional air quality impact in an area that is in nonattainment adds to the cumulative impact. As described in Impact 4.2.1, the proposed General Plan would be consistent with the *2017 Clean Air Plan*. However, the proposed General Plan could generate a substantial increase in criteria air pollutant emissions from construction and operational activities that could exceed the BAAQMD regional significance thresholds.

Construction

Construction activities would temporarily increase criteria air pollutant emissions within the SFBAAB. The primary source of NO_x emissions is the operation of construction equipment. The primary sources of particulate matter (PM_{10} and $PM_{2.5}$) emissions are activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction. The primary sources of VOC emissions are the application of architectural coating and off-gas emissions associated with asphalt paving. A discussion of health impacts associated with air pollutant emissions generated by construction activities is included under "Air Pollutants of Concern" in ***Section 4.2.2: Regulatory Framework*** of this PEIR section.

Construction activities associated with the proposed General Plan would occur over the buildout horizon, causing short-term emissions of criteria air pollutants. Information regarding specific development projects, soil types, and the locations of receptors would be needed in order to quantify the level of impact associated with construction activity. Due to the scale of development activity associated with buildout of proposed General Plan, emissions would likely exceed the BAAQMD regional significance thresholds. In accordance with the BAAQMD methodology, emissions that exceed the regional significance thresholds would cumulatively contribute to the nonattainment designations of the SFBAAB. Emissions of VOC and NO_X are precursors to the formation of O_3. In addition, NO_X is a precursor to the formation of particulate matter (PM_{10} and $PM_{2.5}$). Therefore, the proposed General Plan would cumulatively contribute to the nonattainment designations of the SFBAAB for O_3 and particulate matter (PM_{10} and $PM_{2.5}$).

Future development under the proposed General Plan would be subject to separate environmental review pursuant to CEQA in order to identify and mitigate potential air quality impacts. Subsequent environmental review of development projects would be required to assess potential impacts under BAAQMDs project-level thresholds based on site-specific construction phasing and buildout characteristics. For the proposed General Plan, which is a broad-based policy plan, it is not possible to determine whether the scale and phasing of individual projects would exceed the BAAQMD's short-term regional or localized construction emissions thresholds. As a result, construction activities associated with implementation of the proposed General Plan could potentially violate an air quality standard or contribute substantially to an existing or projected air quality violation.

Existing federal, State, and local regulations, and the policies and programs of the proposed project described throughout this section protect local and regional air quality. Continued compliance with these regulations would reduce construction-related impacts. In addition, there are certain General Plan policies that would reduce construction emissions.

Proposed General Plan Update Policies

The General Plan policies listed in **Table 4.2.9** would ensure consistency with the AQMP. While the existing regulations and policies have the potential to reduce emissions, potential future development projects accommodated under the proposed General Plan (individually or cumulatively) could still exceed the BAAQMD significance thresholds for construction. Therefore, implementation of the proposed General Plan could result in ***significant*** construction-related regional air impacts and the following mitigation measures are required.

Mitigation Measure

Mitigation Measure AQ-1: As part of the town's development approval process, the town of Colma shall require applicants for future development projects to comply with the current BAAQMD basic control measures for fugitive dust control, including:

- Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads, parking areas and staging areas at the construction site to control dust.
- Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material.
- Hydroseed or apply nontoxic soil stabilizers to inactive construction areas.
- Enclose, cover, water twice daily, or apply nontoxic soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit vehicle traffic speeds on unpaved roads to 15 miles per hour.
- Replant vegetation in disturbed areas as quickly as possible.

Mitigation Measure AQ-2: Prior to issuance of building permits, development project applicants that are subject to CEQA and exceed the screening sizes in the BAAQMD CEQA Guidelines shall prepare and submit to the town of Colma a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in the BAAQMD CEQA Guidelines, the town shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds to the

extent feasible. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the town of Colma and shall be verified by the Town's Building Division and/or Planning Division.

Mitigation Measure AQ-1 would require adherence to the current BAAQMD basic control measures for reducing fugitive dust and reduce fugitive emissions to less-than-significant levels, and Mitigation Measure AQ-2 would reduce NO_X emissions. However, future development in the town could still generate construction exhaust emissions in excess of the BAAQMD significance thresholds. An analysis of emissions generated from the construction of specific future projects under the proposed project would be required to evaluate emissions compared to BAAQMDs project-level significance thresholds during individual environmental review. The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects that comply with BAAQMD screening criteria or meet applicable thresholds of significance. However, due to the programmatic nature of the proposed project, no additional mitigation measures are available, and the impact is considered ***significant and unavoidable***.

Operation

BAAQMD has identified thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including VOC, NO, PM_{10}, and $PM_{2.5}$. Development projects below the significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation. According to BAAQMD's CEQA Guidelines, long-range plans, such as the proposed General Plan, present unique challenges for assessing impacts. Due to the SFBAAB's nonattainment status for ozone and PM and the cumulative impacts of growth on air quality, many of these plans have significant, unavoidable adverse air quality impacts.

Implementation and adoption of the proposed General Plan would result in an increase in development intensity in the town. Buildout of the proposed General Plan would result in direct and indirect criteria air pollutant emissions from transportation, energy (e.g., natural gas use), and area sources (e.g., aerosols and landscaping equipment). Although BAAQMD's CEQA Air Quality Guidelines only require an emissions inventory of criteria air pollutants for project-level analyses, enough information regarding the buildout of the proposed 2040 General Plan is available; thus, an inventory of criteria air pollutants was generated to identify the magnitude of emissions from buildout of the proposed General Plan. T**able 4.2.10: Town of Colma Criteria Air Pollutant Emissions Forecast**, identifies the emissions associated with buildout of the proposed General Plan. Subsequent environmental review of development projects would be required to assess potential impacts under BAAQMD's project-level thresholds.

The proposed General Plan includes several policies to reduce air quality impacts of potential future development, particularly in the Land Use (LU), Mobility (M), and Open Space and Conservation (C) Elements. Overall, these components of the proposed project would contribute to reducing emissions.

As shown in **Table 4.2.10**, buildout of the proposed General Plan would not generate a substantial increase in criteria air pollutant emissions because emissions would not exceed the BAAQMD regional significance thresholds for VOC, NOx, PM_{10}, and $PM_{2.5}$.

Table 4.2.10: Town of Colma Criteria Air Pollutant Emissions Forecast

Category	Criteria Air Pollutants (Average Pounds/Day)			
	VOC	NO_x	PM_{10}	$PM_{2.5}$
Existing Land Uses at 2040				
Transportation[a]	4	14	8	3
Energy[b]	1	7	1	1
OffRoad Equipment[c]	5	9	1	1
Consumer Products[d]	49	—	—	—
Total Average Daily (pounds/day)	**30**	**30**	**10**	**5**
Proposed Project Land Uses 2040				
Transportation[a]	5	18	11	4
Energy[b]	1	7	1	1
Offroad Equipment[c]	6	10	1	1
Consumer Products[d]	49	—	—	—
Total Average Daily (pounds/day)	**61**	**35**	**13**	**6**
Change from Existing Land Uses	**31**	**5**	**3**	**1**
BAAQMD Average Daily Project-Level Threshold	54	54	82	54
Exceeds Average Daily Threshold	No	No	No	No
Scenario	**Tons per Year**			
	VOC	**NO_x**	**PM_{10}**	**$PM_{2.5}$**
Existing Land Uses at 2040	5	5	2	1
Proposed Project Land Uses at 2040	11	6	2	1
Change from Existing Land Uses	**6**	**1**	**<1**	**<1**
BAAQMD Annual Project-Level Threshold	10	10	15	10
Exceeds Annual Threshold	No	No	No	No

Notes: Emissions may not total to 100 percent due to rounding.

[a] On-road transportation VMT is provided by Kittelson and Associates and modeled with EMFAC2017 using 2040 emission rates.

[b] Building natural gas are based on data provided by PG&E. The electricity rates were adjusted to reflect the increase in dwelling units and employment within the Town.

[c] On-road vehicles and equipment are based on the OFFROAD2017 emissions inventory and include construction equipment and commercial equipment.

[d] Emissions from consumer products is based on the CalEEMod User's Guide Version 2016.3.2 for residential consumer product use.

Proposed General Plan Update Policies

- **Policy LU-2-10. Green Building.** Support sustainability and green building best practices through the orientation, design, and placement of buildings and facilities to optimize their energy efficiency in preparation of State zero-net energy requirements for residential construction and commercial construction.
- **Policy LU-3-6. Walkable Neighborhoods.** The Town shall promote walkable neighborhoods by supporting alternative modes of transportation; enhancing bike and pedestrian connectivity to local commercial districts and transit centers; and maintaining sidewalks, public plazas, parks and greenways, parkways, street tree canopies, and landscaping throughout residential neighborhoods.
- **Policy M-2-1. Reduce Vehicle Miles Traveled.** Require new development projects to achieve a reduction in VMT per capita or VMT per service population compared to both baseline VMT performance conditions and General Plan 2040 VMT performance conditions. The Town will regularly monitor baseline VMT to provide updated benchmarks for project applicants. Encourage use of VMT reduction strategies and methods to encourage non-automobile travel.
- **Policy M-2-2. Other Traffic Flow Benchmarks.** Establish additional traffic flow benchmarks, such as VMT, vehicle-hours of travel, and safety-related metrics, in order to evaluate and monitor changes in traffic flow over time.
- **Policy M-2-3. VMT Transportation Performance Measures.** Update the Town's transportation measures and thresholds to use VMT standards for traffic impact analysis rather than LOS.
- **Policy M-4-4. Transit Oriented Development.** Promote the development of multi-modal mixed-use development at sites surrounding the Colma BART station, where feasible along Mission Road, and at the Town Center site.
- **Policy M-4-5. Connections to Homes and Businesses.** Seek opportunities to improve first and last mile connections between transit, homes, and businesses.
- **Policy M-5-2. Design for All Travel Modes.** Plan, design, and construct transportation projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists, people with mobility challenges, and persons of all ages and abilities.
- **Policy M-7-1. TDM Program.** Continue to participate in the TDM Program as outlined by the San Mateo City/County Association of Governments (C/CAG).
- **Policy M-7-2. TDM Program for New Development.** Require major development proposals to include a detailed, verifiable TDM program for consideration by the Town during the review of the development application.
- **Policy M-7-3. Vehicle Trip Reduction.** Support vehicle trip reduction strategies, including building safer and more inviting transportation networks, supporting connections to high frequency and regional transit, implementing TDM programs, and integrating land use and transportation decisions.
- **Policy OSC-3-1. Transit Oriented Development.** Encourage, to the extent feasible, higher density residential development to be located near transit corridors and public transportation.

Compliance with applicable policies and programs would contribute to minimizing long-term emissions. Implementation of the proposed General Plan would result in a less than significant operational impact. However, while Mitigation Measures AQ-1 and AQ-2 would reduce emissions from construction, due to the programmatic nature of the proposed project and potential for construction emissions to exceed the

BAAQMD significance thresholds identified in their CEQA Guidelines, impacts would be **significant and unavoidable**.

Impact 4.2.3 The project could expose sensitive receptors to substantial pollutant concentrations (***Significant and Unavoidable***).

Implementation of the proposed General Plan would cause or contribute significantly to elevated pollutant concentration levels such that it would expose sensitive receptors to elevated pollutant concentrations. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Construction Community Risk and Hazards

Future construction under the proposed GPU would temporarily elevate concentrations of TACs and DPM in the vicinity of sensitive land uses during construction activities. Since the details regarding future construction activities are not known at this time, due to this analysis being conducted at a GPU Program level—including phasing of future individual projects, construction duration and phasing, and preliminary construction equipment—construction emissions are evaluated qualitatively in accordance with BAAQMD's plan-level guidance. Subsequent environmental review of future development projects would be required to assess potential impacts under BAAQMD's project-level thresholds. However, construction emissions associated with the proposed General Plan could exceed BAAQMD's project level and cumulative significance thresholds for community risk and hazards. Therefore, construction-related health risk impacts associated with the proposed General Plan are considered **significant.**

Proposed General Plan Update Policies

The proposed project includes the following policies that would reduce construction-related air quality impacts:

- **Policy LU-6-3. Environmental Protection.** The Town shall apply environmental protection measures equally among geographic and socioeconomic neighborhoods of the town.
- **Policy CS-1-1. Health in All Policies.** Prioritize the overall health of Colma residents in its strategies, programs, daily operations, and practices.

Mitigation Measure

Mitigation Measure AQ-3: Applicants for construction within 1,000 feet of residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) in the town of Colma, as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the town prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the Office of Environmental Health Hazard Assessment (OEHHA) and the BAAQMD. The latest OEHHA guidelines shall be used for the analysis, including age-sensitivity factors, breathing rates, and body weights appropriate for children ages 0 to 16 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), $PM_{2.5}$ concentrations exceed 0.3 $\mu g/m^3$, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include, but are not limited to:

- During construction, use construction equipment rated as US EPA Tier 4 Interim for equipment of 50 horsepower or more.

- During construction, use of construction equipment fitted with Level 3 Diesel Particulate Filters for all equipment of 50 horsepower or more.

Measures identified in the HRA shall be included in the environmental document and/or incorporated into the site development plan as a component of the proposed project. Prior to issuance of any construction permit, the construction contractor shall ensure that all construction plans submitted to the Town of Colma Planning Division and/or Building Division clearly show incorporation of all applicable mitigation measures.

Implementation of Mitigation Measures AQ-2 and AQ-3 would reduce construction-related health risk impacts to the extent feasible. However, despite implementation of mitigation, construction-related health risk impacts may still exceed the applicable thresholds due to future project-specific circumstances. Therefore, this impact remains ***significant and unavoidable***.

Operational Phase Community Risk and Hazards

Types of land uses that typically generate substantial quantities of TACs and $PM_{2.5}$ include industrial and manufacturing (stationary sources) and warehousing (truck idling) land uses.

Stationary (Permitted) Sources

Various industrial and commercial processes (e.g., manufacturing, dry cleaning) allowed under the proposed General Plan would be expected to release TACs. Since TAC emissions are generated by stationary and point sources of emissions within the SFBAAB, they are regulated and controlled by BAAQMD. However, emissions of TACs from mobile sources when operating at a property (e.g., truck idling) are regulated by statewide rules and regulations, not by BAAQMD, and have the potential to generate substantial concentrations of air pollutants.

Land uses that would require a permit from BAAQMD for emissions of TACs include chemical processing facilities, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. Though such services are limited in the town, any emissions of TACs from stationary sources are controlled by BAAQMD. Therefore, any future permitting would be subject to further study and health risk assessment prior to the issuance of any necessary project level air quality permits under Regulation 2, New Source Review, as well as Regulation 11, Rule 18, Reduction of Risk from Air Toxic Emissions at Existing Facilities.

Review under New Source Review ensures that stationary source emissions (permitted sources) would be reduced or mitigated below BAAQMD significance thresholds. Though these sources would incrementally contribute to the proposed General Plan's inventory individually, they would be mitigated to the standards identified above. Impacts related to permitted stationary sources of TACs are considered ***less than significant***.

Nonpermitted Sources

Mobile sources of TACs are not regulated by BAAQMD. The primary mobile source of TACs within the town is truck idling and use of off-road equipment. New warehousing operations could generate substantial DPM emissions from off-road equipment use and truck idling. In addition, some warehousing and industrial facilities may include use of TRUs for cold storage. New land uses in the town that would be permitted under the proposed GPU that would use trucks, including trucks with TRUs, could generate an increase in DPM that would contribute to cancer and noncancer health risk in the SFBAAB. Additionally, these types of facilities could also generate particulate matter (PM_{10} and $PM_{2.5}$) that may cause an exceedance or contribute to the continuing exceedance of the federal and State AAQS. These new land uses could be near existing sensitive receptors. In addition, trucks would travel on regional transportation routes throughout the Bay Area, contributing to near-roadway DPM concentrations. The GPU does not anticipate

significant new growth from industrial warehousing. However, health risk impacts from nonpermitted sources associated with potential development of industrial and commercial land uses are considered ***significant***.

Proposed General Plan Update Policies

- **Policy LU- 5-1. Regional Cooperation.** Participate with other cities in the county and across the region in working towards solutions to the issues of regional land use, housing, homelessness, and transportation planning through partnership with the Association of Bay Area Governments, the Metropolitan Transportation Commission, and the San Mateo City/County Association of Governments (C/CAG).
- **Policy LU-5-2. San Mateo County Collaboration.** Continue to consult with San Mateo County and other cities in the region on effective land use, transportation, sustainability, and economic development strategies to learn about additional strategies that could be used in Colma to achieve the community's vision and goals.
- **Policy LU-6-3. Environmental Protection.** The Town shall apply environmental protection measures equally among geographic and socioeconomic neighborhoods of the town.
- **Policy M-3-1. Agency Collaboration and Coordination.** Collaborate with Caltrans, the City and County Association of Governments (C/CAG), surrounding jurisdictions, and other agencies to improve connectivity between the county, cities, and the town.
- **Policy M-3-3. Regional Transportation Planning.** Actively participate in and support regional transportation planning efforts.
- **Policy CS-1-1. Health in All Policies.** Prioritize the overall health of Colma residents in Town strategies, programs, daily operations, and practices.

The policies and programs listed above would contribute toward minimizing potential health risk impacts to sensitive receptors. However, implementation of the proposed General Plan Update could expose sensitive receptors to substantial toxic air contaminant concentrations from nonpermitted sources.

Mitigation Measure

Mitigation Measure AQ-4: Prior to discretionary project approval, applicants for industrial or warehousing land uses in addition to commercial land uses that would generate substantial diesel truck travel—i.e., 100 diesel trucks per day or 40 or more trucks with diesel-powered transport refrigeration units per day based on the CARB recommendations for siting new sensitive land uses—shall contact the BAAQMD or the town of Colma in conjunction with the BAAQMD to determine the appropriate level of HRA required. If preparation of an HRA is required, all HRAs shall be submitted to the town and the BAAQMD for evaluation.

The HRA shall be prepared in accordance with policies and procedures of the OEHHA and the BAAQMD. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06) or the risk thresholds in effect at the time a project is considered, or the appropriate noncancer hazard index exceeds 1.0, or 0.3 μ/m3 of $PM_{2.5}$ or the thresholds as determined by the BAAQMD at the time a project is considered, the applicant will be required to identify and demonstrate that measures are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms.

Measures to reduce risk impacts may include but are not limited to:

- Restricting idling on-site beyond Air Toxic Control Measures idling restrictions, as feasible.
- Electrifying warehousing docks.
- Requiring use of newer equipment and/or vehicles.
- Restricting off-site truck travel through the creation of truck routes.

Measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed General Plan.

Development allowed by the proposed General Plan could result in new sources of criteria air pollutant emissions and/or TACs near existing or planned sensitive receptors. Review of development projects by BAAQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) in addition to proposed General Plan goals, policies, and programs would ensure that health risks are minimized. Additionally, Mitigation Measure AQ-5 would ensure mobile sources of TACs not covered under BAAQMD permits are considered during subsequent project-level environmental review by the town of Colma. Individual development projects would be required to achieve the incremental risk thresholds established by BAAQMD, and TAC and $PM_{2.5}$ impacts would be ***less than significant*** with Mitigation Measure AQ-4.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO, called hotspots. These pockets have the potential to exceed the State 1-hour standard of 20 ppm or the 8-hour standard of 9.0 ppm. Since CO is produced in the greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

C/CAG's CMP must be consistent with the ABAG/MTC's Plan Bay Area, which is updated periodically. An overarching goal of the Plan Bay Area is to concentrate development in areas where there are existing services and infrastructure rather than allocate new growth in outlying areas where substantial transportation investments would be necessary to achieve the per capita passenger vehicle VMT and associated GHG emissions reductions.

The GPU would be consistent with the overall goals of the Plan Bay Area. Additionally, the proposed General Plan would not hinder the capital improvements outlined in the CMP. Thus, the proposed General Plan would not conflict with C/CAG's CMP. Furthermore, under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact (BAAQMD 2017a). The proposed General Plan would not increase traffic volumes at affected intersections by more than BAAQMD screening criteria of 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited. Therefore, overall, the proposed project would not have the potential to substantially increase CO hotspots at intersections in the town and vicinity.

Proposed General Plan Update Policies

- **Policy M-7-1. TDM Program.** Continue to participate in the TDM Program as outlined by the San Mateo City/County Association of Governments (C/CAG).

- **Policy M-7-2. TDM Program for New Development**. Require major development proposals to include a detailed, verifiable TDM program for consideration by the Town during the review of the development application.
- **Policy M-7-3. Vehicle Trip Reduction.** Support vehicle trip reduction strategies, including building safer and more inviting transportation networks, supporting connections to high frequency and regional transit, implementing TDM programs, and integrating land use and transportation decisions.

Overall, these aforementioned components of the proposed project would contribute to reducing congestion and associated emissions. Localized air quality impacts related to mobile-source emissions would therefore be ***less than significant*** and no further mitigation is required for mobile source emission impacts.

Impact 4.2.4 The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (***Less than Significant***).

The following discusses potential operation- and construction-related odor impacts associated with implementation of the proposed 2040 General Plan Update.

Construction-Related Odors

During construction activities of future developments in the Town, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment. By the time such emissions reach any sensitive receptor sites, they would be diluted to well below any level of air quality concern, and impacts would be ***less than significant***.

Operation-Related Odors

Potential impacts could occur if new sources of nuisance odors are placed near sensitive receptors. **Table 4.2.11: BAAQMD Odor Screening Distances**, identifies screening distances from potential sources of objectionable odors within the SFBAAB. Odors from these types of land uses are regulated under BAAQMD Regulation 7, Odorous Substances.

Table 4.2.11: BAAQMD Odor Screening Distances

Land Use/Type of Operation	Screening Distance
▪ Wastewater Treatment Plant	▪ 2 miles
▪ Wastewater Pumping Facilities	▪ 1 mile
▪ Sanitary Landfill	▪ 2 miles
▪ Transfer Station	▪ 1 mile
▪ Composting Facility	▪ 1 mile
▪ Petroleum Refinery	▪ 2 miles
▪ Asphalt Batch Plan	▪ 2 miles
▪ Chemical Manufacturing	▪ 2 miles
▪ Fiberglass Manufacturing	▪ 1 mile
▪ Painting/Coating Operations	▪ 1 mile
▪ Rendering Plant	▪ 2 miles
▪ Coffee Roaster	▪ 1 mile
▪ Food Processing Facility	▪ 1 mile
▪ Confined Animal Facility/Feed Lot/ Dairy	▪ 1 mile
▪ Green Waste and Recycling Operations	▪ 1 mile
▪ Metal Smelting Plants	▪ 2 miles

Source: Bay Area Air Quality Management District. California Environmental Quality Act Air Quality Guidelines, Table 3-3, Odor Screening Distances, and associated Appendix D of these Guidelines. https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. 2017

While not all sources in the table are found in the town of Colma (e.g., rendering plants, confined animal facilities), commercial and industrial areas in the town have the potential to include land uses that generate nuisance odors. Buildout permitted under the proposed GPU could include new sources of odors, such as composting, greenwaste, and recycling operations; food processing; and painting/coating operations, because these are types of uses in the commercial and/or industrial areas in the Town. Future environmental review could be required for industrial projects listed in the table above to ensure that sensitive land uses are not exposed to objectionable odors. BAAQMD Regulation 7, Odorous Substances, requires abatement of any nuisance-generating an odor complaint.[7] Facilities listed in the table would need to consider measures to reduce odors as part of their project level environmental review. The proposed General Plan would also accommodate future residential, retail, and commercial development. These uses would not generate substantial odors that would affect a substantial number of people. During operation,

[7] Typical abatement includes passing air through a drying agent followed by two successive beds of activated carbon to render air odor free.

residences and restaurants could generate odors from cooking. However, odors from cooking are not substantial enough to be considered nuisance odors that would affect a substantial number of people. Furthermore, nuisance odors are regulated under BAAQMD Regulation 7, Odorous Substances, which requires abatement of any nuisance generating an odor complaint. BAAQMD's Regulation 7, Odorous Substances, places general limitations on odorous substances and specific emission limitations on certain odorous compounds.[8] In addition, odors are also regulated under BAAQMD Regulation 1, Rule 1-301, Public Nuisance.

Proposed General Plan Update Policies

- **Policy M-6-1. Site Planning.** Locate and design development projects within a scenic corridor to carefully fit within their environment and setting. The scenic character of the site should be maintained as much as possible. All development should be sited and designed to minimize the impacts of noise, light, glare, and odors on adjacent properties with the community at large.

Review of projects using BAAQMD's odor screening distances during future CEQA review, implementation of the policies and programs above, and compliance with BAAQMD Regulation 7 would ensure that odor impacts are minimized to ***less than significant***.

[8] It should be noted that while restaurants can generate odors, these sources are not identified by BAAQMD as nuisance odors since they typically do not generate significant odors that affect a substantial number of people. Larger restaurants that employ five or more people are subject to BAAQMD Regulation 7, Odorous Substances.

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4.3 BIOLOGICAL RESOURCES

In accordance with the California Environmental Quality Act (CEQA) (Cal. Pub. Resources Code Sections §21000, et seq.) and the State CEQA Guidelines (14 Cal. Code Regs., Section §15000, et seq.), this section of the Draft Program Environmental Impact Report (Draft PEIR; DPEIR) describes the existing biological resources including the special-status species and sensitive habitats known to occur or that potentially occur in the proposed Town of Colma General Plan Update Planning Area (Planning Area). It also discusses the regulations and programs which provide for their protection, and an assessment of the potential impacts of implementing the Town of Colma's 2045 General Plan Update. This section includes a discussion of mitigation measures necessary to reduce impacts to a less than significant level, where feasible.

4.3.1 EXISTING SETTING

REGIONAL

The Planning Area is located in San Mateo county, approximately 1.5 miles west of the San Francisco Bay. The San Francisco Bay and Delta make up the Pacific Coast's largest estuary, encompassing roughly 1,600 square miles of waterways and draining over 40 percent of California's fresh water. The Sacramento and San Joaquin rivers flow from Northern California's inland valleys into the Delta's winding system of islands, sloughs, canals, and channels, before emptying into San Francisco Bay and the Pacific Ocean.

The town is part of the Bay Area/Delta Bioregion, as identified by the US Geological Survey. This is one of the most populous of the State's 10 bioregion areas, covering both the San Francisco Bay area as well as the Sacramento-San Joaquin River Delta. This bioregion supplies about two-thirds of the State of California's drinking water, irrigates farmlands and sustains fish and wildlife. Encompassing about 12 of the State's counties from Sonoma to San Joaquin and stretching from the Pacific Ocean to the Sacramento and San Joaquin valleys, the Bay Area/Delta Bioregion is the second most populated bioregion in the State. The bioregion is mostly hilly with low coastal mountains. It includes two major watersheds – the San Francisco Bay and the Sacramento-San Joaquin River Delta, and numerous rivers, lakes, reservoirs and canals, such as the Russian, Napa and Putah creeks, and Lake Berryessa. Coastal prairie shrub, coastal salt marshes, freshwater marshes, mixed hardwoods and valley oaks along with eucalyptus, manzanita and northern coastal scrub make up most of the bioregion.

California buttercups, goldfields, and Tiberon mariposa lily are also found in the greater bioregion. Typical plants include Marin western flax, Baker's manzanita, Point Reyes checkerbloom, Sonoma sunshine, pickleweed, great bulrush, saltbush, and cattail. The common marine life in this bioregion include Chinook salmon, harbor seal, sea lion, leopard shark, and bat ray. Other wildlife includes grey fox, mule deer, bobcat, raccoon, Pacific tree frog, and the swallowtail and painted lady butterfly. Endangered species include the California least tern, California black rail and clapper rail, Smith's blue butterfly, salt marsh harvest mouse, California freshwater shrimp, northwestern pond turtle, and tidewater goby.

The San Francisco Bay is also part of the Pacific Flyway, the route taken by migrating waterfowl twice each year. The marshes and mudflats of the San Francisco Bay provide important feeding and roosting habitat for these migrating birds. Typical bird species include canvasback, western grebe, black-crowned night heron, great egret, snowy egret, California brown pelican, white pelican, gull, acorn woodpecker, golden eagle, western bluebird, Caspian tern, American avocet, and cedar waxwing.

LOCAL

The town of Colma encompasses approximately 1,219 acres or 1.9 square miles of land. Its main natural feature is Colma Creek which flows primarily underground through the town from the Crocker Hills within the San Bruno Mountain range to San Francisco Bay to the south (***Figure 4.3-1: Creeks***).

Since most of the creek is either surrounded by flood control walls or buried underground, the common natural vegetative habitat along Colma Creek is scrub, with very little riparian habitat. The vegetative cover now consists primarily of introduced ornamental and native plant materials.

The majority of the town, or almost 887 acres, is dedicated to cemetery uses. Even though park and open space areas are otherwise limited within its boundaries, the town of Colma has the ability to, or supports a variety of vegetative, plant and animal species as evidenced in **Table 4.3.1: Plant and Wildlife Species Potentially in the Planning Area** below.

Table 4.3.1: Plant and Wildlife Species Potentially in the Planning Area

SPECIES	STATUS (Fed; State; CNPS)	HABITAT
PLANTS		
Allium peninsulare var. franciscanum (Franciscan onion)	--; --; 1B.2	Cismontane woodland, Valley and foothill grassland
Amsinckia lunaris (bent-flowered fiddleneck)	--; --; 1B.2	Coastal bluff scrub, Cismontane woodland, Valley and foothill grassland
Arctostaphylos franciscana (Franciscan manzanita)	FE; --; 1B.1	Coastal scrub (serpentinite)
Arctostaphylos imbricata (San Bruno Mountain manzanita)	--; CE; 1B.1	Chaparral, Coastal scrub
Arctostaphylos montana ssp. Ravenii (Presidio manzanita)	FE; CE; 1B.1	Chaparral, Coastal prairie, Coastal scrub
Arctostaphylos montaraensis (Montara manzanita)	--; --; 1B.2	Chaparral (maritime), Coastal scrub
Arctostaphylos pacifica (Pacific manzanita)	--; CE; 1B.1	Chaparral, Coastal scrub
Astragalus tener var. tener (alkali milk-vetch)	--; --; 1B.2	Playas, Valley and foothill grassland (adobe clay), Vernal pools
Carex comosa (bristly sedge)	--; --; 2B.1	Coastal prairie, Marshes and swamps (lake margins), Valley and foothill grassland
Centromadia parryi ssp. parryi (pappose tarplant)	--; --; 1B.2	Chaparral, Coastal prairie, Meadows and seeps, Marshes and swamps (coastal salt), Valley and foothill grassland (vernally mesic)
Chorizanthe cuspidata var. cuspidata (San Francisco Bay spineflower)	--; --; 1B.2	Coastal bluff scrub, Coastal dunes, Coastal prairie, Coastal scrub
Chorizanthe robusta var. robusta (robust spineflower)	FE; --; 1B.1	Chaparral (maritime), Cismontane woodland (openings), Coastal dunes, Coastal scrub

SPECIES	STATUS (Fed; State; CNPS)	HABITAT
Cirsium andrewsii (Franciscan thistle)	--; --; 1B.2	Broadleafed upland forest, Coastal bluff scrub, Coastal prairie, Coastal scrub
Cirsium occidentale var. compactum (compact cobwebby thistle)	--; --; 1B.2	Chaparral, Coastal dunes, Coastal prairie, Coastal scrub
Collinsia corymbosa (round-headed Chinese-houses)	--; --; 1B.2	Coastal dunes
Collinsia multicolor (San Francisco collinsia)	--; --; 1B.2	Closed-cone coniferous forest, Coastal scrub
Fritillaria liliacea (fragrant fritillary)	--; --; 1B.2	Cismontane woodland, Coastal prairie, Coastal scrub, Valley and foothill grassland
Gilia capitata ssp. chamissonis (blue coast gilia)	--; --; 1B.1	Coastal dunes, Coastal scrub
Gilia millefoliata (dark-eyed gilia)	--; --; 1B.2	Coastal dunes
Grindelia hirsutula var. maritima (San Francisco gumplant)	--; --; 3.2	Coastal bluff scrub, Coastal scrub, Valley and foothill grassland
Helianthella castanea (Diablo helianthella)	--; --; 1B.2	Broadleafed upland forest, Chaparral, Cismontane woodland, Coastal scrub, Riparian woodland, Valley and foothill grassland
Hemizonia congesta ssp. congesta (congested-headed hayfield tarplant)	--; --; 1B.2	Valley and foothill grassland
Hesperevax sparsiflora var. brevifolia (short-leaved evax)	--; --; 1B.2	Coastal bluff scrub (sandy), Coastal dunes, Coastal prairie
Heteranthera dubia (water star-grass)	--; --; 1B.2	Marshes and swamps (alkaline, still or slow-moving water)
Horkelia cuneata var. sericea (Kellogg's horkelia)	--; --; 1B.1	Closed-cone coniferous forest, Chaparral (maritime), Coastal dunes, Coastal scrub
Horkelia marinensis (Point Reyes horkelia)	--; --; 1B.2	Coastal dunes, Coastal prairie, Coastal scrub
Layia carnosa (beach layia)	FE; CE; 1B.1	Coastal dunes, Coastal scrub (sandy)
Leptosiphon rosaceus (rose leptosiphon)	--; --; 1B.1	Coastal bluff scrub
Lessingia germanorum (San Francisco lessingia)	FE; CE; 1B.1	Coastal scrub (remnant dunes)
Malacothamnus arcuatus (arcuate bush-mallow)	--; --; 1B.2	Chaparral, Cismontane woodland
Monardella sinuata ssp. nigrescens (northern curly-leaved monardella)	--; --; 1B.2	Chaparral (SCR Co.), Coastal dunes, Coastal scrub, Lower montane coniferous forest (SCR Co., ponderosa pine sandhills)

SPECIES	STATUS (Fed; State; CNPS)	HABITAT
Pentachaeta bellidiflora (white-rayed pentachaeta)	FE; CE; 1B.1	Cismontane woodland, Valley and foothill grassland (often serpentinite)
Plagiobothrys chorisianus var. chorisianus (Choris' popcornflower)	--; --; 1B.2	Chaparral, Coastal prairie, Coastal scrub
Sanicula maritima (adobe sanicle)	--; CR; 1B.1	Chaparral, Coastal prairie, Meadows and seeps, Valley and foothill grassland
Senecio aphanactis (chaparral ragwort)	--; --; 2B.2	Chaparral, Cismontane woodland, Coastal scrub
Silene scouleri ssp. scouleri (Scouler's catchfly)	--; --; 2B.2	Coastal bluff scrub, Coastal prairie, Valley and foothill grassland
Silene verecunda ssp. verecunda (San Francisco campion)	--; --; 1B.2	Coastal bluff scrub, Chaparral, Coastal prairie, Coastal scrub, Valley and foothill grassland
Suaeda californica (California seablite)	FE; --; 1B.1	Marshes and swamps (coastal salt)
Trifolium amoenum (two-fork clover)	FE; --; 1B.1	Coastal bluff scrub, Valley and foothill grassland (sometimes serpentinite)
Triphysaria floribunda (San Francisco owl's-clover)	--; --; 1B.2	Coastal prairie, Coastal scrub, Valley and foothill grassland
Triquetrella californica (coastal triquetrella)	--; --; 1B.2	Coastal bluff scrub, Coastal scrub
WILDLIFE		
Rana draytonii (California red-legged frog)	FT; --; SSC	quiet pools of streams, marshes, and occasionally ponds
Thamnophis sirtalis tetrataenia (San Francisco gartersnake)	FE; CE; CP	
Emys marmorata (western pond turtle)	--; --; SSC	Permanent or nearly permanent aquatic habitat
Falco peregrinus anatum (American peregrine falcon)	FD; CD; CP	
Pelecanus occidentalis californicus (California brown pelican)	FD; CD; CP	
Rallus obsoletus obsoletus (California Ridgway's rail)	FE; CE; CP	
Riparia riparia (bank swallow)	--; CT; --	Riparian and other lowland habitats in California west of the deserts during the spring-fall period
Laterallus jamaicensis coturniculus (California black rail)	--; CT; CP	Tidal salt marshes dominated by pickleweed, and brackish and freshwater marshes.
Accipiter cooperii (Cooper's hawk)	--; '--; WL	Breeds in southern Sierra Nevada foothills, New York Mts., Owens Valley, and other local areas in southern California

SPECIES	STATUS (Fed; State; CNPS)	HABITAT
Eremophila alpestris actia (California horned lark)	--; '--; WL	Short grasslands (stubble fields), disturbed areas, agriculture fields, and beach areas
Falco mexicanus (prairie falcon)	--; '--; WL	Distributed from annual grasslands to alpine meadows, but associated primarily with perennial grasslands, savannahs, rangeland, some agricultural fields, and desert scrub areas.
Lanius ludovicianus (loggerhead shrike)	--; '--; SSC	open habitats with scattered shrubs, trees, posts, fences, utility lines, or other perches.
Geothlypis trichas sinuosa (saltmarsh common yellowthroat)	--; '--; SSC	Riparian thickets and riparian woodlands with a dense understory.
Melospiza melodia pusillula (Alameda song sparrow)	--; '--; SSC	Emergent wetlands with low, dense vegetation such as willows.
Phalacrocorax auritus (double-crested cormorant)	--; '--; WL	Inland lakes, fresh, salt and estuarine waters. Overnight roosts on humanly inaccessible areas without vegetation.
Mylopharodon conocephalus (hardhead)	--; --; SSC	
Eucyclogobius newberryi (tidewater goby)	FE; --; SSC	Shallow lagoons and lower coastal stream reaches with salinities from brackish to fresh
Spirinchus thaleichthys (longfin smelt)	FC; CT; --	Salt or brackish estuaries with a sandy-gravel substrate.
Bombus occidentalis (western bumble bee)	--; CCE; --	
Callophrys mossii bayensis (San Bruno elfin butterfly)	FE; --; --	Hilltops and ridges of coastal scrub supporting the host plant species, stonecrop
Plebejus icarioides missionensis (Mission blue butterfly)	FE; --; --	
Euphydryas editha bayensis (Bay checkerspot butterfly)	FT; --; --	Foothills of serpentine soils supporting host species, native plantain and owl's clover
Speyeria callippe callippe (callippe silverspot butterfly)	FE; --; --	
Corynorhinus townsendii (Townsend's big-eared bat)	--; --; SSC	Utilizes a variety of communities, including conifer and oak woodlands and forests, arid grasslands and deserts, and high elevation forests and meadows.

Source: California Natural Diversity Database Search Results. 2020. https://wildlife.ca.gov/Data/CNDDB. Accessed 24 July 2020.

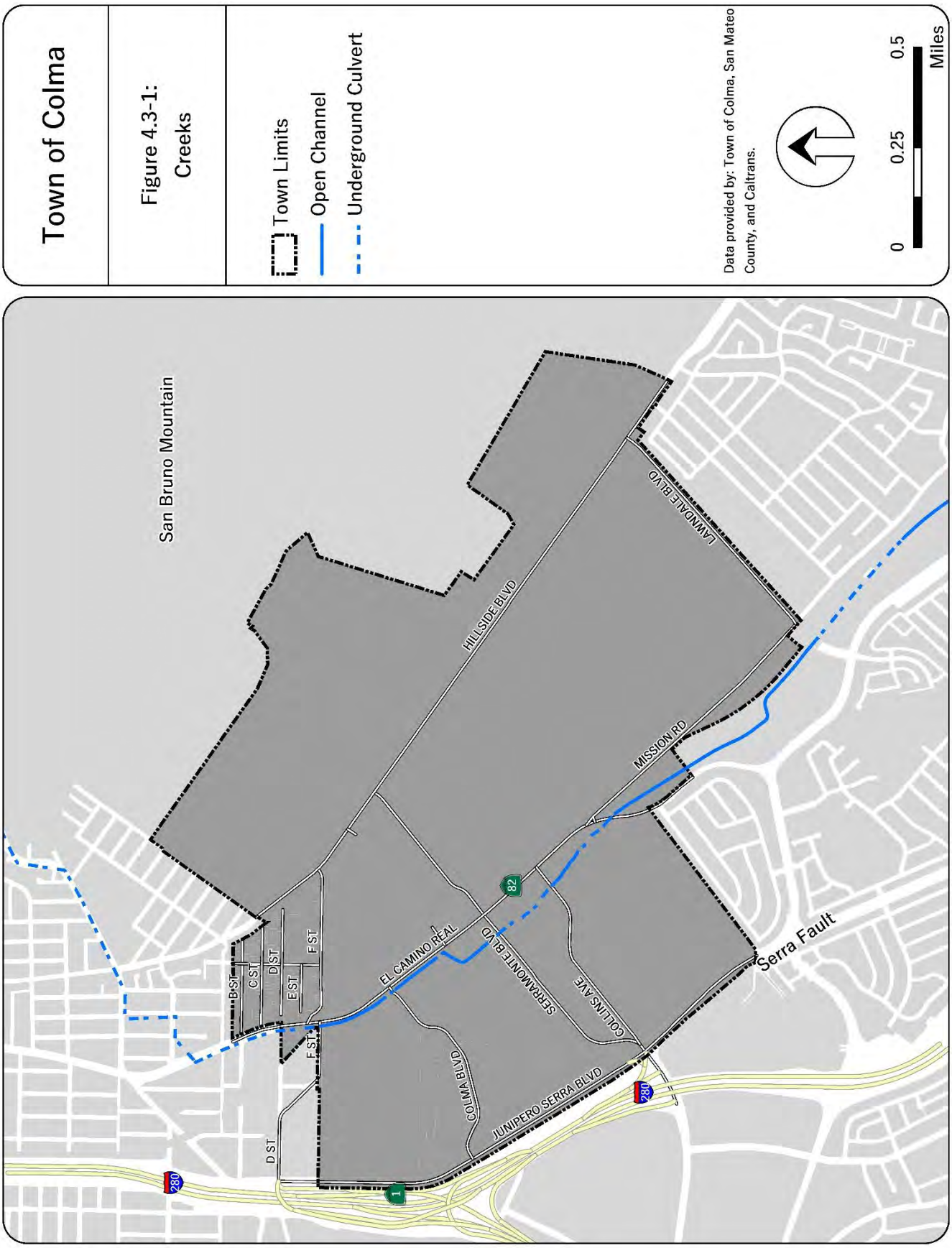
Riparian Vegetation - Riparian vegetation, largely willow and alder, is limited to the banks along the few open sections of Colma Creek. These areas are located behind the commercial district west of Mission Road, from the Cypress Lawn Cemetery offices to Collins Avenue, west of City Hall from Serramonte Boulevard north about 800 feet, and in front of Woodlawn and Greenlawn cemeteries adjacent to El Camino Real.

Non-Native Plants - Non-native plant species are prevalent in certain areas of the town of Colma and are often so prolific that they are invasive and spread into surrounding ecosystems, displacing native plants. Non-native plants tend to be more aggressive in their growth habits, often produce more seed that lasts longer in the soil and are more resistant to diseases, to competitors and to predators. Invading non-native plants in the town include German Ivy (Senecio mikanioides), Cape Ivy (Senecio angulatus), Pampas Grass (Cortaderia jubata), Fennel (Foeniculum), Scotch Broom (Cytisus scoparius), and Gorse (Ulex europaea).

Tree Masses - The vegetation that is most clearly recognized in the town of Colma is the significant tree masses that exist throughout the town. The majority of these trees were planted by the cemetery owners to act as buffers, windbreaks and for aesthetic purposes. The cemeteries chose pine, cypress, palm, acacia, and eucalyptus because of their availability and compatibility with the town's microclimate.

Wildlife – The town of Colma has a diversified wildlife population. The San Francisco Bay Area is located along the Pacific Flyway, so migratory birds are attracted to the open spaces of San Bruno Mountains and to the memorial parks and cemetery irrigation ponds in the town. Bird species seen in the area include vultures, hawks, owls and a variety of songbirds. Small animals common to the Colma area are snakes, lizards, gophers, squirrels, frogs, mice and rabbits. Mammals such as racoons, possum, skunk and coyotes are also common in the town of Colma and on San Bruno Mountain.

Endangered, Threatened, and Sensitive Species – Open space land in the town of Colma is characterized as disturbed due to agricultural practices and normal cemetery landscape maintenance which has occurred for over 100 years. However, there are areas adjacent to the town where threatened and endangered species are found, such as San Bruno Mountain, and there are areas within the town of Colma where man-made environments may favor the presence of sensitive species. The California red-legged frog, California Ridgway's rail, longfin smelt, western bumble bee, and the San Francisco garter snake (Table 4.3.1) are a few of the State and federally endangered species that may exist within the town.


Town of Colma
Figure 4.3-1:
Creeks
Town Limits
Open Channel
Underground Culvert
Data provided by: Town of Colma, San Mateo County, and Caltrans.
0
0.25
0.5
Miles
San Bruno Mountain
HILLSIDE BLVD
LAWNDALE BLVD
MISSION RD
EL CAMINO REAL
SERRAMONTE BLVD
COLLINS AVE
COLMA BLVD
JUNIPERO SERRA BLVD
Serra Fault
B ST
C ST
D ST
E ST
F ST
F ST
D ST
82
280
1
280

4.3.2 REGULATORY FRAMEWORK

FEDERAL

Federal Endangered Species Act (1973)

When Congress passed the Federal Endangered Species Act (FESA) in 1973, it expressed concern that many of our nation's native plants and animals were in danger of becoming extinct. The purpose of the FESA therefore is to protect and recover imperiled species and their related ecosystems. The Department of U.S. Fish and Wildlife Service (USFWS) and the Commerce Department's National Marine Fisheries Service (NMFS) administer the FESA. USFWS has primary responsibility for terrestrial and freshwater organisms, while the responsibilities of NMFS are mainly marine wildlife such as whales and anadromous fish such as salmon. Under the FESA, species may be listed as either endangered or threatened. "Endangered" means a species is in danger of extinction throughout all or a significant portion of its range. "Threatened" means a species is likely to become endangered within the foreseeable future. All species of plants and animals, except pest insects, are eligible for listing as endangered or threatened.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) implements international treaties between the U.S. and other nations devised to protect migratory birds, any of their parts, eggs, and nests from a variety of activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit.

Clean Water Act

The federal Clean Water Act (CWA) was enacted as an amendment to the federal Water Pollution Control Act of 1972, which established the basic structure for regulating discharges of pollutants into the waters of the United States and established quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was significantly reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972.

The purpose of the Clean Water Act (CWA) is to restore and maintain the chemical, physical, and biological integrity of the nation's waters, which include rivers, streams, estuaries, the territorial seas, ponds, lakes and wetlands. Wetlands are defined as those areas "that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 328.3 7b).

The CWA empowers the Environmental Protection Agency (EPA) to set national water quality standards and effluent limitations and includes programs addressing both point-source and nonpoint-source pollution. Point-source pollution is pollution that originates or enters surface waters at a single, discrete location, such as an outfall structure or an excavation or construction site. Nonpoint-source pollution originates over a broader area and includes urban contaminants in stormwater runoff and sediment loading from upstream areas.

CWA Permits for Fill Placement in Waters and Wetlands - Section 404

Section 404 of the CWA prohibits the discharge of dredged or fill material into "waters of the United States" without a permit from the United States Army Corps of Engineers (USACE). The U.S. Environmental Protection Agency (U.S. EPA) also has authority over wetlands and may override a USACE permit. Substantial impacts on wetlands may require an individual permit. Projects that only minimally affect wetlands may meet the conditions of one of the existing Nationwide Permits. A Water Quality Certification

or waiver pursuant to Section 401 of the CWA is required for Section 404 permit actions; this certification or waiver is issued by the Regional Water Quality Control Board (RWQCB).

STATE AND REGIONAL

California Endangered Species Act

The California Endangered Species Act (CESA) is a California state environmental law that conserves and protects plant and animal species at risk of extinction. Plant and animal species may be designated threatened or endangered under CESA after a formal listing process by the California Fish and Game Commission. Approximately 250 species are currently listed under CESA. Any CESA-listed species, or any part or product of the plant or animal, may not be imported into the state, exported out of the state, "taken" (i.e., killed), possessed, purchased, or sold without proper authorization.

The California Department of Fish and Wildlife (CDFW) works with agencies, organizations, and other interested persons to study, protect, and preserve CESA-listed species and their habitats. CDFW also conducts scientific reviews of species petitioned for listing under CESA, administers regulatory permitting programs to authorize take of listed species, maintains an extensive database of listed species occurrences, and conducts periodic reviews of listed species to determine if the conditions that led to original listing are still present.

The State of California first began to designate species as "Fully Protected" prior to the creation of the CESA and the FESA. Lists of fully protected species were initially developed to provide protection to those animals that were rare or faced possible extinction, and included fish, mammals, amphibians, reptiles, birds, and mammals. The regulations that implement the Fully Protected Species Statute (California Fish and Game Code Section 4700) provide that fully protected species may not be taken or possessed at any time. Furthermore, the CDFW prohibits any state agency from issuing incidental take permits for fully protected species, except for necessary scientific research.

California Department of Fish and Game Code – Predatory Birds

The federal Migratory Bird Treaty Act (16 USC, Sec. 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds in accordance with regulations under the US Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs. In California, birds of prey are protected under the State Fish and Game Code, Section 3503.5 (1992). Section 3503.5 states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "taking" by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute a significant impact.

California Department of Fish and Game Code - Bats

All bat species are protected under the California Fish and Game Code Section §4150, which states that all non-game mammals or parts thereof may not be taken or possessed except as otherwise provided in the code or in accordance with regulations adopted by the commission.

California Department of Fish and Game Code - Native Plant Protection Act

The Native Plant Protection Act (NPPA) of 1977 was created with the intent to "preserve, protect and enhance rare and endangered plants in this state." The NPPA is administered by the California Department

of Fish and Wildlife (CDFW). The Fish and Game Commission has the authority to designate native plants as "endangered" or "rare" and to protect endangered and rare plants from take. The California Endangered Species Act (CESA) provides further protection for rare and endangered plant species, but the NPPA remains part of the Fish and Game Code.

The California Native Plant Society (CNPS) maintains a list of special status plant species based on collected scientific information. Designation of these species by CNPS has no legal status or protection under federal or state endangered species legislation. CNPS designations are defined as List 1A (plants presumed extinct); List 1B (plants rare, threatened, or endangered in California and elsewhere); List 2 (plants rare, threatened, or endangered in California, but more numerous elsewhere); List 3 (plants about which more information is needed – a review list); and List 4 (plants of limited distribution - a watch list).

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act imposes stringent controls on any discharges into the "waters of the state" (California Water Code §13000, et seq.). This law assigns overall responsibility for water rights and water quality protection to the State Water Resource Control Board (SWRCB) and directs the nine statewide Regional Water Quality Control Boards (RWQCBs) to develop and enforce water quality standards within their boundaries.

Waters of the state are defined as any surface water or groundwater, including saline waters, within the boundaries of the state. Pursuant to the Porter-Cologne Act, the State Water Resources Control Board (SWRCB) has the ultimate authority over state water rights and water quality policy. The Act also establishes nine Regional Water Quality Control Board (RWQCBs) to oversee water quality at the local/regional level, where the State retains authority to regulate discharges of waste into any waters of the state, regardless of whether the United States Army Corps of Engineers (USACE) has concurrent jurisdiction under Section 404 of the Communications Workers of America (CWA). This applies specifically to isolated wetlands considered non-jurisdictional by the Corps.

State Definition of Covered Waters

Under California State law, "waters of the state" means "any surface water or groundwater, including saline waters, within the boundaries of the state" (California Water Code §13050(e)). Therefore, water quality laws apply to both surface and groundwater. After the US Supreme Court decision in *Solid Waste Agency of Northern Cook County* v. *Army COE of Engineers* (*SWANCC v. USCOE*), the Office of Chief Counsel of the SWRCB released a legal memorandum confirming the State's jurisdiction over isolated wetlands. The memorandum stated that under the California Porter-Cologne Water Quality Control Act, discharges to wetlands and other waters of the state are subject to State regulation, and this includes isolated wetlands. In general, the RWQCBs regulate discharges to isolated waters in much the same way as they do for federal-jurisdictional waters, using Porter-Cologne rather than CWA authority.

LOCAL

Town of Colma Municipal Code

The town of Colma recognizes the contribution of both trees and views to the character and beauty of the town. Removal of trees without reasonable care would destroy the natural beauty of certain areas, contribute to erosion and increase cost of drainage systems, reduce protection against wind, and impair residential privacy and quiet. Guidelines are provided in the town's Tree Ordinance and Public Tree Ordinance to protect both trees and views and to ensure that access to public property and public rights-of-way, including sidewalks, by persons with disabilities is not constrained or inhibited.

4.3.2 IMPACT ANALYSIS AND MITIGATION MEASURES

Standards of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. Biological resources impacts are considered to be significant if implementation of the project considered would result in any of the following:

- 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 Game or U.S. Fish and Wildlife Service.
- 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 Game or US Fish and Wildlife Service.
- 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.
- 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.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

METHODOLOGY

This section describes potential impacts on biological resources that could result from the GPU and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. This impact assessment is based on the project description (Section 3.0, Project Description), information available from various existing planning documents and database searches. Analysis of the effects of implementing the Proposed General Plan Update was based on the review of available data sources. No new field studies or other research were conducted for the preparation of this DPEIR, as existing information on biological resources in the Planning Area was deemed an appropriate level of detail for a program-level environmental assessment. Based on a review of aerial photographs, data from the CNDDB's electronic database, and available information from other environmental documents provided by the Town, this Draft PEIR presents a list of special-status species that have the potential to occur in the Planning Area, due to the presence of the basic habitat types that they inhabit.

IMPACTS

Impact 4.3.1 The proposed GPU would not have a substantial adverse effect through habitat modification on any species identified as a candidate, sensitive, or special status species, or impact riparian habitat or other sensitive natural communities as identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service (***Less than Significant***).

A search of the California Natural Diversity Data Base has revealed the potential occurrence of one amphibian, one bird species, one fish species, four insect species, one reptile (California garter snake), and eight plant species with the town of Colma that are either State or Federal Threatened or Endangered species.

The 2040 GPU proposes few changes that could potentially alter the future development proposed in the town. The proposed GPU updates the town's existing planning areas, simplifying the town's existing planning areas into five new planning areas that are consistent with the present condition of the town and the vision of the City Council. The planning areas include development standards such as height, FAR, and density as well as development standard bonuses for specific uses in opportunity sites. In addition, the proposed GPU introduces new land uses such a medium density residential land use that is consistent with current developments and a commercial overlay over vacant and underutilized cemetery land east of Hillside Boulevard. The 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster's site, respectively.

Though the proposed GPU in itself would not directly approve or entitle any development, it would facilitate future development by allowing for infill development as well as redevelopment of the few vacant and underutilized parcels that exist within the town of Colma, thereby incentivizing new development in already developed areas with limited potential for wildlife habitat. Although the CNDDB recognizes several potentially protected and endangered species, some, like the California garter snake, have not been found in the town of Colma, while others may exist in the numerous cemetery areas in the town. Although some development of the few currently vacant parcels in the town may affect some candidate, special status, or candidate species, the areas that may develop are already designated for urban uses. Construction and site maintenance activities associated with future development have the potential to result in the direct or indirect loss or disturbance of these plant or animal species. However, future site-specific projects would be required to conduct biological resources review under State CEQA Guidelines to ensure that there are no impacts to potential habitat modifications, for any one particular area. In addition, the General Plan includes policies that would minimize or avoid impacts to sensitive habitat by requiring the protection and preservation of such resources.

Proposed General Plan Update Policies

The following proposed General Plan policies would minimize or avoid impacts to riparian corridors and natural communities:

Policy OSC-4-7: **Colma Creek Bank Setback.** Protect and enhance areas of Colma Creek for riparian habitat, linear park opportunities, and aesthetic value.

Policy OSC-5-3: **Sensitive Biological Habitats.** Require new development on or near sensitive habitats such as open creeks, ponds and other water features to be subject to an investigation of the presence of the threatened Red-legged frog and endangered San Francisco garter snake.

Policy OSC-5-4: **Habitat Enhancement.** Require new development to minimize the disturbance of natural habitats and vegetation, and revegetation of disturbed habitat with native or non-invasive, naturalized species.

The GPU would have a **less than significant** impact on species identified as a candidate, sensitive, or special statute species in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service. Moreover, these less than significant impacts would be further reduced with the implementation of the policies described above and no further mitigation is required.

Impact 4.3.2 Development under the proposed General Plan Update would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (***No Impact***).

While streams, rivers, vernal pools and marshes are of typical concern since they provide unique habitats, there are no such habitats within the Planning Area. Colma Creek flows from the San Bruno Mountains through Colma to the San Francisco Bay. While portions of the creek provide habitat and could support protected species, the portions of the creek that flow through Colma flows mostly underground. While portions of the creek daylight in town, it is concrete-lined and does not provide habitat.

There are no State or federally protected wetlands within the General Plan Update Planning Area. Moreover, the majority of the 1225.18-acre Planning Area is either dedicated for cemetery uses or is already developed with residential and commercial uses. Although implementation of the proposed GPU would allow approximately 328 residential units, 990,000 square feet of commercial uses and 35,000 square feet of office uses at buildout, most of this would occur as infill development of redevelopment of underutilized parcels of land. Therefore, there would be **no impact** and no mitigation measures are required.

Impact 4.3.3 The proposed GPU would not 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 (***Less than Significant***).

Wildlife habitat corridors often provide wildlife with connectivity for daily movement or migration. Wildlife species often utilize movement corridors as either thru-ways between outlying habitats during seasonal migrations or movement within a home range, or as dwelling areas for a longer period of time. Habitat loss, fragmentation, or degradation resulting from changes to land use can change the viability of wildlife movement corridors.

While the Planning Area is mainly developed with urban uses, there are small areas of diversified wildlife population within the town. Table 4.3.1 lists the various native and migratory wildlife, bird and amphibious species that may be found in the town of Colma, particularly along its areas that abut San Bruno Mountain. Since the town of Colma is located along the Pacific Flyway, migratory birds are often found in the town's open spaces related to cemetery uses. The town's tall tree masses are also potential testing sites for sensitive raptors protected by the Migratory Bird Treaty Act. Major parts of Colma Creek that flow through the town of Colma, are either underground water resources or contained by narrow culverts. Existing habitats that could support wildlife are surrounded by urban areas and therefore do not

support the migration of land animals. Ornamental ponds within some of the town's cemeteries may be potential habitat for the federally listed threatened Red-legged frog. Site conditions favoring this species include ponds at least two feet deep with moving water and borders of dense, shrubby or emergent riparian vegetation. Although the state and federally-listed endangered San Francisco garter snake seeks the Red-legged frog as a food source, there are currently no known populations of the snake in the town of Colma.

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Wildlife species typically use movement corridors in various ways. However, movement corridors through the town are somewhat limited due to the geography of the town and its numerous cemetery uses. Since the only large continuous areas of open space within the Planning Area are related to the town's cemetery uses, given their contiguous nature these are the few areas that have the potential to function as wildlife corridors. Future new development will either consist of redevelopment of underutilized or infill sites and no new development would be allowed in the town's cemetery sites. Therefore, although there may be indirect impacts to the movement of wildlife, development/redevelopment under the GPU is not expected to result in direct impacts to habitat or fragmentation of open space.

Proposed General Plan Update Policies

In addition to Policy OSC-3.7, Program OSC-3.8a, Policy OSC-4.3, and Policy OSC-4.4, the following proposed General Plan policies minimize or avoid impacts to important wildlife corridors and linkages:

Policy OSC-5-5: **Nesting Bird Protection.** Require project applicants to retain the services of a qualified biologist(s) to conduct a pre-construction nesting bird survey during the nesting season (February 1 through August 31) prior to all new development that may remove or be in close proximity to any trees or vegetation that may provide suitable nesting habitat for migratory birds or other special-status bird species. If nests are found the qualified biologist(s) shall identify appropriate avoidance measures, and these measures shall be incorporated into the project and implemented accordingly.

Implementation of the policies described above would further ensure that environmental impacts associated with wildlife species movement is **less than significant** and no mitigation is required.

Impact 4.3.4 Implementation of the proposed General Plan Update would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (***No Impact***).

The Town of Colma has a Tree Ordinance that promotes the healthy growth of trees, controls the removal of trees, and encourages the replacement of trees within the Town. Any buildout activity under the proposed GPU would be required to follow these regulations. Therefore, any buildout activities under the proposed General Plan Update would have **no impact** and mitigation is not required.

Impact 4.3.5 Implementation of the proposed General Plan Update would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (***No Impact***).

There are no adopted Habitat Conservation Plans for the Town, nor are there any Natural Community Conservation Plans at the county level that include land within the Planning Area. Therefore, future development under the GPU would not conflict with provisions of these conservation plans. There would be **no impact** and no mitigation is required.

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4.4 CULTURAL AND TRIBAL RESOURCES

This section of the Draft Program Environmental Impact Report (Draft PEIR; DPEIR) describes the existing cultural and tribal resources within the Town of Colma's 2040 General Plan Planning Area (Planning Area). This section therefore identifies the potential impacts of implementing the proposed project on such resources as well as the appropriate proposed General Plan policies that reduce any identified impacts. This section of the DPEIR also includes the Native American consultation and the analysis prepared by ASM Associates Inc.

Cultural resources are defined as prehistoric and historic sites, structures, and districts, or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, religious, or any other reason. Paleontological resources include fossil remains, as well as fossil localities and formations which have produced fossil material. For analysis purposes, cultural resources may be categorized into: archaeological resources (prehistoric and historical); historic properties, buildings and districts; and paleontological. Cultural resource impacts include those affecting existing historic resources (i.e., historic districts, landmarks, etc.). Tribal resources generally address areas of importance to Native Americans, such as, but not limited to, sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources (California Register) or included in a local register of historical resources.

ASM Associates Inc. (ASM) conducted a tribal cultural study for the Town of Colma, in March of 2021, and their analyses is presented in the discussion and analysis of this section, undertaking documentary research in September 2020. Deanna M. Keegan, MA, RPA, served as Principal Investigator and is the primary author of this report. Ms. Keegan meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology and Principal Investigator. ASM Director Ted Bibby, PhD, and ASM Associate Archaeologist Jennifer Mak, BA, assisted Ms. Keegan with sections of this report. Professional Qualifications are available in Appendix D of the Town-wide Archaeological Resource Study.

CONCEPTS AND TERMINOLOGY

The following definitions are common terms used to discuss the regulatory requirements and treatment of cultural resources:

- *Cultural resource* is a term used to describe several different types of properties: prehistoric and historical archaeological sites; architectural properties such as buildings, bridges, and infrastructure; and resources of importance to Native Americans.
- *Historic properties* is a term defined by the National Historic Preservation Act (NHPA) as any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion on, the National Register of Historic Places (NRHP), including artifacts, records, and material remains related to such a property.
- *Historical resource* is a CEQA term that includes buildings, sites, structures, objects, or districts, each of which may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance, and is eligible for listing or is listed in the California Register of Historical Resources (CRHR). The CRHR includes resources listed in or formally determined eligible for listing in the NRHP, as well as some California State Landmarks and Points of Historical Interest.
- *Paleontological resource* is defined as including fossilized remains of vertebrate and invertebrate organisms, fossil tracks and trackways, and plant fossils. An unique paleontological site would include a known area of fossil bearing rock strata.

- *Tribal Cultural resource* is a CEQA term that includes site features, places, cultural landscapes, sacred places or objects, which are of cultural value to a tribe and is either: (a) on or eligible for the CA Historic Register or a local historic register; or (b) is treated as a Tribal Cultural Resource by the lead agency.

4.4.1 EXISTING SETTING

REGIONAL

Bay Area Prehistoric Resources

Cultural Background - Prehistoric

In an effort to provide a categorization of prehistoric time periods for cultural stages that describe archaeological resources and cultural patterns, archaeologists have created and used regional chronologies throughout California for each time frame. The town of Colma lies in the San Francisco Bay (Bay) region. Milliken et al. (2007) divide the prehistoric cultural chronology of the San Francisco Bay Area (Bay Area) into five periods: the Early Holocene (8000–3500 B.C.E.), Early (3500–500 B.C.E.), Lower Middle (500 B.C.E.–C.E. 430), the Upper Middle (C.E. 430–1050), and the Late Period (C.E. 1050–Contact).

Many researchers include the terminal Pleistocene (11,700–8000 B.C.E.) in the San Francisco Bay Area chronology; however, there is no supporting archaeological evidence that the area was lived in prior to the Early Holocene. Although it is likely that Early Paleoindian groups lived in the region, factors (e.g., sea level rise, development, erosion) could be obscuring archaeological evidence. As such, the terminal Pleistocene in this chronology has not been discussed in this document.

The earliest archaeological evidence of use of the San Francisco Peninsula is represented by the remains of a female aged 24 to 36 years during the construction of the Bay Area Rapid Transit (BART) Civic Center Station in the city of San Francisco. The remains were discovered approximately 7.5 mi. northeast of the Planning Area. Discovered in 1969, the female skeleton was identified 75 feet below ground surface. Associated organic material found near the female skeleton provided radiocarbon dates to approximately 5,000 years ago (CA-SFR-28).

The earliest archaeological study of the San Francisco Peninsula was conducted between 1906 and 1909. Nelson (1909) studied the perimeter of San Francisco Bay and focused on shell mounds in or adjacent to the Bay. The survey also included the city of San Francisco. Nelson noted the absence of prehistoric sites in the city of San Francisco and the surrounding area, which were significantly developed by then.

The following periods in prehistory are described below:

Early Holocene (11,600-7700 B.C.E.)

Early Holocene populations in the San Francisco Bay were semi-mobile hunter-gathers. Holocene alluvial deposits buried Early Holocene sites in the San Francisco Bay, thus limiting the availability of information for this period. The earliest evidence of the Early Holocene comes from radiocarbon dates obtained from excavations at Los Vaqueros (CA-CCO-696). In addition to radiocarbon dates, a large obsidian spear/dart point was found (CA-CCO-696). An excavation in the Santa Clara Valley at CA-SCL-178 revealed additional radiocarbon evidence of the Early Holocene in the San Francisco Bay. Both CA-CCO-696 and CA-SCL-178 had artifact assemblages containing flaked stone tools, including leaf-shaped projectile points and ground stone implements, such as milling slabs and ground stones, which were used in the Early Holocene.

Middle Holocene (7700-3800 B.C.E.)

The Middle Holocene saw increased sedentism and trade in the San Francisco Bay. The mortar and pestle replaced ground stone technologies of the Early Holocene. The first evidence of mortar and pestle use comes from CA-CCO-637, near the Los Vaqueros Reservoir, approximately 40 mi. east from the town of Colma, across the San Francisco Bay. Rectangular cut bead traditions appeared throughout the San Francisco Bay (Milliken et al. 2007). The use of shell beads in distribution and burials throughout the San Francisco Bay may indicate evidence of social stratification.

Late Holocene (3800 B.C.E.-1780 C.E.)

The archaeological record in the San Francisco Bay Area is greatest in the Late Holocene. Large shellmounds were established then, as evidenced by the Emeryville shell mound (CA-ALA-309), Ellis Landing (CA-CCO-295), and the West Berkeley Site (CA-ALA-307). Olivella saucer beads largely replaced the rectangular beads from the Middle Holocene. Other artifact assemblages include bone awls, net sinkers, mortars, bow and arrow, sea otter bones, harpoon, and hopper mortar.

LOCAL

The town of Colma is located in the far northern portion of the San Francisco Peninsula, in San Mateo county, along the eastern foothills of the Santa Cruz Mountain Range. The Planning Area is located in the middle to northern portion of the San Francisco Peninsula. The town's elevation ranges from 30 to 170 meters (m) above sea level, and it lies upon an alluvium consisting of predominantly Orthent soils throughout cemetery areas (***Figure 4.4-1: Soils of the Project Area and Vicinity***). Adjacent urban and developed areas are classified as urban land cut slopes and fills with mixtures of other Orthent soils. The foot slopes of the adjacent San Bruno Mountain reveal minor constituents of the Barnabe-Candlestick complex and consist of very gravelly sandy loam in the upper 12 inches of the profile, with weathered bedrock below.

The town lies between steep Pacific shore bluffs to the west and the rising western flank of San Bruno Mountain (with a maximum elevation of 400 m) to the east. The town's eastern and western borders are centered across a shallow sloping depression between these two features, which has an overall flat to concave profile across the Planning Area, with slopes averaging a 9 percent grade (5 degrees). Highway 82 (El Camino Real) extends through the center of the town (north/south) and follows historic drainages and perennial streams that naturally occur in the center of this topographic profile (***Figure 4.4-2: Portion of USGS 1892 Topographic quadrangle showing drainages and perennial streams***). Present day Colma Creek bisects the Planning Area and drains southeast toward historic marshlands at Point San Bruno.

Geologic units throughout the Planning Area are almost exclusively Pleistocene marine and marine terrace deposits. Bedrock outcrops on the eastern border of the Planning Area that form San Bruno Mountain are Franciscan formation sandstones from the late Jurassic to mid-Cretaceous (**Figure 4.4-3: Geologic units of the Project Area and vicinity from Jennings et al. (2010)**). Geomorphic maps classify the major component alluvium throughout the Planning Area as the Colma Formation, which is Pleistocene in age. Minor geomorphic alluvial and fluvial deposits occur in the perennial stream/Colma Creek areas and are reported as Holocene to late Holocene (<1,000 years) in age (***Figure 4.4-4: Portion of Greene et al. (2014) geomorphology map showing Holocene units (Qa, Qya) within the Project Area***).

Figure 4.4-1: Soils of the Project Area and Vicinity

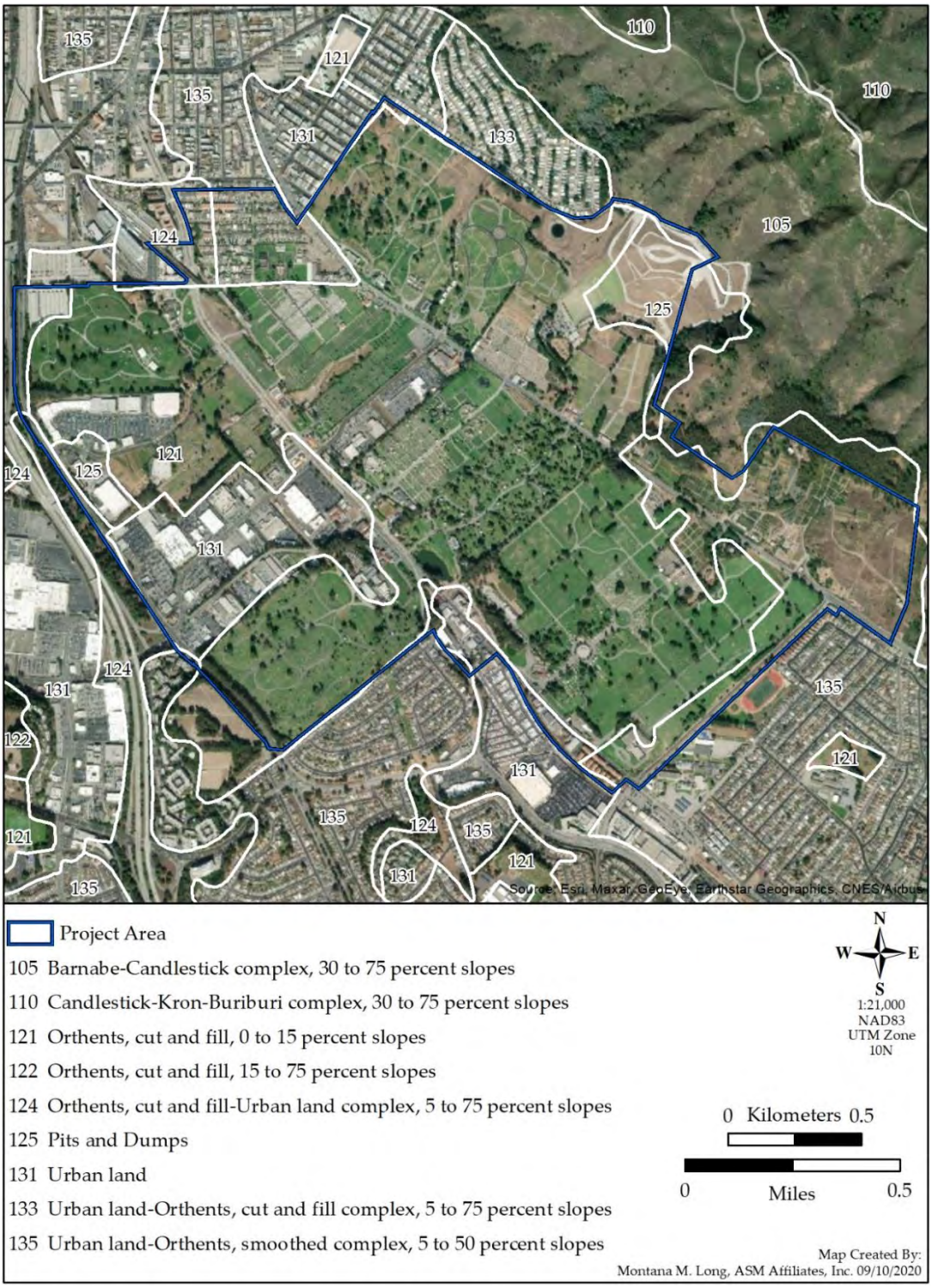


Figure 4.4-2: Portion of USGS 1892 Topographic quadrangle showing drainages and perennial streams

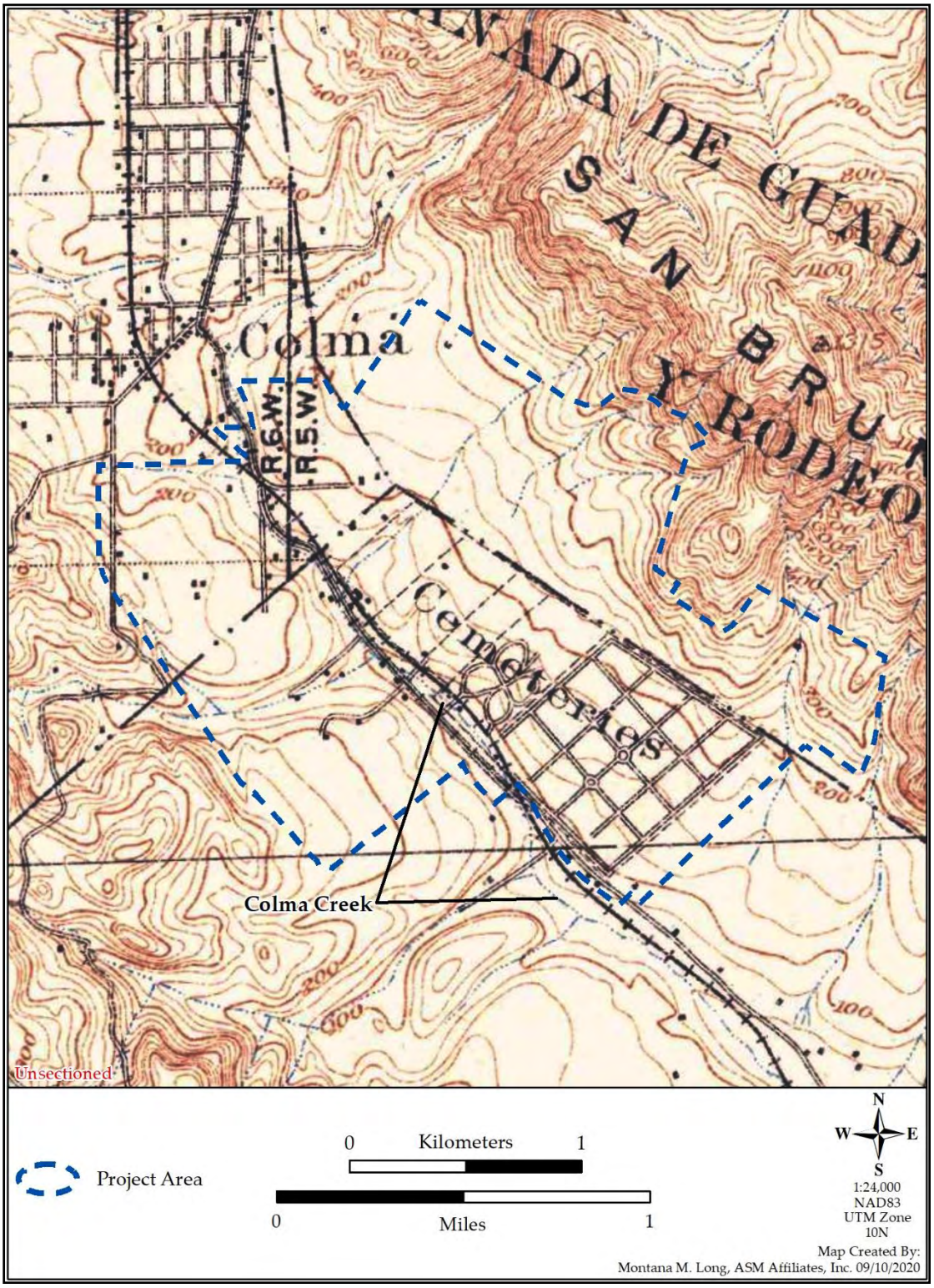


Figure 4.4-3: Geologic units of the Project Area and vicinity from Jennings et al. (2010)

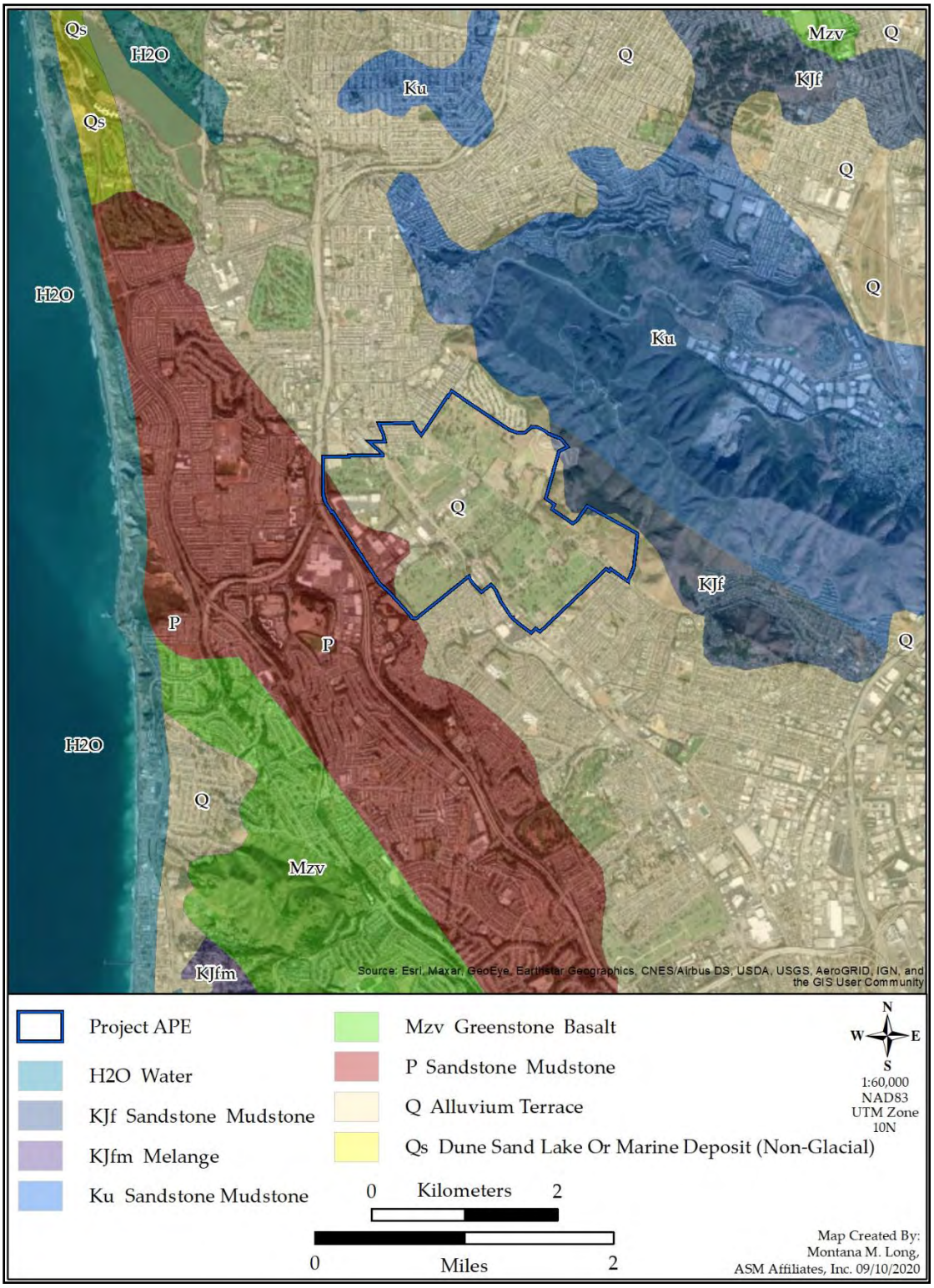
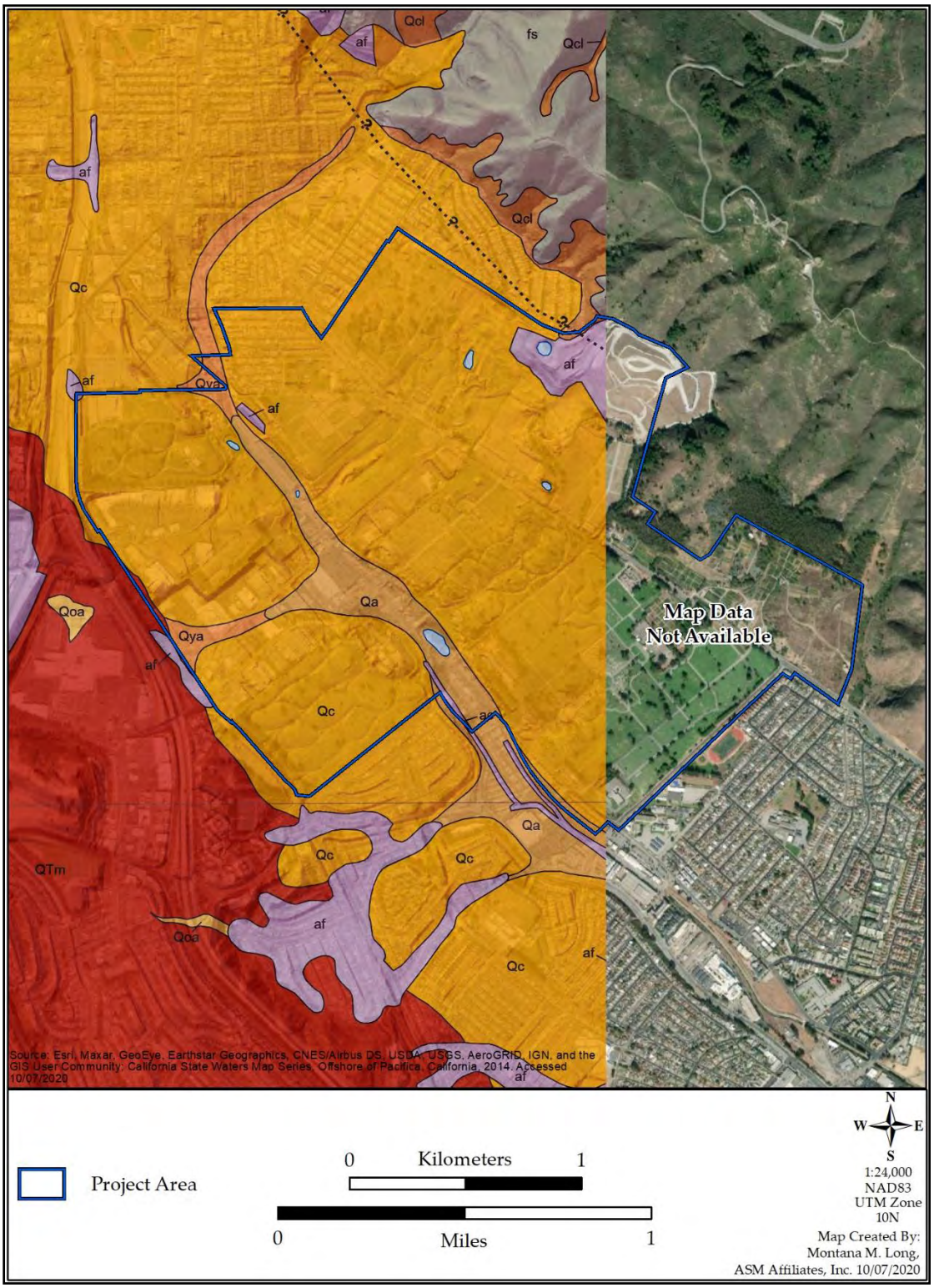


Figure 4.4-4: Portion of Greene et al. (2014) geomorphology map showing Holocene units (Qa, Qya) within the Project Area.



History of the Town

The town of Colma, or the Planning Area, is geographically defined by various road alignments and property boundaries and is very roughly established as aligned to Junipero Serra Blvd. to the west, Lawndale Blvd. to the southeast, generally following San Bruno Mountain's western foothill contours, and has a farthest northern extent at the intersection of San Pedro Rd. and Mission St., adjacent to the city of Daly City. The Planning Area encompasses all 16 active and two inactive cemeteries within the town limits.

In 1849 the gold rush brought hundreds of thousands to the city of San Francisco and with them they also brought disease leading to a high death rate. Twenty-six cemeteries had been established and most were almost filled by the 1880s.

In the late 1880s, cemetery owners started looking for new property to bury their dead as the city of San Francisco's cemeteries were full. The southern end of the town of Colma was chosen because of transportation. There was easy access by horse and carriage by way of Mission Street, street cars ran from the city of San Francisco to the town of Colma, trains were going alongside the cemeteries and most all having stops at each cemetery.

In 1900, the City and County of San Francisco passed an ordinance that there were to be no more burials allowed, as the land was too valuable to be wasted on the cemeteries, it was to be used for the living. In 1914, eviction notices were sent out to all cemeteries to remove their bodies and monuments. The town of Colma then inherited hundreds of thousands of bodies. Many went into mass graves as there were no relatives to pay the $10.00 for removal.

The town was incorporated in 1924, primarily to protect cemetery interests. A series of annexations in the twentieth century altered the town of Colma's boundaries so that, today, the town of Colma is comprised of approximately 1.9 square miles bounded by the city of Daly City on the north, San Bruno Mountain to the east, city of South San Francisco in the south and Junipero Serra Boulevard to the west.

The town of Colma has a unique history among California cities. Although it has been an important center, at various times, for agriculture and floriculture, it is truly unique because of its cemeteries that incorporated as a town in 1924 and now comprise nearly three-quarters of the land area within the town limits. Buildings, monuments and residences associated with the cemeteries are among the most prominent historical resources in town.

Recognizing its uniqueness, the town of Colma commissioned an historic resources inventory in December 1992. The Colma Historic Resources Inventory identifies and describes a number of buildings and sites having significance of local, State and National importance. A small sample of the town's notable historic resources includes Cypress Lawn Memorial Park one of the last grand rural cemeteries built in the west. The Cypress Law Community Mausoleum covers four and one-half acres and represents one of the finest collections of stained glass in the United States with work by Tiffany, Connick and Lamb. Cypress Lawn has established a program to restore all of the stained-glass window and ceiling panels. A restoration studio and technical staff are located at 1791 Old Mission Road.

Other historic features in the town include the Holy Cross Gateway/Lodge which is one of the only few examples of the Richardson Romanesque architectural style of San Mateo County and is the oldest remaining building ensemble of the town of Colma's first cemetery; Woodlawn's Gatehouse is considered to possess the highest artistic value of any like architectural feature in the town or possibly in the State of California. Other historic commercial or residential buildings include: Molloy's, the town's oldest commercial establishment in continuous operation since 1883; L. Bocci Monuments Shop which was

established in 1904 and is still in operation; and, the Ottoboni residence at 417 F Street where the town's floriculture industry began.

The town's Chartered Historic Association and its Colma Historical Association play important parts in the town's historic preservation efforts, with collections of relics and information from the past. For example, the town acquired the Old Colma Railroad Station (Station), built in 1881, which was threatened to be demolished; by the construction of the Bay Area Rapid Transit (BART) facilities. The Station, formerly known as the School House Station, played a key role in the development of northern San Mateo county as it was where farmers and teamsters stopped on their way to San Francisco; where the area's first school was built and around which businesses were established. The Station's architectural style is rare in the Bay Area and is one of the last surviving examples of early station houses. The Station will be restored for the Colma Historical Association to house its offices and museum.

Background Research – CHRIS Records Search

On August 14, 2020, ASM Director Ted Bibby, PhD, requested a California Historical Resources Information System (CHRIS) records search from the Northwest Information Center (NWIC) for the Project Area and within a 0.25-mi. radius of the town of Colma. NWIC provided records search results on September 14, 2020 (File No. 20-0300). Summarized records search results provided below are sourced from the NWIC, and correspondence is provided in Appendix B of the town-wide Archaeological Resource Study.

ASM conducted additional archival research, including the review of historic maps and photographs, land records, and queries to the OHP Historic Property Directory (HPD) and NRHP for archaeological resources. ASM reviewed historic topographic maps including those of the city of San Francisco, California, from 1869, 1947, 1948, 1955, 1956, 1957, 1960, 1961, and 1964; San Francisco South, California, in 1947, 1950, and 1956; and San Mateo, California, from 1892, 1896, 1899, 1915, 1939, and 1943. There are specifically no archaeological sites within the town of Colma listed in the NRHP, OHP, or the HPD, although there are numerous historical structures.

Previous Cultural Resource Studies

The NWIC report shows a total of 18 previously completed projects within the town of Colma Planning Area. **Table 4.4.1: Previous Cultural Resource Inventory Projects Conducted within 0.25 Mi. of the Planning Area**, summarizes previous cultural resources studies that have been conducted within the Project Area and/or within a 0.25-mi. search radius. Of the Planning Area's 1.9 square mi. area (1,223 acres), 0.94 square mi. (601 acres) have been previously studied, encompassing approximately 49 percent of the Planning Area (***Figure 4.4-5: Previously conducted studies within 0.25 mi. of the Project Area***).

Figure 4.4-5: Previously conducted studies within 0.25 mi. of the Project Area

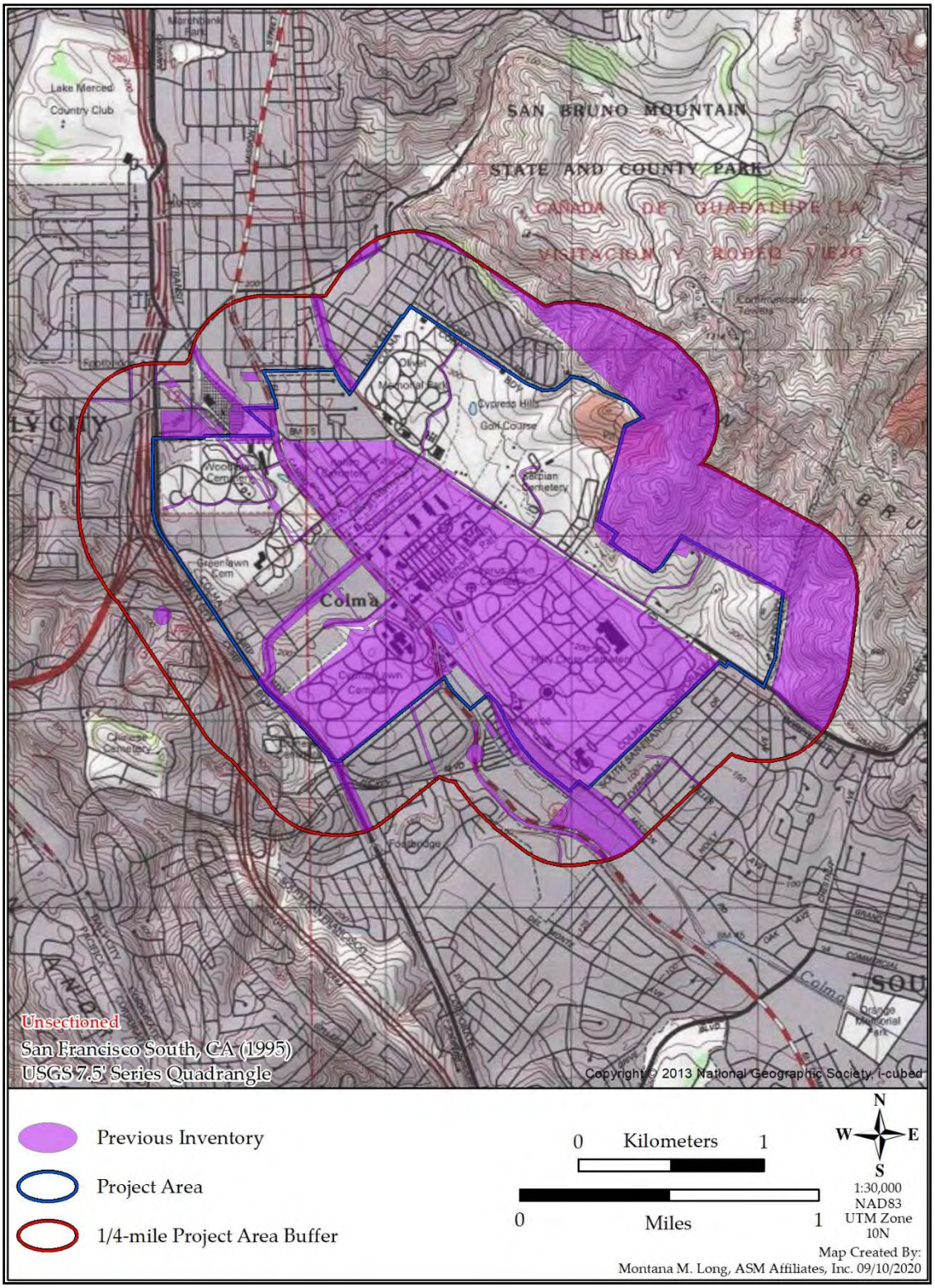


Table 4.4.1: Previous Cultural Resource Inventory Projects Conducted within 0.25 Mi. of the Planning Area

NWIC Study No.	Title	Author (Date)	Location
S-003032	Report of the Archaeological Reconnaissance of the Proposed San Bruno Mountain County Park, San Mateo County, California	Archaeological Consulting and Research Services (1974)	Within Project Area
S-003043	Cultural Resources Evaluation of the Colma Wastewater Collection System, Town of Colma, San Mateo County, California	Chavez (1977)	Within Project Area
S-003074	Archaeological Reconnaissance of the Proposed San Andreas Pipeline No. 3, San Mateo County	Baker (1979)	Within Project Area
S-003134	Archaeological Survey Report for Widening Project on 4-SM-82-20.8/22.1	Young (1976)	Within 0.25-mi. buffer
S-003155	Archaeological Resources Evaluation for the BART Daly City Station Turnback Improvement Project, San Mateo County, California	Chavez (1980)	Within Project Area
S-007202	Cultural Resource Evaluation of the Samtrans Park and Ride Facility in Unincorporated Colma, County of San Mateo	Cartier (1985)	Within Project Area
S-012436	Archaeological Reconnaissance of the Proposed Serramonte Boulevard Reconstruction Project, in the Town of Colma, San Mateo County, California	Clark (1991)	Within Project Area
S-016687	BART-San Francisco Airport Extension Project, Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement, Archaeological Survey Report	Rice (1994)	Within Project Area
S-017191	BART-San Francisco Airport Extension Project, Draft Environmental Impact Report/Supplemental Environmental Impact Statement: A Historic Resources Evaluation Report of Seven Colma Cemeteries, Colma, California	Shoup, Brack, Fee, and Giberti (1994)	Within Project Area
S-017192	BART-San Francisco Airport Extension Project, Draft Environmental Impact Report/	Shoup, Brack, Fee, and Giberti (1994)	Within Project Area

NWIC Study No.	Title	Author (Date)	Location
	Supplemental Environmental Impact Statement, Historic Architectural Survey Technical Report		
S-020143	Cultural Resource Evaluation of 359 and 365 B Street in the City of Colma	Cartier (1997)	Within 0.25-mi. buffer
S-020359	A Cultural Resources Evaluation of the Macy's Warehouse Site, El Camino Real, South San Francisco, California	Roop and Bacchetti (1997)	Within 0.25-mi. buffer
S-024907	Colma Creek Flood Control Project, Archaeological Monitoring Plan	Clark (2002)	Within Project Area
S-026406	Colma Creek Flood Control Project, Final Report of Archaeological Monitoring	Clark (2003)	Within Project Area
S-027830	Historic Evaluation of the Structures at 1410 El Camino Real in the City of South San Francisco	Cartier (2003)	Within 0.25-mi. buffer
S-027831	Cultural Resource Evaluation of the Property at 1410 El Camino Real in the City of South San Francisco.	Cartier (2003)	Within 0.25-mi. buffer
S-027930	Cultural Resource Assessment of Alternative Routes for PG&E's Jefferson-Martin Transmission Line, San Mateo County, California	Brown, Marlow, Allan, and Self (2003)	Within Project Area
S-032250	Historic Property Survey Report, Mission Bells Project, State Route 82/Interstate 101, San Mateo and Santa Clara Counties, California	Lapin (2003)	Within 0.25-mi. buffer
S-033504	Historic Property Survey Report, Seismic Retrofit of BART Aerial Structures and Stations Along Concord, Richmond, Daly City and Fremont Lines, Alameda, Contra Costa, and San Mateo Counties, STPLZ-6000 (25)	Bauer and Price (2007)	Within Project Area
S-037303	Architectural Survey, Evaluation and Finding of Effect for the South San Francisco BART Cell Site, San Mateo County (Bureau Veritas Project No. 3310909569.01; PL. No. 1974-32) (letter report)	Cimino (2010)	Within 0.25-mi. buffer

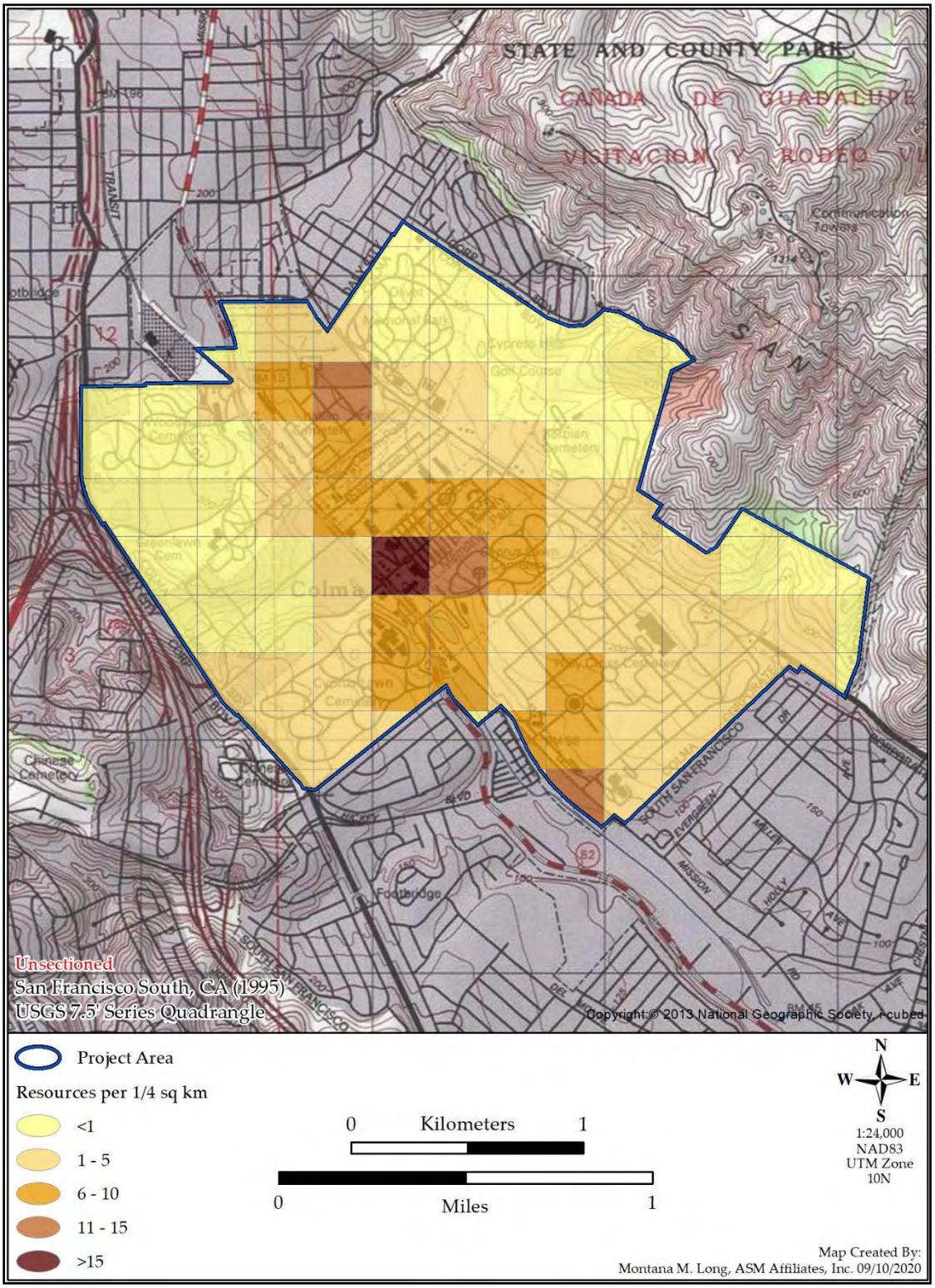
NWIC Study No.	Title	Author (Date)	Location
S-039631	Historic Context and Archaeological Survey Report for the Regional Groundwater Storage and Recovery Project Area, San Mateo County, California	Pastron and Touton (2011)	Within Project Area
S-047111	FCC Form 621, Collocation Submission Packet, Section 106 Review, Proposed AT&T Mobility LLC Telecommunications Site, AT&T Site No. CCL05415, 1 Serramonte Center, Daly City, CA	Moore and Losee (2015)	Within 0.25-mi. buffer
S-048130	Archaeological Reconnaissance of a Proposed Mercy Housing Project at 1670-1692 Mission Road, Town of Colma, San Mateo County, California, and Finding of No Historic Properties Affected	Clark (2015)	Within Project Area
Rce for the tableS-049340	Cultural Resources Survey Report, Daly City Wastewater Improvement Project, San Mateo County, California	Shoup, Guenthner, and Wong (2017)	Within Project Area
S-049454	Historical Resources Study of the Property at 1988 El Camino Real, Colma, San Mateo County, California	Franco and Origer (2016)	Within Project Area
S-051358	Historic Building Documentation Photography, Holy Cross Cemetery, Waterworks & Irrigation Complex, 1690 Mission Road, Colma, San Mateo County, California	Schafer (2017)	Within Project Area

Source: Town-wide Archaeological Resource Study, General Plan Update, Town of Colma, San Mateo County, California

Previously Recorded Archaeological Resources

The NWIC records search identified 111 previously recorded cultural resources within the Planning Area and 0.25 mi. buffer. Of these resources, 105 were within the town limits and six were within the 0.25-mi. search radius. All resources are built architectural structures or historic districts, and none were identified as archaeological resources. A map depicting previously recorded cultural resource density, which includes seven historic districts within the Planning Area, is included in ***Figure 4.4-6: Previously recorded cultural resource density within the Project Area***. No previously recorded archaeological resources exist within the Planning Area.

Figure 4.4-6: Previously recorded cultural resource density within the Project Area



Native American Outreach

An SLF records search request was submitted by ASM to the NAHC on August 10, 2020. The NAHC responded on August 14, 2020, with a negative result for the SLF search of the Planning Area. Additionally, the NAHC provided a list of Native American tribal contacts who have knowledge of the Project Area. The town has sent information request letters to six of the tribal contacts provided by the NAHC. Appendix C of the town-wide Archaeological Resource Study includes requests to the NAHC, their response and results, a list of contacts for information about the Planning Area, and an associated outreach letter from the Town.

Buried Archaeological Site Sensitivity

For the purposes of this report, "sensitivity" is defined as the likelihood for the discovery of buried archaeological deposits in an area. Meyer et al. (2010) assessed archaeological sensitivity of buried deposits based on landform age in relation to human occupation, topographic relief, and proximity to water. If a landform predates human occupation of a region, the archaeological sensitivity for that region would be low. Additionally, if a landform was altered during the historic and/or modern eras (e.g., by development, erosion, cut/fill) the archaeological sensitivity for that region would be low. However, if a landform postdates human occupation of a region, the archaeological sensitivity for that region would be higher if the landscape would support habitation (e.g., topographic relief and proximity to water).

The town of Colma is underlain by a Quaternary alluvium composed predominantly of Orthent soils and mixed cut slopes/fills. Quaternary deposits mapped within the Planning Area are reported to be predominantly Pleistocene in age, with minor components along drainages reported as Holocene to late Holocene (<1,000 years) in age. The nearest source of water is the Colma Creek that bisects the Planning Area and drains southeast toward the former Point San Bruno Marsh (present-day San Bruno Canal). As such, based on the landform age, topographic relief, and nearest source to water, the Planning Area has a low sensitivity for buried prehistoric and historic archaeology in areas underlain with Colma Formation alluvium, as the soil is Pleistocene in age. However, areas underlain with minor units of geomorphic alluvial and fluvial deposits in perennial streams are Holocene to late Holocene in age and have a high sensitivity for buried prehistoric archaeological deposits (Meyer et al. 2010).

4.4.2 REGULATORY FRAMEWORK

FEDERAL

National Historic Preservation Act of 1966

The National Historic Preservation Act (NHPA) was enacted in 1966, to prevent unnecessary harm to historic properties ***(16 U.S.C. 470 et seq.).*** It includes regulations that apply specifically to Federal land-holding agencies, but also includes regulations (Section 106) that pertain to all projects funded, permitted, or approved by any Federal agency that has the potential to affect cultural resources. Provisions of the NHPA establish a National Register of Historic Places (NRHP) (the National Register is maintained by the National Park Service), the Advisory Council on Historic Preservation, State Historic Preservation Offices, and Federal grants-in-aid programs.

National Environmental Policy Act

The environmental review process initiated with the passage of the 1966 National Historic Preservation Act (NHPA) by Congress ushered in a new approach to Federal project planning. The passage of the National Environmental Policy Act of 1969 (NEPA) in December 1969 and its subsequent signing into law

on January 1, 1970, expanded environmental reviews and formally established environmental protection as a Federal policy. NEPA and NHPA require Federal officials to "stop, look, and listen" before making decisions that impact historic properties and the human environment.

NEPA and NHPA each created agencies to implement major environmental programs that shape Federal project planning. The Advisory Council on Historic Preservation (ACHP) and the Council on Environmental Quality (CEQ) administer regulations viewed as the cornerstones of the Federal environmental review procedures. The CEQ Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act, (40 C.F.R. Parts 15001508) (CEQ regulations) encourage integration of the NEPA process (NEPA review) with other planning and environmental reviews, such as Section 106 of NHPA (Section 106). The regulations that implement Section 106, Protection of Historic Properties (36 C.F.R. Part 800), encourage agencies to plan Section 106 consultations coordinated with other requirements of other statutes, as applicable, such as NEPA. The concepts of "coordination" and "integration" are found in both the CEQ regulations and Section 106 regulations, because they provide efficiencies, improve public understanding, and lead to more informed decisions.

Preserve America: Executive Order 13287

The Preserve America Executive Order directs federal agencies to advance the protection, enhancement, and contemporary use of federal historic properties and to promote partnerships for the preservation and use of historic properties, particularly through heritage tourism.

STATE

Senate Bill 451

Governor Gavin Newsom signed Senate Bill (SB) 451, the state historic tax credit bill, into law on October 9, 2019. Senate President pro Tempore Toni Atkins authored the bill with sponsorship from the California Preservation Foundation and the American Institute of Architects (AIA) California Council.

Historic Preservation Tax Incentives programs are an effective and proven means of leveraging private investment in the adaptive reuse and preservation of historic buildings. Under 451, $50 million will be allocated annually from January 1, 2021 to January 1, 2026. The tax credit is worth 20 percent of qualified rehabilitation expenses, with a 25 percent credit for certain types of adaptive reuse, including affordable housing. Some of the tax credit allocations will be earmarked for smaller projects and the bill would also establish a tax credit for qualified rehabilitation expenditures for a qualified residence.

Mills Act

Adopted by the California Legislature in 1976, the Mills Act gives local governments the authority to grant property tax relief to owners of qualified historic properties, including owner-occupied and income producing properties. In exchange for this relief, the property owners must agree by contract to maintain the properties in accordance with specific historic preservation standards and conditions. The overall intent of the legislation is to provide an incentive for owners to preserve and maintain the community's historic resources.

Key program elements include:

- Is a completely voluntary program.
- Is an economic incentive to encourage preservation of historic properties by reducing property taxes.
- Can be used by homeowners as well as income producing historic properties.

- Includes commitment to preserve and maintain the property for a minimum period of 10 years.
- Is a contract between the City and the owner of a designated historic property.

Public Resources Code 5024 and 5024.5

The California State Legislature enacted Public Resources Code (PRC) Sections 5024 and 5024.5 as part of a larger effort to establish a state program to preserve historical resources. These sections of the code require state agencies to take a number of actions to ensure preservation of state-owned historical resources under their jurisdictions. These actions include evaluating resources for National Register of Historic Places (National Register) eligibility and California Historical Landmark (California Landmark) eligibility; maintaining an inventory of eligible and listed resources; and managing these historical resources so that they will retain their historic characteristics.

California Register of Historical Resources

The State Historic Preservation Officer maintains the California Register of Historic Resources (California Register). Historic properties listed, or formally designated for eligibility to be listed, on the National Register are automatically listed on the California Register (Public Resources Code, Section 5024.1). State Landmarks and Points of Interest are also automatically listed. The California Register can also include properties designated under local preservation ordinances or identified through local historic resource surveys.

For a historic resource to be eligible for listing on the California Register, it must be significant at the local, state, or national level under one or more of the following four criteria:

- It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
- It is associated with the lives of persons important to local, California, or national history; It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
- It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation (California Public Resources Code, Section 5024.1).

Additional criteria are listed in California Code of Regulations, Title 14, Chapter 11.5. A building must usually be over 45 years old, must have historic significance, and must retain its physical integrity. Historical resources achieving significance within less than 45 years may be considered for listing in the California Register if it can be demonstrated that sufficient time has passed to understand it historical importance.

California Historical Resources Information System

The California Historical Resources Information System (CHRIS) is a statewide system for managing information on the full range of historical resources identified in California. CHRIS is a cooperative partnership between the citizens of California, historic preservation professionals, 12 Information Centers, and various agencies. This system bears the following responsibilities: integrate newly recorded sites and information on known resources into the California Historical Resources Inventory; furnish information on known resources and surveys to governments, institutions, and individuals who have a justifiable need to know; and supply a list of consultants who are qualified to do work within their area

California Health and Safety Code

Section 7050.5(b) of the California Health and Safety code specifies protocol when human remains are discovered.

State CEQA Guidelines Section 15064.5, subdivision (e) requires that excavation activities be stopped whenever human remains are uncovered and that the County coroner be called in to assess the remains. If the County coroner determines that the remains are those of Native Americans, the Native American Heritage Commission (NAHC) must be contacted within 24 hours of the determination. At that time, the lead agency must consult with the descendant(s) of the deceased Native American(s), if any, as identified by the NAHC. Section 15064.5 directs the lead agency (or applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains.

State CEQA Guidelines also require that a lead agency make provisions for the accidental discovery of historical or archaeological resources, generally. Pursuant to Section 15064.5, subdivision (f),

Paleontological resources are classified as non-renewable scientific resources and are protected by state statute (PRC Chapter 1.7, Section 5097.5, Archeological, Paleontological, and Historical Sites and Appendix G). No state or local agencies have specific jurisdiction over paleontological resources. No state or local agency requires a paleontological collecting permit to allow for the recovery of fossil remains discovered as a result of construction-related earth moving on state or private land in a project site.

California Code of Regulations

The California Code of Regulations (Section 1427) recognizes that California's archaeological resources are endangered by urban development and population growth and by natural forces. The Legislature further finds and declares that these resources need to be preserved in order to illuminate and increase public knowledge concerning the historic and prehistoric past of California. Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archaeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor. It is a misdemeanor to alter any archaeological evidence found in any cave, or to remove any materials from a cave.

Senate Concurrent Resolution Number 43

Senate Resolution Number 43 requires all state agencies to cooperate with programs of archaeological survey and excavation, and to preserve known archaeological resources whenever it is reasonable.

LOCAL

San Mateo County General Plan

The Historical and Archaeological Resources section of the San Mateo General Plan outlines policies that help to protect historic resources, provide guidelines for the rehabilitation of historic structures, encourage the development of inventories of historical resources, and provide guidelines on how to integrate historical preservation into the planning process.

San Mateo County Historic Resources Ordinance

The San Mateo Historic Resources Ordinance (No. 02894) safeguards the historic structures and sites of San Mateo County and promotes their public use and enjoyment. The Ordinance helps to:

- Safeguard the historic resources of San Mateo County by preserving buildings, structures and sites of historic, cultural, architectural, archaeological or aesthetic significance.
- Promote the use and enjoyment of historic resources for the public's education, pleasure and welfare.
- Enhance the visual character of the County by encouraging through regulations the development and maintenance of architectural styles within historic districts which reflect unique and established architectural traditions.
- Integrate the preservation of historic resources into public and private land management and development processes.
- Establish County historic landmarks and historic districts where uses other than those allowed by existing zoning regulations may be permitted through the provisions of the Section 6500(d)1, 2, a), b), and c), Chapter 24 of Part One of Division VI of the San Mateo County Ordinance Code.

County of San Mateo

The County of San Mateo (County) issued the following policies and mitigation measures as they pertain to archaeological resources in 2013 (County of San Mateo: Department of Planning and Building 2013).

Section 5.14 issued a statement for the registration of significant archaeological sites in the County:

> Registration of Significant Archaeological Sites: Recommend State and/or national register status or significant archaeological/paleontological sites.

Section 5.20 provides stipulations if new development projects are proposed in the County:

> Site Survey: Determine if sites proposed for new development contain archaeological/paleontological resources. Prior to approval of development for these sites, require that a mitigation plan, adequate to protect the resource and prepared by a qualified professional, be reviewed and implemented as a part of the project.

Section 5.21 includes County mitigation measures for the treatment of archaeological sites:

Site Treatment:

a. Encourage the protection and preservation of archaeological sites.

b. Temporarily suspend construction work when archaeological/paleontological sites are discovered. Establish procedures which allow for the timely investigation and/or excavation of such sites by qualified professionals as may be appropriate.

c. Cooperate with institutions of higher learning and interested organizations to record, preserve, and excavate sites.

Sections 5.25 and 5.26 provide preservation techniques as they pertain to archaeological data:

- Archaeological Resource Data Base: Maintain and update a comprehensive archaeological/paleontological data base.

- Discovering Unrecorded Archaeological Sites: Support comprehensive studies to discover unrecorded archaeological and paleontological sites, particularly in areas under pressure for development.

4.4.3 IMPACT ANALYSIS AND MITIGATION MEASURES

Standards of Significance

Following PRC Sections 21083.2 and 21084.1, and Section 15064.5 and Appendix G of the State CEQA Guidelines, Cultural Resources impacts are considered to be significant if implementation of the project considered would result in any of the following:

- Cause a substantial adverse change in the significance of a historical resource pursuant to subsection 15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to subsection 15064.5.
- Disturb any human remains, including those interred outside of formal cemeteries.

METHODOLOGY

CEQA (§15064.5b,2) further provides context that the significance of a historical resource is materially impaired when a project:

A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in or eligibility for inclusion in the CRHR; or

B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the PRC or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

C) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for purposes of CEQA.

Archaeological Resources

Section 15064.5(c) of CEQA applies to effects on archaeological sites and contains the following provisions regarding archaeological sites:

1. When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource, as defined in subsection (a).
2. If a lead agency determines that the archaeological site is an historical resource, it shall refer to the provisions of Section 21084.1 of the PRC, and this section, Section 15126.4 of the Guidelines, and the limits contained in Section 21083.2 of the PRC do not apply.
3. If an archaeological site does not meet the criteria defined in subsection (a), but does meet the definition of a unique archaeological resource in Section 21083.2 of the PRC, the site shall be treated in accordance with the provisions of section 21083.2. The time and cost limitations

described in PRC Section 21083.2 (c-f) do not apply to surveys and site evaluation activities intended to determine whether the project location contains unique archaeological resources.

4. If an archaeological resource is neither a unique archaeological nor an historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study or EIR, if one is prepared to address impacts on other resources, but they need not be considered further in the CEQA process.

Tribal Cultural Resources

Appendix G, XVIII of CEQA provides a framework on the determination of effect on Tribal Cultural Resources.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Human Remains

Section 15064.5 (d) & (e) contain additional provisions regarding human remains. Regarding Native American human remains, paragraph (d) provides:

When an initial study identifies the existence of, or the probable likelihood, of Native American human remains within the project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in PRC Section 5097.98. The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains, and any items associated with Native American burials with the appropriate Native Americans as identified by the Native American Heritage Commission. Action implementing such an agreement is exempt from: the general prohibition on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (Health and Safety Code Section 7050.5); and the requirement of CEQA and the Coastal Act.

Resource Identification Framework

The cultural and tribal resources study conducted for this GPU EIR provides a constraints-level analysis of potential impacts to archaeological and tribal cultural resources for the implementation of the GPU, and as such does not analyze project-specific impacts. Section 4.4.3 above, provided standards of significance in accordance with the State CEQA Guidelines as they pertain to historical, archaeological, and tribal cultural resources, and human remains. The following provides a framework for the identification and evaluation of historical, archaeological, and tribal cultural resources, and human remains; project specific mitigation measures should be developed, as appropriate, to address:

1. A cultural resource study, including an intensive archaeological survey, of the project's footprint is required to identify any archaeological resources. The Town Planning Director initiates the cultural resource study at the planning phase of the project by contracting a project archaeologist. The project archaeologist will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information and conducting a site visit. Before field reconnaissance, background research is required which will include a record search at the NWIC. A review of the SLF maintained by the NAHC will also be conducted at this time. If historical resources are identified through background research and field surveys, then a qualified archaeologist or historian must perform an evaluation of significance if avoidance is not possible and impacts to cultural resources could occur.
2. If avoidance is not possible, historical resource significance evaluations are required when new resources are identified as a result of a survey, when previously recorded resources that have not been previously evaluated are re-located during a survey, and when previously recorded sites are not re-located during the survey if there is a likelihood that the resource still exists. Significance evaluations will not be required if the resource has been evaluated for CEQA significance or for NRHP eligibility within the last five years, and if there has been no change in the conditions that contributed to the determination of significance or eligibility.
3. An archaeological testing program will be required for archaeological sites in need of historical resource significance evaluation. Archaeological testing programs include evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. It should be noted that tribal representatives and/or Native American monitors will be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require reevaluation of the proposed project, which could result in a combination of project redesign to preserve significant resources, as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative).
4. If significant archaeological resources are identified within the project footprint, the site may be eligible for designation on one or more registers. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate California Department of Parks and Recreation site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found but results of the initial evaluation and testing phase indicate there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.
5. Avoiding and preserving the resource through project redesign is the preferred mitigation for historic resources. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm will be taken. For archaeological resources for which preservation is not an option, a research design for a data recovery program will be prepared. The data recovery program will be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. Archaeological monitoring may be required during building demolition and/or construction grading, when significant resources are known or suspected to be present on a site but cannot be recovered prior to grading due to obstructions such as existing development or dense vegetation.
6. A Native American monitor must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever an archaeological site or a Native American Traditional Cultural Property within the project footprint would be impacted. In the event that human remains are encountered during data recovery and/or monitoring program, the provisions of PRC

Section 5097 must be followed. The Native American monitor will be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources.

IMPACTS

Impact 4.4.1 Future development to implement the proposed project could potentially cause a direct substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines Section §15064.5 (***Significant and Unavoidable***).

According to CEQA (§15064.5b), a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. CEQA defines a substantial adverse change as follows:

Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

The significance of a historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in or eligibility for inclusion in the CRHR; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the PRC or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for purposes of CEQA.

The demolition or substantial alteration of a resource listed on, or formally determined eligible for, the NRHP or the CRHR, including contributors to National Register or California Register Historic Districts, or that meet the CEQA criteria for historical resources, would represent a significant direct impact to historical resources. Additionally, grading, excavation and other ground-disturbing activities associated with development projects may affect currently unknown significant archaeological sites or traditional cultural properties that would represent a significant direct impact to historical resources.

ASM Affiliates (2020) completed a cultural resource study that included a review of historical aerial photographs, topographic maps, and a comprehensive CHRIS records search. Results concluded that no previously recorded archaeological resources are located within the town, and, as such, no archaeological and/or TCRs are listed as historic properties. The town's *Historical Resources Element* (1999) outlines architectural historic properties within the Planning Area. The 2040 GPU proposes updates to the town's existing planning areas, simplifying the town's existing planning areas into five new planning areas that are consistent with the present condition of the town and the vision of the City Council. The planning areas under the proposed GPU introduces new land uses such a medium density residential land use that is consistent with current developments and a commercial overlay over vacant and underutilized cemetery land east of Hillside Boulevard. The 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000

square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively.

Proposed General Plan Update Policies

The following proposed GPU policies address the preservation of historic resources in the town of Colma:

Policy LU-13-2: **Historic Buildings.** Historic buildings and uses along Mission Road shall be maintained and enhanced according to the Secretary of the Interior's standards. Adaptive reuse of structures is encouraged.

Policy HR-2-1: **Preservation Collaboration.** Work with the Colma Historical Association as a partner to improve awareness of local preservation.

Policy HR-2-2: **Consultation on Projects.** Consult with the Colma Historical Association on discretionary review projects involving cultural sites and historic resources in the Town of Colma.

Policy HR-3-1: **Public Awareness.** Foster awareness, appreciation and celebration of the Town's unique historic and cultural heritage and educate and encourage preservation of these resources.

According to the *Historical Resources Element* for the town's GPU, historic properties as they pertain to architectural resources are present within the town, though no historic resources as they pertain to archaeological or TCRs are currently within the town limits.

While the GPU does not specifically propose demolition, or substantial alteration of a historical resource, or ground-disturbing activities such as grading or excavation, there are historic properties within the Planning Area and as such it can be assumed that future development consistent with the goals and policies of the GPU have the potential to result in significant direct and/or indirect impacts to historical resources. Therefore, this is a **significant and unavoidable impact**, and the following mitigation measures are proposed:

Mitigation Measures: CUL-1

1. For any project with potential to impact historical resources, a historical resource inventory of the project footprint shall be required to identify any historical resources. Before actual field reconnaissance occurs, background research shall include a record search at the NWIC, as well as a review of the SLF maintained by the NAHC. The project archaeologist shall determine the likelihood for the project site to contain archaeological resources by reviewing site photographs and existing historic information and conducting a site visit (for projects with exposed ground).
2. If archaeological resources cannot be avoided, significance evaluations shall be required when a survey identifies new resources, when a survey re-locates previously recorded resources that have not been previously evaluated, and when the survey does not re-locate previously recorded sites if there is a likelihood that the resources still exist.
3. Significance evaluations shall not be required if the historical resource has been evaluated for CEQA significance or for NRHP eligibility within the last five years, and if there has been no change in the conditions that contributed to the determination of significance or eligibility. A historical resource shall

be reevaluated if its condition or setting has either improved or deteriorated, if new information is available, or if the resource is becoming increasingly rare due to the loss of other similar resources.

4. An archaeological testing program shall be required for archaeological sites in need of historical resource significance evaluation. Archaeological testing programs include evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. Tribal representatives and/or Native American monitors shall be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require reevaluation of the proposed project, which could result in a combination of project redesign to preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative).
5. If significant historical resources are identified within the project footprint, the site may be eligible for designation in one or more registers. If no significant resources are identified, and site conditions are such that there is no potential for further discoveries, then no further action shall be required. If a survey and/or assessment finds nonsignificant resources, no further work shall be required beyond documentation of the resources on the appropriate California Department of Parks and Recreation site forms and inclusion of results in the survey and/or assessment report. If the survey finds no significant resources but results of the initial evaluation and testing phase indicate there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring shall be required.
6. Preferred mitigation for historical resources shall be to avoid and preserve the resource through project redesign. If the resource cannot be entirely avoided, an archaeologist who meets the U.S. Secretary of the Interior's Professional Qualifications Standards (SOIPQS) for Archaeology shall take all prudent and feasible measures to minimize harm. For archaeological resources for which preservation is not an option, an archaeologist who meets the SOIPQS for Archaeology shall prepare a research design for a data recovery program. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site but cannot be recovered prior to grading due to obstructions such as existing development or dense vegetation.
7. When subsurface investigations, including geotechnical testing and other ground-disturbing activities, impact an archaeological site or a Native American Traditional Cultural Property within the project footprint, a Native American monitor shall be retained. In the event that the data recovery and/or monitoring program reveals human remains, the provisions of PRC Section 5097 shall be applied. An archaeologist who meets the SOIPQS for Archaeology shall consult the Native American monitor during the preparation of the written report, at which time the monitor may express concerns about the treatment of sensitive resources.

Impact 4.4.2 Future development to implement the proposed General Plan Update could result in the potential disturbance of cultural resources (i.e., prehistoric archaeological sites, historical archaeological sites, and isolated artifacts and features) within the Planning Area (***Significant and Unavoidable***).

According to CEQA (§15064.5b), a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. CEQA defines a substantial adverse change as follows:

Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

The significance of a historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in or eligibility for inclusion in the CRHR; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the PRC or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for purposes of CEQA.

The demolition or substantial alteration of a resource listed on, or formally determined eligible for, the NRHP or the CRHR, including contributors to National Register or California Register Historic Districts, or that meet the CEQA criteria for historical resources, would represent a significant direct impact to historical resources. Additionally, grading, excavation and other ground-disturbing activities associated with development projects that affect significant archaeological sites or traditional cultural properties would represent a significant direct impact to historical resources.

ASM Affiliates (2020) completed a cultural resource study that included a review of historical aerial photographs, topographic maps, and a comprehensive CHRIS records search. Results concluded that no previously recorded archaeological resources are located within the town, and, as such, no archaeological and/or TCRs are listed as historic properties. The town's *Historical Resources Element* (1999) outlines architectural historic properties within the Planning Area.

Proposed General Plan Update Policies

The following proposed GPU policies address potential disturbances of cultural resources and human remains due to future development:

Policy OSC-6-1: **Development Review Process.** Require, as part of the development review process, standard conditions of approval or mitigation measures that identify proper measures and protocols to be followed in the event that tribal or cultural resources are discovered on a project site.

According to the *Historical Resources Element* for the Town's GPU, historic properties as they pertain to architectural resources are present within the town, though no historic resources as they pertain to archaeological or TCRs are currently within the town limits.

While the GPU does not specifically propose demolition, or substantial alteration of a historical resource, or ground-disturbing activities such as grading or excavation, the GPU does propose updates to the town's existing planning areas, simplifying the town's existing planning areas into five new planning areas that are consistent with the present condition of the town and the vision of the City Council. The planning areas under the proposed GPU introduces new land uses such a medium density residential land use that is consistent with current developments and a commercial overlay over vacant and underutilized cemetery

land east of Hillside Boulevard. The 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively. Therefore there is the potential that previously undiscovered historic properties may exist within the Planning Area and as such it can be assumed that future development consistent with the goals and policies of the GPU have the potential to result in significant direct and/or indirect impacts to cultural resources. Therefore, this is a **significant and unavoidable impact** and the following mitigation measure would be required:

Mitigation Measures: CUL-2

1. If an archaeological resource is identified during future development or operations, all activity within 100 feet of the archaeological resource shall cease and be flagged for avoidance. An archaeologist who meets the SOIPQS for Archaeology shall be immediately notified of the discovery. The archaeologist shall inspect the find and notify the Town of their assessment.
2. If the assessment concludes that the discovery constitutes a significant or unique archaeological resource, or TCR, the resource shall be avoided if possible. If avoidance is not possible, the Town shall consult with all applicable parties, including Native American tribes if prehistoric, in an effort to determine measures to mitigate any potential impacts to the resource in accordance with PRC Section 21083.2 and CEQA Guidelines Section 15126.4. An archaeologist who meets the SOIPQS for Archaeology shall employ measures that include documentation of the resource.
3. If an archaeological site does not meet the criteria defined in subsection (a), but does meet the definition of a unique archaeological resource in Section 21083.2 of the PRC, the site shall be treated in accordance with the provisions of section 21083.2. The time and cost limitations described in PRC Section 21083.2 (c-f) do not apply to surveys and site evaluation activities intended to determine whether the project location contains unique archaeological resources.
4. If an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment. These procedures shall be included as Condition of Approval for all projects. Where appropriate, preconstruction measures will follow the guidelines as stated in CUL-1.

Impact 4.4.3 The proposed project would cause a substantial adverse change in the significance of a TCR as defined in Public Resources Code Section §21074 or §5020.1(k) (***Significant and Unavoidable***).

Assembly Bill 52 requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a project if they have requested to be notified of projects subject to AB 52. Consultation as defined under AB 52 includes, but is not limited to, discussing the type of environmental review necessary, the significance of TCRs, the significance of the project impacts on the TCRs, and alternatives and mitigation measures recommended by the tribe.

Records searches completed by ASM for the town (ASM Affiliates 2020) from the NAHC and NWIC report no known TCRs within the town's Planning Area. The Town has sent information request letters to contacts provided by the NAHC; however, no responses have been received to date. Though there are no reported

TCRs within the Planning Area, Native American tribes were distributed across the San Francisco Peninsula region, and there is a possibility that unknown TCRs exist within the area.

Proposed General Plan Update Policies

Policy OSC-6-2: **Tribal Consultation Compliance.** Comply with SB 18,AB 52, and other applicable State and federal laws by consulting with local California Native American tribes prior to development decisions or General Plan or Specific Plan amendments. Respect tribal policies regarding confidentiality of information about tribal resources or sacred sites.

In addition to the policies listed above, GPU Policy OSC-6-1 also addresses potential disturbances of TCRs.

While the GPU does not specifically propose demolition or substantial alteration of a resource or ground-disturbing activities such as grading or excavation, as discussed under Impacts 4.4.1-4.4.2, it can be assumed that future development consistent with the goals and policies of the GPU have the potential to result in significant direct and/or indirect impacts to TCRs. Therefore there is the potential that previously undiscovered TCRs may exist within the Planning Area and as such it can be assumed that future development consistent with the goals and policies of the GPU have the potential to result in significant direct and/or indirect impacts to . Therefore, this is a **significant and unavoidable impact** and the following mitigation measures should be included:

Mitigation Measures: CUL-3

1. For any project with potential to result in adverse impacts to TCRs, the Town shall avoid and/or minimize impacts by facilitating the identification of tribal cultural resources through field studies. Coordination and collaboration regarding the resource shall be completed with agencies, tribes, and institutions, such as the Northwest Information Center, the Native American Heritage Commission, and local tribal governments, including consultation as outlined in Senate Bill 18 and Assembly Bill 52. The resource shall be treated with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: (A) Protecting the cultural character and integrity of the resource; (B) Protecting the traditional use of the resource; and (C) Protecting the confidentiality of the resource.
2. If possible, the Town shall avoid and preserve the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context.
3. Greenspace, parks, or other open space shall use appropriate planning to incorporate the resources with culturally appropriate protection and management criteria. Permanent conservation easements or other interests in real property shall be created with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

Impact 4.4.4 Adoption of the proposed General Plan Update could result in the potential disturbance of human remains, including those interred outside of cemeteries within the Planning Area (***Significant and Unavoidable***).

Section 15064.5 (d) & (e) contains additional provisions regarding human remains. Regarding Native American human remains, paragraph (d) provides:

> When an initial study identifies the existence of, or the probable likelihood, of Native American human remains within the project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in PRC Section 5097.98. The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains, and any items associated with Native American burials with the appropriate Native Americans as identified by the Native American Heritage Commission. Action implementing such an agreement shall be exempt from: the general prohibition on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (Health and Safety Code Section 7050.5); and the requirement of CEQA and the Coastal Act.

There are no known areas within the town of Colma where prehistoric human remains have been uncovered, yet much of the town consists of historic cemeteries and burials. Therefore, the potential for encountering prehistoric human remains during construction development activities is low, but the potential for encountering human remains in general is possible, and GPU implementation may result in impacts to human remains.

While the GPU does not specifically propose demolition or substantial alteration of a resource or ground-disturbing activities such as grading or excavation, as discussed under Impacts 4.4.1-4.4.2, it is possible that future development consistent with the goals and policies of the 2040 General Plan Update have the potential to disturb human remains. Therefore, this is a **significant and unavoidable impact** and the following mitigation measures should be implemented:

Mitigation Measures: CUL-4

1. If Native American human remains are discovered within a project footprint, the Town shall work with the most likely descendants identified by the NAHC as provided in PRC Section 5097.98. The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains, and any items of cultural patrimony associated with Native American burials with the appropriate Native Americans as identified by the NAHC. Action implementing such an agreement is exempt from the general prohibition on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (Health and Safety Code Section 7050.5).
2. In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:
    a. All construction activity shall cease within 100 feet of the discovery until the San Mateo County Medical Examiner is contacted and has completed their study.
    b. The San Mateo County Medical Examiner shall be contacted to determine whether an investigation of the cause of death is required.
    c. If the medical examiner determines that the remains are Native American, the medical examiner shall contact the NAHC within 24 hours.
    d. The NAHC shall identify the person or persons it believes to be the Most Likely Descendant from the deceased Native American.

e. The landowner shall discuss and confer with the Most Likely Descendant regarding all reasonable options for treatment of human remains and any associated grave goods as provided in PRC Section 5097.98.

3. As part of the objectives, criteria, and procedures required by PRC Section 21082, a lead agency shall make provisions for historical or unique archaeological resources accidentally discovered during construction. These provisions shall include an immediate evaluation of the find by a qualified archaeologist. If the archaeologist determines the find to be a significant historical or archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation shall be necessary. Work may continue on other parts of the project site while resource mitigation takes place.

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This section of the Draft Program Environmental Impact Report (Draft PEIR; DPEIR) describes the existing energy resources and consumption within the Town of Colma 2040 General Plan Planning Area (Planning Area). In accordance with the goals of the California Environmental Quality Act (CEQA), this section also identifies the current regulatory framework with regard to energy laws, plans and policies; discusses the existing conditions for the town of Colma and identifies energy sources; describes existing and projected energy use during construction and operation.

4.5.1 EXISTING SETTING

According to the US Energy Information Administration (EIA), primary energy consumption in the United States was 37% from petroleum sources, 32% from natural gas sources, 11% from coal, 11% from renewable energy sources (such as biomass, wind, solar, geothermal, and hydroelectric), and eight percent from nuclear electric power.

The State of California (State) relies on a regional power system that is composed of a mix of natural gas, renewable energy, nuclear electric power and hydroelectric power sources. The transportation sector in the State consumed about 40% of California's Energy sources, followed by industrial uses (23%) and commercial (19%) and residential (18%) uses (US Energy Information Administration, 2020). California produces almost 73% of its electric power needs in the State, with the remaining 27% of its electricity demand is imported from the Pacific Northwest (Oregon and Nevada) and from Arizona in the Pacific Southwest. (Transmission Agency of Northern California, 2020).

In 2018, the State's total energy consumption was roughly the second highest in the US, but it also ranked the highest in the country in the production of solar, geothermal and biomass energy sources, and fourth in the nation in production of hydroelectric power. In 2010, the State's in-state generated electricity as derived from natural gas (53.4%), hydroelectric resources (14.6%), coal (1.7%), nuclear sources (15.7%) and renewable energy resources (14.6%). These renewable energy resources included geothermal, biomass, wind, solar, and small hydroelectric sources. In 2018, California's in-state natural gas energy generation had decreased to about 43.8%, hydroelectric to 12.3%, coal to 1.2%, nuclear sources to 8.7%, but had increased for renewable energy resource usage, to about 34%.

According to the California Energy Commission (CEC), though the State's total energy consumption had increased from 228,038 Giga-Watt hours (GWh) in 1990, to almost 285,574 GWh in 2008, the state's energy consumption decreased to 285,488 GWh in 2018. Thirty four percent of California's electricity came from renewable sources in 2018. However, despite this slight decrease, the State's overall energy consumption is anticipated to increase over the next few decades due to population and job growth. California's electricity usage is anticipated to grow anywhere from 13% to 15% though gas usage may decrease by almost 20% during the next 20 years.

REGIONAL

In 2008, San Mateo County published the San Mateo County Energy Strategy 2012 to address the future energy and water needs of the county. The 2012 Strategy was subsequently adopted by every city in San Mateo County in calendar year 2009. The strategy included the development of a natural gas power plant within San Mateo County. At this time, both electricity and gas were provided by Pacific Gas and Electric Company (PG&E). Since then, Peninsula Clean Energy (PCE) launched and many of the local governments within the county, including the town of Colma, opted to move from centralized fossil fuel sources, to cleaner, distributed sources of energy. PCE is a locally controlled electricity provider that provides all PG&E customers within San Mateo County 100% carbon free electricity. While customers have the option to opt out of power procured by PCE, the opt out rate has been relatively low. In 2019 the opt out rate was

less than 1 percent. PG&E continues to maintain the energy infrastructure and provide natural gas to the community.

The county consumed about 5076.1 GWh of electricity in 2008 compared to 4254.6 GWh in 2018, and approximately 230.553 million therms of natural gas in 2008, compared to 209.664 million therms in 2018. In San Mateo County, the average household in each of the four most affluent communities consumes between two and five times more energy than households in other cities. Although residents in those communities pay higher utility bills, their energy habits require a larger energy infrastructure in the county than would otherwise be needed.

Energy Demand

PG&E is responsible for forecasting future energy needs in its territory based on historical demand, anticipated population increases, expected job growth and numerous other factors. The forecasts are used to ensure that sufficient electricity and transmission capacity are available to meet expected demand and prevent outages. PG&E estimates a one percent annual increase in overall electricity use for the San Francisco Bay area, which includes San Mateo County.

Peak Demand is the biggest factor in planning how much energy infrastructure is needed in a given area. Demand for energy in the San Francisco Bay area generally peaks on weekday summer afternoons when most businesses use air conditioning. Power plants that are used only when needed to meet the increased demand are called peaker plants. PG&E expects its area's peak demand to grow by 11% in the next decade.

Energy Supply

As previously mentioned, PCE supplies 100% carbon free electricity to the town of Colma. Customers have the choice to opt out of purchasing PCE's electricity and to purchase energy from PG&E instead. Customers that opt out of purchasing PCE's electricity returns to purchasing energy from PG&E. While the energy is not 100% carbon free, PG&E's energy mix is one of the cleanest in the country, with the majority of PG&E-owned generation and power purchases coming from nuclear, renewable, and large hydro sources. The State's Renewable Portfolio Standard requires utilities to obtain 20% of their energy portfolio from renewable sources by 2010. Eligible renewable resources include geothermal, most hydroelectric, biomass, selected municipal solid waste facilities, solar and wind.

More than 13,000 customers in PG&E's San Francisco Bay service area meet some or all of their energy needs through self-generation, where they buy or lease systems that produce energy on-site. Several kinds of self-generation systems are eligible for rebates, tax credits or other financial incentives that make them more affordable to install. Self-generation systems are usually more cost-effective for users in the long-term. Self-generation systems also help the overall electric system by reducing the load on the grid and contributing energy when it is needed most, during peak periods. Solar electric systems frequently produce more energy in summer afternoons than the owner can use. As long as the system is connected to the grid ("grid-tied"), the extra energy can flow onto the grid and be used elsewhere. "Net-metering" describes a user's ability to store energy credits with the utility for later use. State legislation currently limits net-metering to a single account, meaning any energy credits produced at a site can only be used at the same site or meter. Some municipalities, including the cities of Davis and San Francisco, have successfully lobbied for legislation allowing them to apply energy credits earned at one site to their accounts at other facilities.

LOCAL

According to the Town's 2017 Greenhouse Gas Inventory, the town consumed 25,850,496 kWh of electricity and 651,775 therms of natural gas in 2017. More than 77% of this electricity came from PG&E and PCE with the remaining approximately 22% from direct access sources. Direct access electricity includes any electricity that is procured from a source outside of PG&E and PCE. The total consumption of electricity has trended down between 2010 and 2017, with an average decrease of 0.7% per year. The use of natural gas has trended similarly with an average decrease of 1.4% per year between 2010 and 2017. While these trends are anticipated to continue as buildings and appliances become more efficient, the Town anticipates additional development, with approximately 328 new housing units, an additional 990,000 square feet of commercial uses and 35,000 square feet of office uses at buildout. With the assumptions that average households consume 3.5 kWh and 0.31 therms per square foot per year and the average household is 1400 square feet, the additional residential development would consume approximately 1,607,200 kWh and 142,350 therms per year. In addition, if non-residential uses consume 13.63 kWh and 0.26 therms per square foot per year, the additional commercial and office uses are expected to increase energy usage by approximately 13,970,750 kWh and 266,500 therms annually.

The town of Colma website includes a sustainability page that maintains information on energy-related programs for its residents and businesses. The programs include energy efficiency home improvements with rebates through PG&E and the Energy Upgrade California Home Upgrade program, where homeowners may receive rebates from $1,000 to $3,150 for improvements including but not limited to, air vent and duct sealing, insulation, high-efficiency furnaces, air conditioners and water heaters, as well as the installation of energy-efficient windows. Through the town's Advanced Home Upgrade program, homeowners and local businesses may receive $1,000 to $6,500 for a more in-depth energy upgrade including energy assessments and rebates for energy improvements.

Though there are not any wind farms or windmills located in the town of Colma, although the town participates in the Peninsula Clean Energy program which purchases wind energy as a source of renewable energy that provides a clean energy alternative to San Mateo County residents and businesses.

4.5.2 REGULATORY FRAMEWORK

FEDERAL

Energy Independence and Security Act

The Energy Independence and Security Act (EISA) (Public Law 110-140) was signed into law by President George W. Bush on December 19, 2007. The Act's goal is to achieve energy security in the United States by increasing renewable fuel production, improving energy efficiency and performance, protecting consumers, improving vehicle fuel economy, and promoting research on greenhouse gas capture and storage. The Act therefore addresses energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, and the creation of "green jobs." The EISA also includes a variety of new standards for lighting and for residential and commercial appliance equipment. The equipment includes residential refrigerators, freezers, refrigerator-freezers, metal halide lamps, and commercial walk-in coolers and freezers.

Energy Policy Act of 2005

The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 (EPCA; Public Law 94–163, 89 Stat. 871, enacted December 22, 1975) was enacted to ensure that all vehicles sold in the United States meet certain fuel economy goals, and established the first fuel economy standards for the country. Pursuant to the Act, the US Department of Transportation (USDOT)'s National Highway Traffic and Safety Administration (NHTSA) is the agency responsible for establishing and revising any additional vehicle standards. Compliance with federal fuel economy standards are typically determined on the basis of each vehicle manufacturer's average fuel economy for vehicles sold in the United States (US). The Corporate Average Fuel Economy (CAFÉ) program was therefore created by the US Environmental Protection Agency (US EPA) to determine vehicle manufacturer's compliance with current fuel economy standards. The US EPA calculates a CAFÉ value for vehicle manufacturer. These are based on the city and highway fuel economy tests and number of vehicle sales.

National Energy Act

In response to the energy crisis in the 1970s, Congress passed the National Energy Act of 1978 (NEA) to establish energy efficiency programs, tax incentives, tax disincentives, energy conservation programs, alternative fuel programs, and regulatory and market-based initiatives.

Energy Star Program

Enacted in 1992, Energy Star is a joint program of the United States Environmental Protection Agency and the Department of Energy. The program establishes criteria for energy efficiency for household products and labels energy efficient products with the Energy Star seal. Homes can be qualified as "Energy Star homes" if they meet efficiency standards. In California, Energy Star homes must use at least 15 percent less energy than standards set by Title 24, pass the California Energy Star Homes Quality Insulation Installation Thermal Bypass Checklist Procedures, have Energy Star windows, and have minimal duct leakage.

STATE AND REGIONAL

Senate Bill 1

Senate Bill 1 (SB 1) (Chapter 132, CA Statutes of 2006) set a goal to install 3,000 megawatts of new solar capacity by 2017, moving the state toward a cleaner energy future and helping lower the cost of solar systems for consumers.101 The "Million Solar Roofs" Program is a ratepayer-financed incentive program aimed at transforming the market for rooftop solar systems by driving down costs over time. It provides up to $3.3 billion in financial incentives that decline over time.

Senate Bill 350

The Clean Energy and Pollution Reduction Act, or Senate Bill 350 (SB 350) was signed into law in September 2015 and establishes tiered increases to the Renewable Portfolio Standards (RPS)by requiring 40 percent of the state's energy supply come from renewable sources by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal of doubling the energy efficiency savings in the electricity and natural gas sectors through energy efficiency and conservation measures.

Assembly Bill 758

New state law promulgated in 2009 under Assembly Bill 758 (AB 758) or the Energy Audit, mandates the California Energy Commission (CEC) to develop a comprehensive energy efficiency program for existing buildings. This bill was implemented in three phases. On December 14, 2016, the CEC published the updated version of the Existing Buildings Energy Efficiency Action Plan, which provides a 10-year

roadmap to transform California's existing residential, commercial, and public building stock into high-performing and energy efficient buildings.

Assembly Bill 811

The 2008 Assembly Bill 811 (AB 811) (Chapter 159, California State Statutes of 2008) authorizes California cities and counties to designate districts within which willing property owners may enter into contractual assessments to finance the installation of renewable energy generation and energy efficiency improvements that are permanently fixed to the property. These financing arrangements would allow property owners to finance renewable generation and energy efficiency improvements through low-interest loans that would be repaid as an item on the property owner's property tax bill.

California's 2019 Building Energy Efficiency Standards

In December 2018, the California Building Standards Commission gave the final approval to a solar PV requirement mandating all new buildings under three stories tall be equipped with solar systems. The standards officially take effect on January 1, 2020, and include solar installation, battery storage, and improved energy savings through high-performance walls, attics, and windows.

Executive Order B-48-18

On January 26, 2018, Governor Edmund G. Brown, Jr. signed EO-48-18 to boost the use of zero-emission vehicles (ZEVs), electric vehicle charging infrastructure, and hydrogen refueling infrastructure in California. The order will implement the Governor's target of 5 million ZEVs on the road by 2030 and 250,000 vehicle charging stations and 200 hydrogen refueling stations by 2025.

California Building Energy Efficiency Standards

The 2013 California Building Energy Efficiency Standards (Title 24, Section 6) was created as part of the California Building Standards Code (Title 24 of the California Code of Regulations) by the California Building Standards Commission in 1978 to establish statewide building energy efficiency standards to reduce California's energy consumption. These standards include provisions applicable to all buildings, residential and nonresidential, which describe requirements for documentation and certificates that the building meets the standards. These provisions include mandatory requirements for efficiency and design of the following types of systems, equipment, and appliances and include additional mandatory requirements for space conditioning (cooling and heating), water heating, and indoor and outdoor lighting systems and equipment in non-residential, high-rise residential, and hotel or motel buildings. Mandatory requirements for low-rise residential buildings cover indoor and outdoor lighting, fireplaces, space cooling and heating equipment (including ducts and fans), and insulation of the structure, foundation, and water piping. In addition to the mandatory requirements, the standards call for further energy efficiency that can be provided through a choice between performance and prescriptive compliance approaches. Separate sections apply to low-rise residential and to non-residential, high-rise residential, and hotel or motel buildings. In buildings designed for mixed use (e.g., commercial and residential), each section must meet the standards applicable to that type of occupancy.

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle as technology and methods have evolved. As a result of new law under Assembly Bill 970, passed in the fall of 2000 in response to the state's electricity crisis, an emergency update of the standards went into effect in June 2001. The California Energy Commission (CEC) constantly updates its energy standards to improve upon the current standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The most recent standards focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings and include

requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations.

California Solar Initiative

The California Solar Initiative (CSI) was authorized in 2006 under Senate Bill 1 and allows the California Public Utilities Commission (CPUC) to provide incentives to install solar technology on existing residential, commercial, nonprofit, and governmental buildings if they are customers of the State's investor-owned utilities (IOUs), including Pacific Gas & Electric (PG&E). The CSI program has several components, including the Research and Development, Single-Family Affordable Solar Housing (SASH), Multi-Family Affordable Solar Housing (MASH), and Solar Water Heating Pilot Program, each of which provides incentives to further the installation of solar technology on California's buildings.

California Green Building Standards

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CALGreen Code) or the Title 24 Energy Standards. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality." The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of the CALGreen Code.

CALGreen contains both mandatory and voluntary measures. For non-residential land uses there are 39 mandatory measures including, but not limited to exterior light pollution reduction, wastewater reduction by 20 percent, and commissioning of projects over 10,000 square feet. Two tiers of voluntary measures apply to non-residential land uses, for a total of 36 additional elective measures.

LOCAL

City/County Association of Governments of San Mateo County

The City/County Association of Governments of San Mateo County (C/CAG) is the council of governments that consist of the County of San Mateo and its 20 cities and towns, which include the Town of Colma. C/CAG typically deal with transportation, air quality, stormwater runoff, hazardous and solid wastes, recycling, and use near airports, and other issues that affect the quality of life in general. C/CAG supports a variety of sustainability initiatives such as:

San Mateo County Energy Watch

The San Mateo County Energy Watch (SMCEW) program is a local government partnership between Pacific Gas and Electric Company (PG&E) and C/CAG to promote energy efficiency in municipal buildings.

This program has provided staff assistance to support San Mateo County jurisdictions in the development of their Climate Action Plans.

Reach Codes

The Town of Colma adopted reach codes or more stringent building codes that require new residential and non-residential construction to be electric-ready and have additional electric vehicle charging infrastructure. Natural gas is still allowed with the adopted reach codes.

Town of Colma Climate Action Plan (CAP) (2013)

The town of Colma has policy control over many important decisions that affect GHG reduction, such as energy efficiency requirements for residential and commercial projects, water conservation, bicycle lanes, green business certification programs, recycling programs and other strategies. The town's CAP was developed collaboratively with a regional program that funded CAP development for participating jurisdictions. The resulting measures are outlined in the town's CAP and provide practical and effect methods to meet the 15% GHG reduction target of AB 32.

4.5.3 IMPACT ANALYSIS AND MITIGATION MEASURES

Standards of Significance

Following PRC Sections 21083.2 and 21084.1, and Section 15064.5 and Appendix G of the State CEQA Guidelines, energy impacts are considered to be significant if implementation of the project considered would result in any of the following:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

METHODOLOGY

State CEQA Guidelines Appendix F recommend that the analyses of applicable energy impacts should concentrate on whether a proposed project would result in the wasteful, inefficient, or unnecessary consumption of energy. The Regulatory Setting section of this Draft PEIR Chapter discusses energy legislation, policies, and standards adopted by State and local governments for the purpose of reducing energy consumption and improving efficiency in the use of energy. Therefore, for the purposes of this analysis, inconsistency with legislation, policies, or standards designed to avoid wasteful and inefficient energy usage is used as the basis for evaluating whether the proposed General Plan Update would result in a significant impact related to energy resources.

IMPACTS

Impact 4.5.1 Implementation of the proposed General Plan Update would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation, nor would it conflict or obstruct a state or local energy efficiency plan (***Less than Significant***).

The 2040 GPU proposes few changes that could potentially alter the future development proposed in the town. The proposed GPU however updates the town's existing planning areas, simplifying the town's existing planning areas into five new planning areas that are consistent with the present condition of the town and the vision of the City Council. The planning areas include development standards such as height, FAR, and density as well as development standard bonuses for specific uses in opportunity sites. In

addition, the proposed GPU introduces new land uses such a medium density residential land use that is consistent with current developments and a commercial overlay over vacant and underutilized cemetery land east of Hillside Boulevard. The 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster's site, respectively. The town has the capability to add 765 people under the potential development of its GPU planning period. This could result in 328 additional housing units and 1,127,500 square feet of commercial and office buildings.

Construction of future development, or even redevelopment projects, under the GPU has the potential to consume electricity, natural gas, gasoline and diesel during the operation of heavy-duty construction equipment and vehicles. All this could have an adverse impact on the environment. However, these would-be temporary consumption of energy, only related to project construction under future development projects. Further, any future development would be limited by the town's geography and relation to existing cemetery uses. The town anticipates that future development projects would be limited to the town center or existing commercial and residential areas. The town of Colma therefore is anticipating more mixed use development, in terms of its growth. This in itself would reduce travel distances and energy consumption.

Additionally, although it is anticipated that energy efficiency will also improve in the future, and any new development under the General Plan Update would have to conform to the State of California's AB 32 Scoping Plan (for Greenhouse Gas emissions) and the Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6) and CALGreen Code (Title 24, Part 11). These standards outline improved building design and energy conservation measures to ensure that there are no unnecessary or inefficient use of energy. As mentioned previously, most of the town is already developed, with few vacant parcels remaining, and future construction would not require the excessive amount of energy consumptions that typically occur with large scale industrial facilities. Proposed GPU policies that would reduce air quality impacts during project construction, as well as constantly evolving energy efficiency standards, would also result in associated reductions in construction related energy uses.

Proposed General Plan Update Policies

The following proposed General Plan policies further reduce the anticipated less than significant wasteful, insufficient or unnecessary consumption of energy resources during project construction and operation:

Policy OSC-3-1: **Transit Oriented Development**. Encourage, to the extent feasible, higher density residential development to be located near transit corridors and public transportation.

Policy OSC-3-2: **Reduce Energy Consumption**. Support measures and education to reduce energy consumption and increase energy efficiency in residential, commercial, and industrial buildings.

Policy OSC-3-3: **Energy Efficiency in Municipal Operations**. Pursue opportunities to improve energy efficiency and install renewable energy systems, where feasible, in new and existing Town-owned facilities and operations.

Policy OSC-3-4: **GHG Reduction.** Implement the Climate Action Plan to achieve GHG reduction targets that are consistent with the State Scoping Plan, AB 32, and SB 32 and the Town's goals.

Policy OSC-3-5: **Pedestrian-Scaled Design**. Support the use of public/mass transit by encouraging pedestrian-friendly street design and mixed-use development near transit hubs.

Implementation of the policies described above would reduce the environmental impacts associated with consumption of energy resources to **less than significant** and no mitigation is required.

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This section of the Draft Program Environmental Impact Report (Draft Program EIR; DPEIR) discusses the geologic and soil conditions of the Town of Colma 2040 General Plan Planning Area (Planning Area). It also includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the 2040 General Plan Update (GPU), describes potential impacts that could result from the GPU. This Draft PEIR discusses General Plan Update goals, policies, and related potential environmental impacts if the proposed General Plan Update were implemented.

4.6.1 EXISTING SETTING

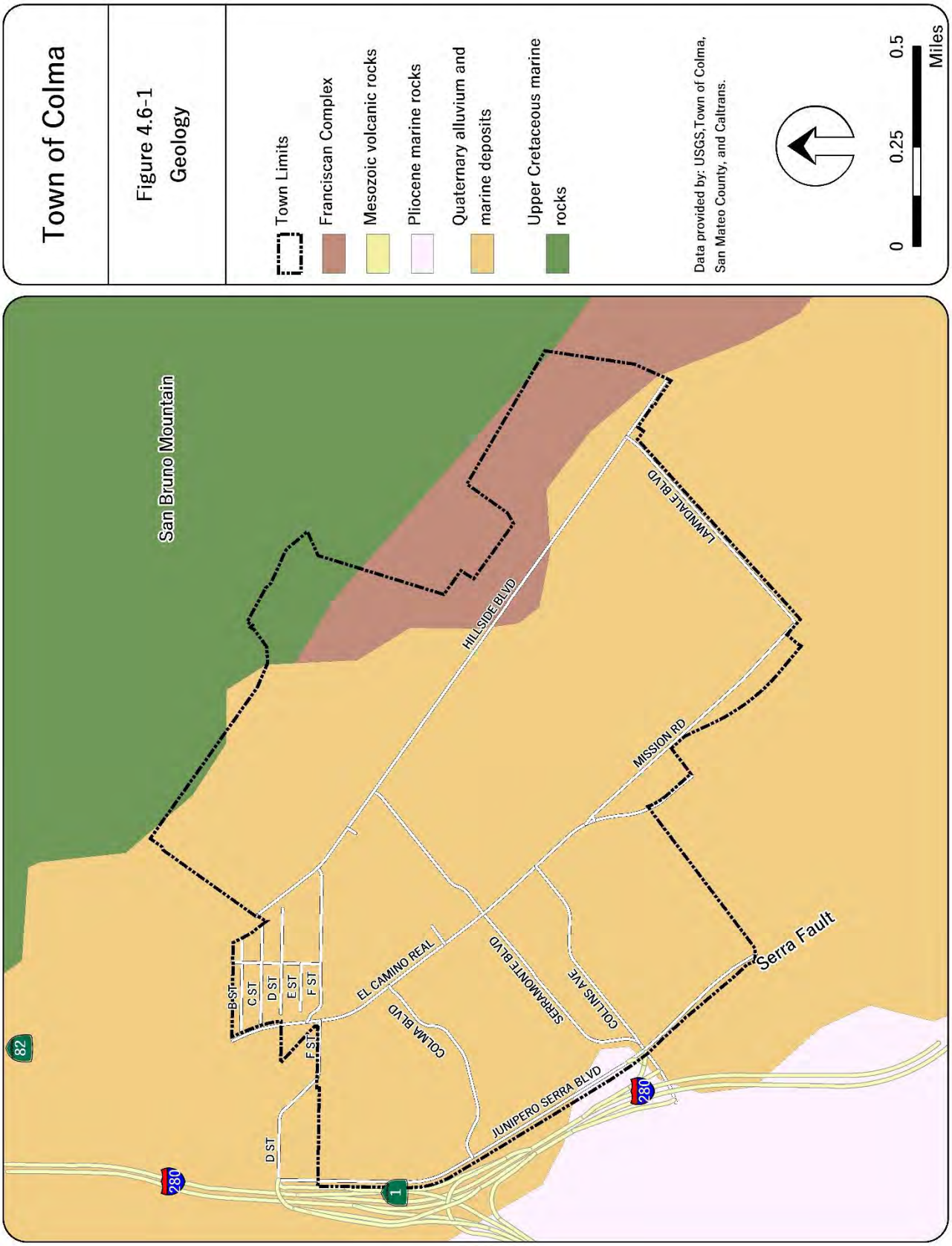
REGIONAL

The proposed town of Colma (town)'s 2040 GPU Planning Area is located in San Mateo County (county), which itself is located on the San Francisco Peninsula and within the North Coast Range of the Coast Ranges Geomorphic Province. This geomorphic province is part of Pacific coastal California, and provides a barrier between the Pacific Ocean and the San Joaquin Valley. Since this province consists of mountain ranges and the corresponding valleys and basins. it is controlled by a series of folds and faults that resulted from the collision of the Farallon and North American tectonic plates and subsequent strike-slip faulting along the San Andreas fault zone. Much of the Coast Range province is composed of marine sedimentary deposits and volcanic rocks, running subparallel to the San Andreas Fault Zone. The Coast Ranges can be further divided into the northern and southern ranges, separated by the San Francisco Bay. Regionally, this fault system is the boundary between the North American Plate and Pacific Plate, a complex system of northwest trending faults that extend across the greater San Francisco Bay Area. The San Andreas is also the closest active fault to the Planning Area.

Geology and Soils

According to the 1985 San Mateo County General Plan, soil types in San Mateo county have been classified according to eight major groups composed of 25 association types. Soils within each association have similar properties and characteristics. Approximately 80 percent of San Mateo county is covered with sandy loam, clay loam, and clay upland soils, generally on slopes of 30 percent or greater. The deepest and best drained soils occur on small alluvial fans and low terraces, especially along major stream channels. Other well-drained soils, originally formed primarily from marine sediments, occur on the high terraces of the coastal plain, and constitute less than 20 percent of the county's land area.

San Mateo county is also host to serpentine-based soils; a unique soils group due to the restricted range of plan species it supports. Serpentine soils occur infrequently and are sporadically distributed. Undisturbed habitats are quite rare, occurring primarily within the San Francisco Watershed, Jasper Ridge Biological reserve, and Emerald Lake Hills area. Typical bedrock types include Quaternary alluvium and marine deposits, Pliocene Marine rocks and the Franciscan Complex. The Quaternary alluvium and marine deposits consist of poorly consolidated friable, well sorted, fine to medium grained sand, gravel, silt and clay deposits. These deposits overlay the Pliocene Marine rocks which consists of unconsolidated and moderately consolidated sandy silt and fine sand found throughout the Santa Cruz Mountains. The Franciscan Complex occurs in the San Bruno Mountain foothills. This association is composed of sedimentary volcanic and metamorphic rocks of shale and siltstone containing blocks of sandstone, greenstone and chert. The bedrock and surface geologic characteristics are shown in ***Figure 4.6-1: Geology*** below.


Town of Colma
Figure 4.6-1
Geology
Town Limits
Franciscan Complex
Mesozoic volcanic rocks
Pliocene marine rocks
Quaternary alluvium and marine deposits
Upper Cretaceous marine rocks
Data provided by: USGS,Town of Colma, San Mateo County, and Caltrans.
0
0.25
0.5
Miles
San Bruno Mountain
HILLSIDE BLVD
LAWNDALE BLVD
MISSION RD
Serra Fault
EL CAMINO REAL
COLMA BLVD
SERRAMONTE BLVD
COLLINS AVE
JUNIPERO SERRA BLVD
B ST
C ST
D ST
E ST
F ST
F ST
D ST
82
280
1
280

Faults

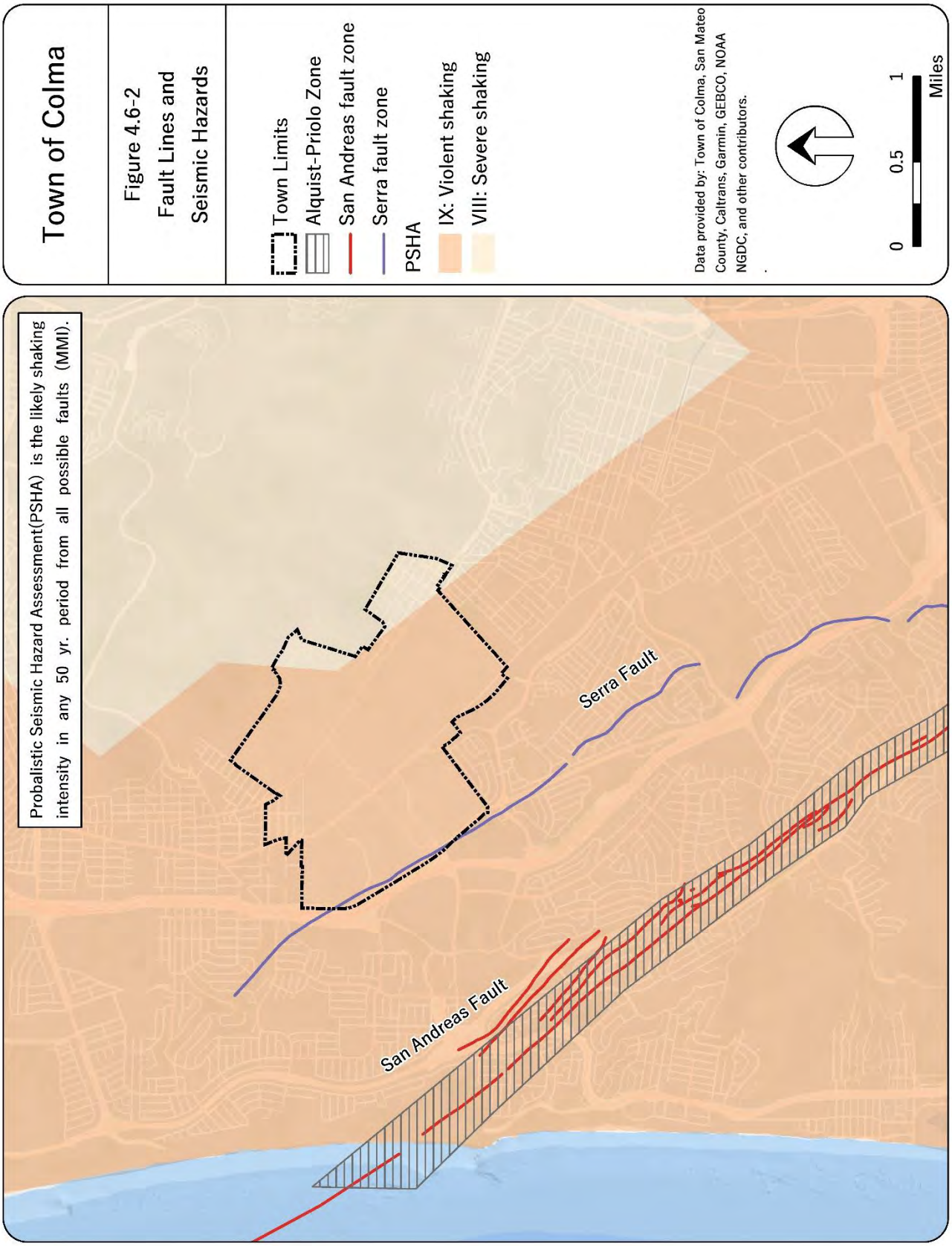
The San Francisco Bay area is wholly located within the San Andreas Fault Zone. This significant tectonic feature is located just over a mile west of the town of Colma (***Figure 4.6-2: Fault Lines and Seismic Hazards***). Other major regional active faults include the Hayward, Concord, Calaveras and San Gregorio faults. The U.S. Geological Survey estimates that between 2003 and 2032, there is a 63% probability that a 6.7 or greater magnitude earthquake will occur in the San Francisco Bay Region, and a 21% chance that a 6.7 or greater magnitude earthquake will occur along the San Andreas Fault.

The Modified Mercalli Intensity (MMI) Scale describes shaking severity resulting from earthquakes (**Table 4.6.1: Modified Mercalli Intensities and Effects**). An earthquake of magnitude 7.2 on the San Andreas Fault would have MMI shaking severity levels of Very Strong to Violent throughout the Planning Area.

Table 4.6.1: Modified Mercalli Intensities and Effects

MM	Effect
I	Not felt except by a very few under especially favorable Conditions.
II	Felt only by a few persons at rest, especially on upper floors of buildings.
III	Many feel movement indoors, may not be perceptible outdoors.
IV	Most feel movement indoors; Windows, doors, and dishes will rattle.
V	Felt by nearly everyone, sleeping people may be awakened
VI	Felt by all, difficulty walking; heavy furniture moved, slight damage.
VII	Difficulty standing; some furniture breaks; damage to well-built buildings negligible.
VIII	Damage to poorly built structures, partial collapse of well-built structures, houses may shift on foundations.
IX	Considerable damage to well-built buildings, ground may crack.
X	Most buildings and foundations destroyed.

Source: USGS, 2013


Town of Colma
Figure 4.6-2
Fault Lines and
Seismic Hazards
Town Limits
Alquist-Priolo Zone
San Andreas fault zone
Serra fault zone
PSHA
IX: Violent shaking
VIII: Severe shaking
Data provided by: Town of Colma, San Mateo County, Caltrans, Garmin, GEBCO, NOAA NGDC, and other contributors.
0
0.5
1
Miles
Probalistic Seismic Hazard Assessment(PSHA) is the likely shaking intensity in any 50 yr. period from all possible faults (MMI).
Serra Fault
San Andreas Fault

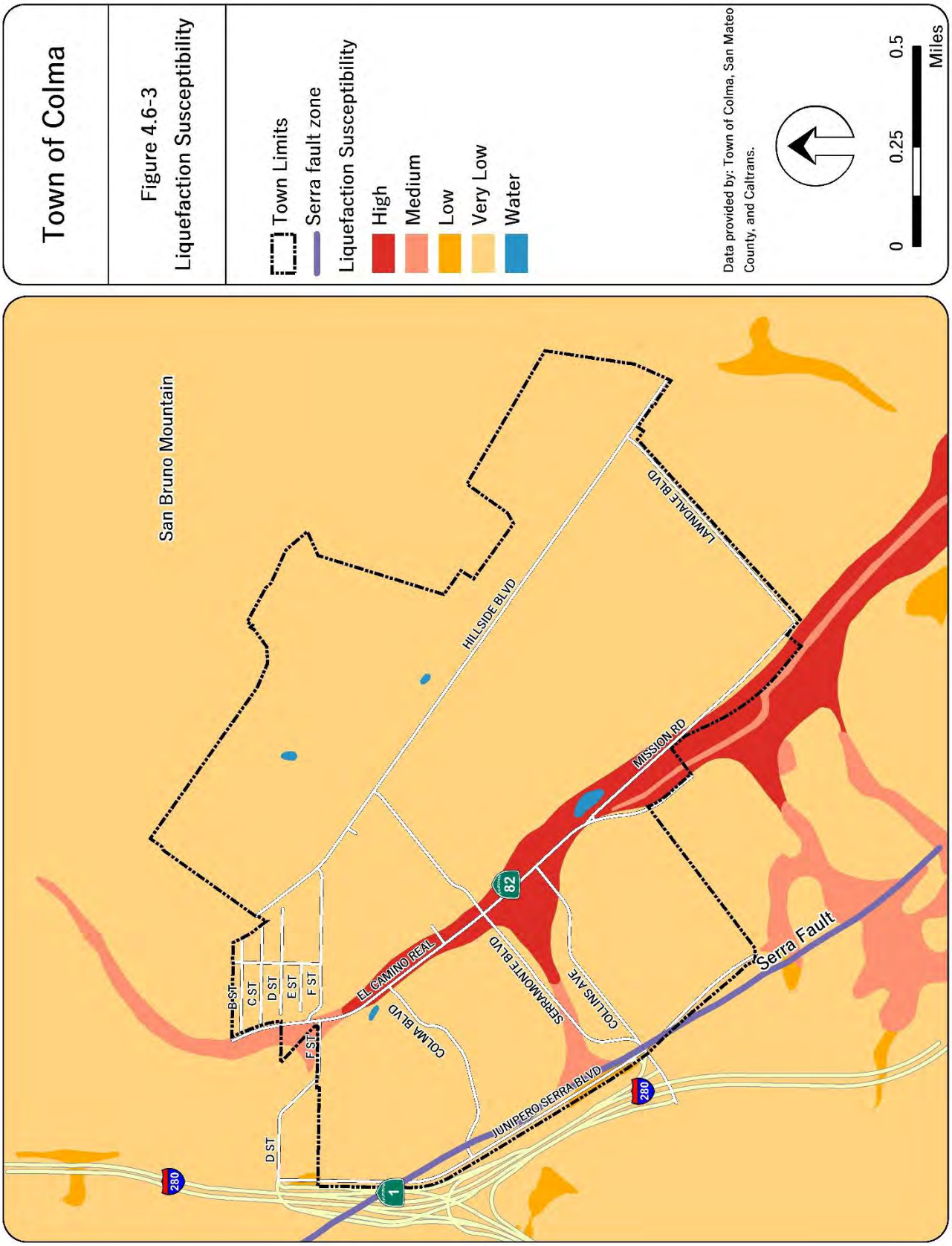
Surface Rupture and Subsidence

Surface rupture is the fracturing or cracking of the earth's surface by fault displacement or fault movement during an earthquake. Surface rupture in the form of landslides may occur when earthquakes cause cracks in sidewalks, streets, and buildings, thereby resulting in curb separation, cracks on structures, and broken gutters. Subsidence is the sinking or lowering of a part of the earth's surface, and may be either earthquake induced or occur independent of earthquakes. Subsidence as a direct result of fault displacement is not as likely the region due to the nature of the how the San Andreas Fault moves during an earthquake.

Ground Shaking and Liquefaction

The potential severity of ground shaking during an earthquake depends on a variety of factors. A region's susceptibility to the highest potential levels of seismic shaking are generally those areas closest to the active earthquake-generating faults and areas underlain by thick unconsolidated deposits, particularly soft, saturated mud and fill. Ground shaking may be a potentially serious seismic hazard for areas in close proximity to the San Andreas Fault. A Geologic Units Map prepared by the Association of Bay Area Governments (ABAG) classifies geologic units into categories of similar susceptibility to ground shaking from very low to extremely high intensity (see ***Figure 4.6-2***). The ABAG map indicates that portions of the greater San Francisco Bay area underlain by the Colma and Merced Formations would have moderately high to very high susceptibility to ground shaking. Areas underlain by the Franciscan outcrop, such as those adjacent to San Bruno Mountain, have low to moderately low susceptibility. Some areas in the Bayshore neighborhood, however, have high to extremely high susceptibility due to the mixture of different geologic formations near the San Francisco Bay.

Liquefaction is the rapid transformation of saturated, loose, fine-grained sediment to a fluid-like state caused by seismic ground shaking. Soils susceptible to liquefaction include saturated loose to medium dense sands and gravels, low-plasticity silts, and some low-plasticity clay deposits. Liquefaction and associated failures could damage foundations, disrupt utility service, and cause damage to roadways. A composite liquefaction susceptibility map prepared by ABAG indicates that the majority of the Town of Colma has a very low susceptibility level (see ***Figure 4.6-3: Liquefaction Susceptibility***).


Town of Colma
Figure 4.6-3
Liquefaction Susceptibility
Town Limits
Serra fault zone
Liquefaction Susceptibility
High
Medium
Low
Very Low
Water
Data provided by: Town of Colma, San Mateo County, and Caltrans.
0
0.25
0.5
Miles
San Bruno Mountain
LAWNDALE BLVD
HILLSIDE BLVD
MISSION RD
EL CAMINO REAL
SERRAMONTE BLVD
COLLINS AVE
COLMA BLVD
JUNIPERO SERRA BLVD
Serra Fault
B ST
C ST
D ST
E ST
F ST
F ST
D ST
82
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1
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Slope Instability

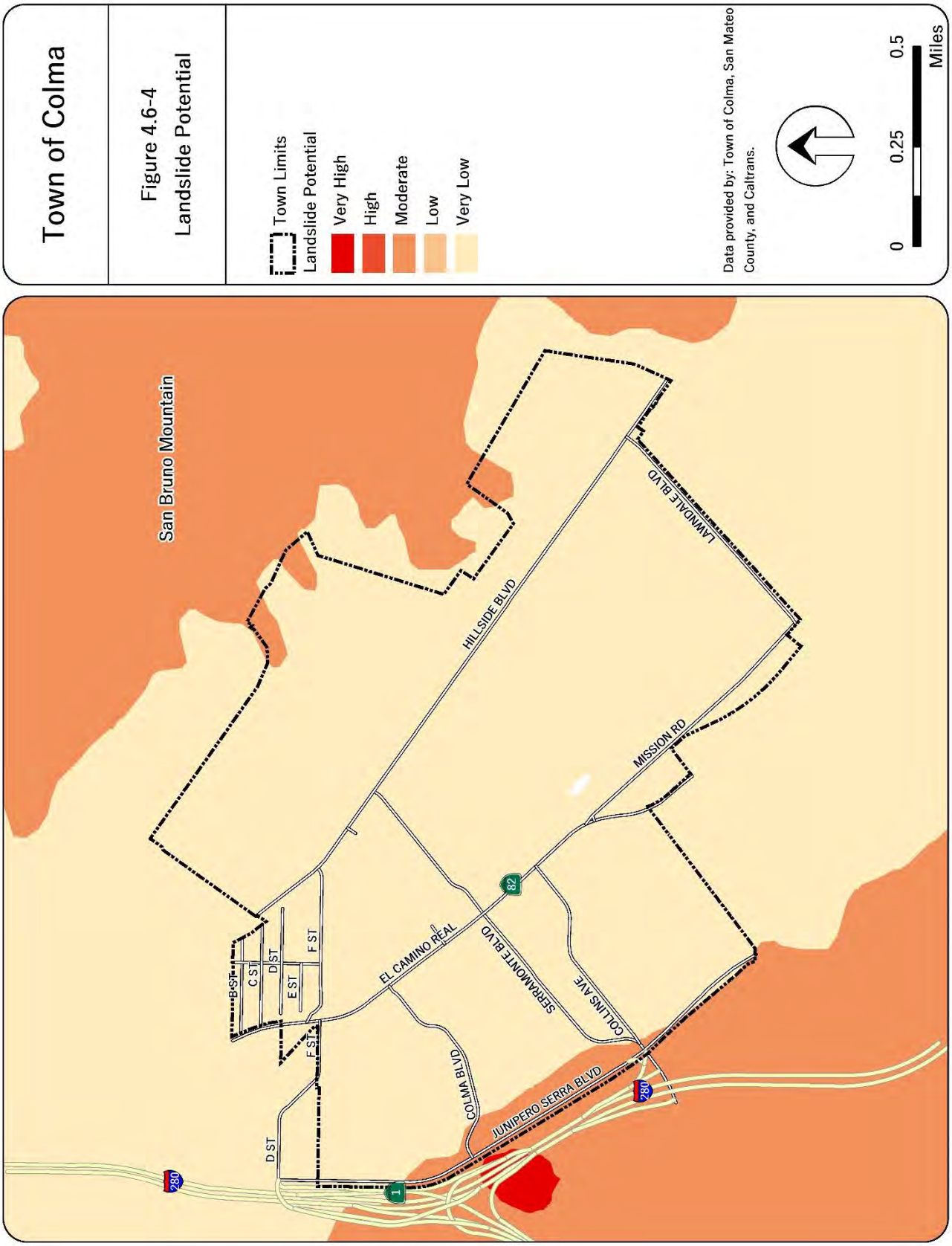
A landslide is a mass of rock, soil and debris displaced down slope by sliding, flowing or falling (mudflows, or "mudslides" are types of landslides). Landslides can be a direct result of an earthquake, as occurred in the greater San Francisco Bay area during earthquakes in 1906, 1957, and 1989. However, landslides could also be caused by other natural events such as heavy rainfall, or by human activities such as grading and deforestation or removal of vegetation. The vulnerability of homes and businesses to landslide hazards in the San Francisco Bay area is exacerbated by the San Andreas Fault.

Cliff erosion is often considered a type of landslide and is generally caused by an increase in moisture along the bluff line of a cliff which results in the breaking away of material along the face of the cliff. Development along coastal bluffs can also contribute to increases in cliff erosion through increased runoff due to ineffective storm drainage design.

Expansive Soils and Soil Erosion

Soil erosion is the process by which soils are worn away from the earth's surface by precipitation and runoff or wind. The rate of erosion depends on many factors, including soil type and geologic parent materials (inherent erodibility), degree of surface disturbance and resulting vegetative cover, degree of compaction, degree and length of slope, rainfall and/or wind amount and intensity, and erosion control practices. Soils that are high in silt and low in clay and organic matter are the most inherently erodible; but, regardless of soil texture, erosion potential may be high in steep, unvegetated areas— especially those areas disturbed by cut-and-fill or other construction activities.

Expansive soils possess a "shrink-swell" behavior. Shrink-swell is the cyclic change in volume (expansion and contraction) that occurs in fine-grained clay sediments from the process of wetting and drying. Structural damage to buildings can occur over a long period of time, usually as a result of inadequate soil and foundation engineering or the placement of structures directly on expansive soils. As shown in ***Figure 4.6-4: Landslide Potential***, erosion susceptibility in the Town of Colma is typically around the base of the San Bruno Mountain State Park. This is an area of low-to-moderate erosion potential, as well as low-to-moderate shrink/swell potential.


Town of Colma
Figure 4.6-4
Landslide Potential
Town Limits
Landslide Potential
Very High
High
Moderate
Low
Very Low
Data provided by: Town of Colma, San Mateo County, and Caltrans.
0
0.25
0.5
Miles
San Bruno Mountain
HILLSIDE BLVD
LAWNDALE BLVD
MISSION RD
EL CAMINO REAL
SERRAMONTE BLVD
COLLINS AVE
COLMA BLVD
JUNIPERO SERRA BLVD
B ST
C ST
D ST
E ST
F ST
82
280
1

LOCAL

The town of Colma occupies a wide drainage basin centered on Colma Creek. The geologic formation of the area is known as the Colma formation. It consists of friable, well-sorted, fine to medium grained sand and local gravel, sand silt and clay. The formation is weakly to moderately consolidated and is well drained. An alluvial strip, consisting of unconsolidated permeable sand and gravel, exists along Colma Creek. The bedrock types underlying the town include the Quaternary alluvium and marine deposits, the Pliocene Marine rocks and the Franciscan Complex.

The town is located in the seismically active San Francisco Bay Area. Due to its location near the boundary between the North American and Pacific tectonic plates, the town is exposed to geologic and seismic hazards such as strong seismic ground shaking, seismic-related ground failure, including liquefaction and landslides.

Although mapping analyzed under the Alquist-Priolo Earthquake Fault Zoning Act indicates that no active earthquake fault zones are located in the town, several major regional active fault zones are of concern. The San Andreas is also the closest active fault to the Planning Area and there is one recognized inactive fault in the town, the Serra Fault. The Serra fault runs parallel to Junipero Serra Boulevard and is approximately 1 mile from the San Andres Fault. The fault extends from the town of Hillsborough to the city of Daly City. Seismically induced hazards with potential to affect the town of Colma include ground shaking, ground failure, liquefaction and surface rupture.

A composite liquefaction susceptibility map prepared by ABAG indicates that the majority of the town of Colma has a very low susceptibility level to liquefaction (see ***Figure 4.6-3***).

4.6.2 REGULATORY FRAMEWORK

FEDERAL

Disaster Mitigation Act

The Disaster Mitigation Act (DMA) of 2000 provides the legal basis for Federal Emergency Management Agency mitigation planning requirements for state, local, and Indian Tribal governments as a condition of mitigation grant assistance. DMA 2000 amended the Robert T. Stafford Disaster Relief and Emergency Assistance Act by repealing the previous mitigation planning provisions and replacing them with a new set of requirements that emphasize the need for state, local, and Indian Tribal entities to closely coordinate mitigation planning and implementation efforts. The requirement for a state mitigation plan is continued as a condition of disaster assistance, adding incentives for increased coordination and integration of mitigation activities at the state level through the establishment of requirements for two different levels of state plans. DMA 2000 also established a new requirement for local mitigation plans and authorized up to seven percent of Hazard Mitigation Grand Program funds available to a state for development of state, local, and Indian Tribal mitigation plans.

STATE AND REGIONAL

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (Act) was signed into law in 1972 as the Alquist-Priolo Geologic Hazard Zones Act. The name was subsequently changed to the Alquist-Priolo Special Studies Zones Act in 1975 and finally to the Alquist-Priolo Earthquake Fault Zoning Act in 1994. The Act requires the delineation of zones along active faults in California. The purpose of the act was to prohibit the location of most structures for human occupancy across active fault traces and to thereby mitigate the hazard of surface fault rupture. The law only addresses the hazard of surface fault rupture and is not directed toward

other earthquake hazards, such as ground-shaking or landslides. It regulates development on or near active fault traces to reduce the hazard of fault rupture and to prohibit the location of most structures for human occupancy across these traces.

The Act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue maps to all affected cities, counties, and State agencies for their use in planning and controlling development. Local agencies must regulate most development projects within the zones, and there generally can be no construction for human occupancy within 50 feet of an active fault zone.

Seismic Hazards Mapping Act

In 1990, the California State Legislature passed the Seismic Hazard Mapping Act (Act) to protect public safety from the effects of strong shaking, liquefaction, landslides, or other ground failure, and other hazards caused by earthquakes. The Act became operative on April 1, 1991. The program and actions mandated by the Seismic Hazards Mapping Act closely resemble those of the Alquist-Priolo Earthquake Fault Zoning Act.

The Seismic Hazards Mapping Act of 1990 addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides, and its purpose is to protect public safety from the effects of strong ground shaking, liquefaction, landslides, other ground failure, and other hazards caused by earthquakes. Specifically, the maps identify areas where soil liquefaction and earthquake-induced landslides are most likely to occur. The Act directs cities, counties, and state agencies to use the maps in their land use planning and permitting processes. A site-specific geotechnical evaluation is required prior to permitting most urban developments within the mapped zones. The Act requires the State Geologist to delineate various seismic

hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones. Before a development permit is granted for a site within a seismic hazard zone, a geotechnical investigation of the site must be conducted, and appropriate mitigation measures incorporated into the project design.

California Health and Safety Code

Section §19100 et seq. of the California Health and Safety Code establishes the State's regulations for earthquake protection. This section of the code requires structural designs to be capable of resisting likely stresses produced by strong winds and earthquakes.

California Building Code

The purpose of the Uniform Building Code (UBC) is to provide minimum standards to preserve public peace, health, and safety by regulating the design, construction, quality of materials, equipment, location, grading, use, occupancy, and maintenance of all buildings and structures. UBC standards address foundation design, shear wall strength, and other structurally related conditions.

In addition to the requirements of the Uniform Building Code, California Code of Regulations, Title 24, also known as the California Building Standard Code or the California Building Code (CBC), establishes further guidance for foundation design, shear wall strength, and other structurally related concerns. The CBC is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards.

The CBC modified national UBC regulations for specific conditions found in California, and therefore requires structures to be built to withstand ground shaking in areas of high earthquake hazards and the placement of strong motion instruments in larger buildings, to monitor and record the response of the structure and the site of seismic activity. Compliance with CBC regulations ensures the adequate design

and construction of building foundations to resist soil movement. It regulates and controls the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures within its jurisdiction. The CBC also contains drainage requirements in order to control surface drainage and to reduce seasonal fluctuations in soil moisture content.

In addition, the CBC contains necessary California amendments which are based on the American Society of Civil Engineers (ASCE). The Minimum Design Standards 7-05 provides requirements for general structural design and includes means for determining earthquake loads among others, for inclusion into building codes. The provisions of the CBC apply to the construction, alteration, movement, replacement, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout California. The earthquake design requirements take into account the occupancy category of the structure, site class, soil classifications, and various seismic coefficients which are used to determine a Seismic Design Category (SDC) for a project. The SDC is a classification system that combines the occupancy categories with the level of expected ground motions at the site and ranges from SDC A (very small seismic vulnerability) to SDC E/F (very high seismic vulnerability and near a major fault).

California Department of Transportation (Caltrans)

The California Department of Transportation (Caltrans) has jurisdiction over State and interstate routes within California. Any work undertaken within the right-of-way of a federal or State transportation corridor is subject to Caltrans regulations. Caltrans standards incorporate the CBC, and contain numerous additional rules and regulations to protect the public from seismic hazards such as surface fault rupture, and ground shaking. In addition, Caltrans standards require that projects be constructed to minimize potential hazards associated with cut and fill operations, grading, slope instability, and expansive or corrosive soils, as described in the Caltrans Highway Design Manual (HDM).

LOCAL

Colma Municipal Code Subchapter 5.07 Grading and Erosion and Sediment Control

The purposes of this ordinance are to provide for safe grading operations, to safeguard life, limb and property, to preserve and enhance the natural environment, to control erosion and sedimentation, to decrease the risk of flooding, to reduce the impacts on riparian habitats and stream capacity, and to assure consistency with the 2040 General Plan for the town of Colma.

4.6.3 IMPACT ANALYSIS AND MITIGATION MEASURES

Standards of Significance

Following Public Resources Code (PRC) Sections §21083.2 and §21084.1, and Section §15064.5 and Appendix G of the State CEQA Guidelines, Geology and Soils impacts are considered to be significant if implementation of the project considered would result in any of the following:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
    a. 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?
    b. Strong seismic ground shaking?
    c. Seismic-related ground failure, including liquefaction? and,
    d. Landslides?

- Result in substantial soil erosion or the loss of topsoil.
- 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.
- 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.
- 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.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

METHODOLOGY

Geologic impacts and soils analyses take into account the geologic and seismic conditions within the town of Colma, and applicable regulations and guidelines. The proposed General Plan Update would facilitate development and growth within the town. Thus the analyses assess the potential for seismic activity to affect people and structures, as well as the necessary protection from seismic hazards that are provided by GPU standards. Consideration is given to erosion associated with future development, related construction activities, as well as potential geologic hazards posed by liquefaction, ground shaking, and underlying geologic materials. In order to reduce potential hazards from earthquakes or other local geologic hazards, the proposed GPU ensures development/redevelopment would continue to be completed in compliance with local and State regulations, as well as GPU policies.

IMPACTS

Impact 4.6.1 Implementation of the proposed General Plan Update would expose new development to seismic hazards, including but not limited to strong ground shaking or seismically related to ground failure, including liquefaction (***Less than Significant***).

The town of Colma is located along the Serra Fault Zone and is approximately less than a mile east from the San Andreas Fault Zone. Therefore, the town has the potential to experience considerable ground shaking and rupture, in the event of an earthquake. In addition, the US Geological Survey has modeled that the greater San Francisco Bay area could experience a major earthquake within the next 20-30 years, or within the GPU planning horizon of 2040.

Liquefaction typically happens when saturated soils are transformed from solid to liquified state due to ground shaking from seismic activities. As a result, the soils lose strength and cause ground failure and therefore liquefaction. Soils, therefore, in areas with groundwater tables closer to the surface result in greater liquefaction potential than soils where the groundwater table is located deeper from the surface. The town of Colma has not been identified as having the potential for liquified soils.

Surface rupture typically happens when the ground surface is broken due to movement along an earthquake. Ground shaking is associated with surface rupture and could result in damages to structures and infrastructure. Seismic related ground shaking in unavoidable in the greater San Francisco Bay area, as is liquefaction induced ground failure which has the potential to affect underground utilities, shallow foundations or paved areas. The intensity of any such an event would depend on the seismic fault, the distance to the epicenter, the magnitude, and the duration of ground shaking.

The 2040 GPU proposes few changes that could potentially alter the future development proposed in the town. The proposed GPU updates the town's existing planning areas, simplifying the town's existing planning areas into five new planning areas that are consistent with the present condition of the town and the vision of the City Council. The 2040 GPU would allow for an additional 11 residential units in the

Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively.

The potential for damage or loss during an earthquake could be substantial, since impacts from earthquakes tend to be more severe in softer sediments compared to denser bedrock materials. Considering the town's close proximity to the San Andreas fault, and its location along the Serra Fault, the town of Colma has the potential to experience ground shaking and ground failure due to seismic activity.

Proposed General Plan Update Policies

The proposed General Plan policies CS-2.1 through CS-2.6 address seismic hazards.

Policy CS-2-1: **Geotechnical Studies**. Require geotechnical, soils, and foundation reports for proposed projects and subdivisions on sites that have been identified as having moderate or high potential for ground failure, liquefaction, and seismic activity by the Town or by the San Mateo County Seismic and Safety Element

Policy CS-2-2: **Development in Hazardous Areas**. Prohibit development, including any land alteration, grading for roads and structural development, in areas of slope instability unless the appropriate mitigation measures are taken.

Policy CS-2-3: **Unsafe Buildings.** Encourage seismic retrofits of existing buildings based on the recommendations of a licensed engineer or architect. Prioritize working with owners of buildings whose loss would impact the greatest number of people and/or particularly vulnerable groups such as seniors, children, or low-income households.

Policy CS-2-4: **Water Infrastructure Safety.** Collaborate with San Mateo County, California Water Service Company, and the San Francisco Water District to ensure that all water tanks and main water pipelines are capable of withstanding high seismic stress.

Policy CS-2-5: **Erosion Prevention.** Require new grading or development to prevent erosion on slope and hillside areas by revegetation or use of slope protection material. Require project grading and drainage plans to demonstrate how the project will maintain natural surface drainage and existing vegetation, to the extent feasible.

Policy CS-2-6: **Seismic Hazards.** Continue to enforce appropriate standards to ensure existing and new development is located, designed, and constructed to minimize the risk of loss of life and property from seismic hazards.

Implementation of the policies above would serve to reduce the environmental impacts associated with such hazards to a **less than significant** level and no mitigation is required.

Impact 4.6.2 Land uses and new development or redevelopment under the proposed General Plan Update may develop structures on unstable soil or expose, structures, and development to the effects of ground settlement resulting in the risk of loss, injury, or death (***Less than Significant***).

Though the 2040 GPU proposes few changes that could potentially alter the future development proposed in the town, it does update the town's existing planning areas, simplifying the town's existing planning areas into five new planning areas that are consistent with the present condition of the town and the vision

of the City Council. While limited in the amount of new development, the 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively.

Development associated under the GPU may include earthwork activities that could expose soils to the effects of erosion or loss of topsoil. Once disturbed, soils if not managed appropriately are left exposed to the effects of wind and water. Though no specific developments are being proposed under this General Plan Update, implementation of the GPU has the potential to expand the town of Colma's residential and commercial development. As a result, excavation, grading, construction activities, and site preparation for future development may result in the removal of topsoil or disturb and potentially expose underlying soils to wind and water erosion. Poorly designed projects may also potentially destabilize buildings or roadway foundations due to long-term soil erosion and loss of underlying supporting soils. Future development may also include paving and other site improvements that could increase amounts of impervious surfaces and result in higher levels of urban runoff.

Generally, development related construction activities on more than one acre are subject to the National Pollutant Discharge Elimination System (NPDES) permit. As a requirement under the NPDES permit, all such development activities have to follow best management practices that reduce soil erosion, loss of topsoil, and pollution of waterways. In addition, earthwork and ground-disturbing activities, typically require grading permits, compliance with which minimizes erosion. Once construction is complete and exposed areas are revegetated or covered by buildings, asphalt, or concrete, the erosion hazard is substantially eliminated or reduced.

Proposed General Plan Update Policies

The proposed General Plan policies CS-2.1, CS-2.2, CS-2.4, and CS-2.6 address soil erosion and loss of topsoil.

Policy CS-2-1: **Geotechnical Studies**. Require geotechnical, soils, and foundation reports for proposed projects and subdivisions on sites that have been identified as having moderate or high potential for ground failure, liquefaction, and seismic activity by the Town or by the San Mateo County Seismic and Safety Element

Policy CS-2-2: **Development in Hazardous Areas**. Prohibit development, including any land alteration, grading for roads and structural development, in areas of slope instability unless the appropriate mitigation measures are taken.

Policy CS-2-4: **Water Infrastructure Safety.** Collaborate with San Mateo County, California Water Service Company, and the San Francisco Water District to ensure that all water tanks and main water pipelines are capable of withstanding high seismic stress.

Policy CS-2-6: **Seismic Hazards.** Continue to enforce appropriate standards to ensure existing and new development is located, designed, and constructed to minimize the risk of loss of life and property from seismic hazards.

Implementation of these policies would therefore reduce the environmental impacts associated with soil erosion and loss of topsoil to **less than significant** and no mitigation is required.

Impact 4.6.3 Implementation of the proposed project would not result in development within areas subject to landslide (***Less than Significant***).

Slope instability often results in landslides, and steep slopes heighten an area's susceptibility to landslides. Landslides themselves can either occur naturally from seismic activity, wildfires or soil saturation, or from human activities such as construction disturbance, vegetation removal, landscape irrigation, and changes to sub-surface drainage. Structures located in the path of a landslide may be destroyed or seriously damaged. While San Mateo County has hillsides with medium or very high susceptibility for landslides, the town of Colma does not have steep slopes. Though it borders the base of the San Bruno Mountains, these are also the areas of the town's cemetery uses and no future development would be allowed with these land uses. The proposed GPU updates the town's existing planning areas, simplifying the town's existing planning areas into five new planning areas that are consistent with the present condition of the town and the vision of the City Council. The 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively. However, none of the proposed future development would be located in areas susceptible to landslides

Proposed General Plan Update Policies

The following GPU policies address potential slope instability and landslide issues within the town of Colma.

Policy CS-2.1: **Geotechnical Studies**. Require geotechnical, soils, and foundation reports for proposed projects and subdivisions on sites that have been identified as having moderate or high potential for ground failure, liquefaction, and seismic activity by the Town or by the San Mateo County Seismic and Safety Element

Policy CS-2.2: **Development in Hazardous Areas**. Prohibit development, including any land alteration, grading for roads and structural development, in areas of slope instability unless the appropriate mitigation measures are taken.

Policy CS-2.5: **Erosion Prevention.** Require new grading or development to prevent erosion on slope and hillside areas by revegetation or use of slope protection material. Require project grading and drainage plans to demonstrate how the project will maintain natural surface drainage and existing vegetation, to the extent feasible.

As such, there would not be any significant impacts associated with landslides from implementation of the GPU. Moreover, the proposed General Plan policies CS-2.1, CS-2.2, and CS-2.5. address landslides and slope instability and therefore impacts associated with such hazards This impact is therefore **less than significant** and no mitigation is required.

Impact 4.6.4 Implementation of the proposed project would not result in development of areas of unstable or expansive soils (***No Impact***).

The 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses,

and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively.

Implementation of the GPU for the town of Colma has the potential to result in a total 2,269 people within the Planning Area at buildout (2040). This represents an increase of approximately 765 persons (from a current population of 1,504 people) over the next 20 years, within the Planning Area. This has the potential to result in new construction activities that could have impacts on unstable or expansive soils. However, 75% of the town's available land area are currently utilized for the town's 17 cemeteries. Future development under the GPU would be limited to redevelopment of underutilized or infill sites within the town, and not at any of the historic cemetery sites. These available sites are already developed either wholly or partially with residential, commercial or public service uses, and no soil related issues were identified as these sites were developed. Therefore, the proposed General Plan Update would have **no impact** related to unstable or expansive soils and no mitigation measures are required.

Impact 4.6.5 Implementation of the proposed project would not impact areas where soils may be incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems (***No Impact***).

The town of Colma has approximately 33,600 lineal feet of sewer mains for its wastewater collection. The town owns the sewer collection system but does not have its own wastewater treatment plant. It contracts with the North San Mateo County Sanitation District (NSMCSD) and the city of South San Francisco for wastewater treatment. The town's sewer system is primarily gravity flow. There are no forced mains or pump stations owned/maintained by the town. Neither are there any sewer septic tanks or alternative wastewater disposal systems in the town. utilized for new development. As such, there are no significant adverse environmental impacts associated with septic tanks that would result from implementation of the General Plan Update Therefore, the proposed General Plan would have **no impact** related to soils capability to support wastewater disposal and no mitigation measures are required.

Impact 4.6.6 Implementation of the proposed General Plan Update would not promote new development that could impact areas of unique paleontological resources or unique geologic features (***Less then Significant***).

The town of Colma is not located on any unique geological features, nor does it have areas of unique paleontological resources. Approximately 75% of the 1.9 square miles of land within the town are utilized for the 17 cemeteries that make up a majority of the town's land uses. The 2040 GPU proposes updates to the town's existing planning areas, simplifying the town's existing planning areas into five new planning areas that are consistent with the present condition of the town and the vision of the City Council. The 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively. Any future new development will therefore either consist of redevelopment of underutilized or infill sites and no new development would be allowed in the town's cemetery sites. In the possibility that unknown resources are found during construction activities in the town, federal and State regulations would require protective measures should any paleontological resources be discovered. Section §5097 of the Public Resources Code specifies the procedures to be followed in the event of the unexpected discovery of paleontological resources. Additionally, Section §15064.5(f) of the CEQA Guidelines requires that construction activities be halted until a qualified specialist can assess the significance of the find. Any future

development projects would require conducting their own geologic and paleontological assessments based on the project's location. Additionally, ***Section 4.4 Cultural and Tribal Resources*** of this PEIR and GPU ***Policy OSC-6-3*** address potential impacts on paleontological resources. Potential impacts from adoption of the 2040 GPU would be **less than significant** and no further mitigation is required.

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4.7 GREENHOUSE GAS EMISSIONS

This section of the Draft Program Environmental Impact Report (Draft PEIR; DPEIR) provides a discussion of climate change science and greenhouse gas (GHG) emissions in the Town of Colma's 2040 General Plan Planning Area (Planning Area). This section also provides a summary of applicable regulations with respect to local, regional and statewide GHG emissions sources.

The analysis in this section is based on buildout of the proposed project, as modeled using the California Air Resources Board's (CARB) Emissions Factor Model (EMFAC2017), the Off-Road Emissions Factor Model (OFFROAD2017), energy use provided by Pacific Gas and Electric (PG&E) and Peninsula Clean Energy (PCE), and trip generation and vehicle miles traveled (VMT) provided by Kittelson and Associates (see Appendix E of this DPEIR). The GHG emissions modeling is included as Appendix B, Air Quality and Greenhouse Gas Emissions Data, of this Draft PEIR.

Terminology

The following are definitions for terms used throughout this chapter.

- **Greenhouse gases (GHG).** Gases in the atmosphere that absorb infrared light, thereby retaining heat in the atmosphere and contributing to a greenhouse effect.
- **Global warming potential (GWP).** Metric used to describe how much heat a molecule of a GHG absorbs relative to a molecule of carbon dioxide (CO_2) over a given period of time (20, 100, and 500 years). CO_2 has a GWP of 1.
- **Carbon dioxide-equivalent (CO_2e)**. The standard unit to measure the amount of GHGs in terms of the amount of CO_2 that would cause the same amount of warming. CO_2e is based on the GWP ratios between the various GHGs relative to CO_2.
- **$MTCO_2e$.** Metric ton of CO_2e.
- **$MMTCO_2e$.** Million metric tons of CO_2e.

4.7.1 EXISTING SETTING

REGIONAL

Human activities contribute to global climate change by adding large amounts of heat-trapping gases, known as Greenhouse Gas (GHG), to the atmosphere. The primary source of GHGs is the use of fossil fuels. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that may cause an increase in global average temperatures (IPCC 2014). Other GHGs identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).[1,2] The major GHGs are briefly described as follows:

- **Carbon dioxide (CO_2)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.
- **Methane (CH_4)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in municipal landfills and water treatment facilities.
- **Nitrous oxide (N_2O)** is emitted during agricultural and industrial activities as well as during combustion of fossil fuels and solid waste.

GHGs are dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Some GHGs have a stronger greenhouse effect than others. These are referred to as high global warming potential (GWP) gases. The GWP of applicable GHG emissions are shown in **Table 4.7.1:** ***GHG Emissions and Their Relative Global Warming Potential Compared to CO_2***. The GWP is used to convert GHGs to CO_2-equivalence (CO_2e) to show the relative potential that different GHGs have to contribute to the greenhouse effect. For example, under IPCC's Fourth Assessment Report (AR4) GWP values for CH_4, a project that generates 10 metric tons (MT) of CH_4 would be equivalent to 250 MT of CO_2.[3]

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1 Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant because it is considered part of the feedback loop of radiative forcing.

2 Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (CARB 2017b). However, State and national GHG inventories do not include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

3 CO_2-equivalence is used to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. The global warming potential of a GHG is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

Table 4.7.1 GHG Emissions and Their Relative Global Warming Potential Compared to CO_2

GHGs	Second Assessment Report (SAR) Global Warming Potential Relative to CO_2[a]	Fourth Assessment Report (AR4) Global Warming Potential Relative to CO_2[a]	Fifth Assessment Report (AR5) Global Warming Potential Relative to CO_2[a]
Carbon Dioxide (CO_2)	1	1	1
Methane[b] (CH_4)	21	25	28
Nitrous Oxide (N_2O)	310	298	265

Notes:
a. Based on 100-year time horizon of the GWP of the air pollutant compared to CO_2.
b. The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO_2 is not included.

Sources: IPCC. Third Assessment Report: Climate Change. 2001; IPCC 2007 Fourth Assessment Report: Climate Change 2007; IPCC. Fifth Assessment Report: Climate Change. 2014.

California's GHG Sources and Relative Contribution

In 2019, the statewide GHG emissions inventory was updated for 2000 to 2017 emissions using the GWPs in IPCC's AR4.[4] Based on these GWPs, California produced 424.10 $MMTCO_2e$ GHG emissions in 2017. California's transportation sector was the single largest generator of GHG emissions, producing 40.1 percent of the state's total emissions. Industrial sector emissions made up 21.1 percent, and electric power generation made up 14.7 percent of the state's emissions inventory. Other major sectors of GHG emissions include commercial and residential (9.7 percent), agriculture and forestry (7.6 percent), high GWP GHGs (4.7 percent), and recycling and waste (2.1 percent) (CARB 2019a).

California's GHG emissions have followed a declining trend since 2007. In 2017, emissions from routine GHG-emitting activities statewide were 424 $MMTCO_2e$, approximately 5 $MMTCO_2e$ lower than 2016 levels. This represents an overall decrease of 14 percent since peak levels in 2004, and 7 $MMTCO_2e$ below the 1990 level as well as the state's 2020 GHG target. During 2000 to 2017, per capita GHG emissions in California continued to drop from a peak of 14 $MTCO_2e$ per capita in 2001, to 10.7 $MTCO_2e$ per capita in 2017, an overall decrease of 24 percent. Overall trends in the inventory also demonstrate that the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross domestic product) is declining, representing a 41 percent decline since the 2001 peak, while the State's gross domestic product grew 52 percent in the same period. For the first time since California started to track GHG emissions, more than half of California's electricity is from zero-GHG sources such as hydro, solar, wind, and nuclear energy (CARB 2019b).

[4] Methodology for determining the statewide GHG inventory is not the same as the methodology used to determine statewide GHG emissions under Assembly Bill 32 (2006).

Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant across the globe. During the 20th century, however, scientists observed a rapid change in the climate and the quantity of climate change pollutants in the Earth's atmosphere that is attributable to human activities. The amount of CO_2 in the atmosphere has increased by more than 35 percent since preindustrial times and has increased at an average rate of 1.4 parts per million per year since 1960, mainly due to combustion of fossil fuels and deforestation (CCAT 2006). These recent changes in the quantity and concentration of climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CCAT 2006). In the past, gradual changes in temperature changed the distribution of species, availability of water, etc. However, human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but in a human's lifetime (IPCC 2007).

Like the expected increase in global surface temperatures (projections of which vary widely), the environmental consequences of gradual changes in the Earth's temperature are hard to predict. Projections of climate change depend heavily on future human activity. Therefore, climate models are based on different emission scenarios that account for historical trends in emissions and on observations of the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by various degrees of uncertainty; for example, on the magnitude of the trends for:

- Warmer and fewer cold days and nights over most land areas,
- Warmer and more frequent hot days and nights over most land areas,
- An increase in frequency of warm spells/heat waves over most land areas,
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas,
- Larger areas affected by drought,
- Intense tropical cyclone activity increases, and
- Increased incidence of extreme high sea level (excluding tsunamis).

Potential Climate Change Impacts for California

Observed changes over the last several decades across the western United States reveal clear signs of climate change. Statewide, in California, average temperatures have increased by about 1.7 degrees fahrenheit (°F) from 1895 to 2011, and warming has been greatest in the Sierra Nevada (CCCC 2012). The years from 2014 through 2016 have shown unprecedented high temperatures ,with 2014 being the warmest (OEHHA 2018). By 2050, California is projected to warm by approximately 2.7°F above 2000 averages, a threefold increase in the rate of warming over the last century. By 2100, average temperatures could increase by 4.1 to 8.6°F, depending on emissions levels (CCCC 2012).

In California and western North America, observations of the climate have shown: 1) a trend toward warmer winter and spring temperatures; 2) a smaller fraction of precipitation falling as snow; 3) a decrease in the amount of spring snow accumulation in the lower and middle elevation mountain zones; 4) advanced shift in the timing of snowmelt of 5 to 30 days earlier in the spring; and 5) a similar shift (5 to 30 days earlier) in the timing of spring flower blooms (CCAT 2006).

Overall, California has become drier over time. Between 2007 and 2016, California five years of severe to extreme drought occurring, and unprecedented dry years in 2014 and 2015. Statewide precipitation has become increasingly variable from year to year, with the driest consecutive four years occurring from 2012 to 2015 (CCAT 2006).

According to the California Climate Action Team—a committee of State agency secretaries and the heads of agencies, boards, and departments, led by the Secretary of the California Environmental Protection Agency—even if actions could be taken to immediately curtail climate change emissions, the potency of emissions that have already built up, their long atmospheric lifetimes (see **Table 4.7.1**), and the inertia of the Earth's climate system could produce as much as 0.6 degree celsius (1.1°F) of additional warming. Consequently, some impacts from climate change are now considered unavoidable. Global climate change risks to California are described below and shown in **Table 4.7.2: Summary of GHG Emissions Risk to California**.

- **Water Resources Impacts.** By late this century all projections show dryer climate, and half of the projections suggest 30-year average precipitation will decline by more than 10 percent below the historical average. Even in projections with relatively little or no decline in precipitation, central and southern parts of the state are expected to be drier from the warming effects alone because the spring snowpack will melt sooner, and the moisture in soils will evaporate during long dry summer months (CCST 2012).
- **Wildfire Risks.** Earlier snowmelt, higher temperatures, and longer dry periods over a longer fire season will directly increase wildfire risk. Indirectly, wildfire risk will also be influenced by potential climate-related changes in vegetation and ignition potential from lightning. Human activities will continue to be the biggest factor in ignition risk. The number of large fires statewide is estimated to increase by 58 percent to 128 percent above historical levels by 2085. Under the same emissions scenario, estimated burned area will increase by 57 percent to 169 percent, depending on location (CCST 2012).
- **Sea Level Rise.** Sea level rise threatens existing or planned infrastructure, development, and ecosystems (wetlands, estuaries, and fisheries) along California's coast. Critical infrastructure lies less than four feet above the high tide, including two international airports—Oakland and San Francisco—and about 172,000 homes (OEHHA 2018). Thermal expansion of ocean water and melting glaciers have contributed to the rise in global mean sea level by seven inches. Along the California coast, sea levels have generally risen. Since 1900, mean sea level has increased by about seven inches at the city of San Francisco and by about six inches at La Jolla since 1924. In contrast, sea level at Crescent City has declined by about three inches since 1933 because of an uplift of the land surface from the movement of the Earth's plates (OEHHA 2018).
- **Health Impacts.** Many of the gravest threats to public health in California stem from the increase in extreme conditions, principally more frequent, more intense, and longer heat waves. Particular concern centers on the increasing tendency for multiple hot days in succession, and simultaneous heat waves in several regions throughout the State. Public health could also be affected by climate change impacts on air quality, food production, the amount and quality of water supplies, energy pricing and availability, and the spread of infectious diseases. Higher temperatures also increase ground-level ozone levels. Furthermore, wildfires can increase particulate air pollution in the major air basins of California (CCST 2012).
- **Increase Energy Demand.** Increases in average temperature and higher frequency of extreme heat events combined with new residential development across the state will drive up the demand for cooling in the increasingly hotter and longer summer season, and decrease demand for heating in the

cooler seasons. Warmer, drier summers also increase system losses at natural gas plants (reduced efficiency in the electricity generation process at higher temperatures) and hydropower plants (lower reservoir levels). Transmission of electricity will also be affected by climate change. Transmission lines lose 7 percent to 8 percent of transmitting capacity in high temperatures while needing to transport greater loads. This means that more electricity needs to be produced to make up for the loss in capacity and the growing demand (CCST 2012).

Table 4.7.2 Summary of GHG Emissions Risk to California

Public Health Impacts	Heat waves will be more frequent, hotter, and longer Poor air quality made worse Higher temperatures increase ground-level ozone (i.e., smog) levels
Water Resource Impacts	Decreasing Sierra Nevada snow pack Challenges in securing adequate water supply Potential reduction in hydropower Loss of winter recreation
Agricultural Impacts	Increasing temperature Increasing threats from pests and pathogens Expanded ranges of agricultural weeds Declining productivity Irregular blooms and harvests
Coastal Sea Level Impacts	Accelerated sea level rise Increasing coastal floods Shrinking beaches Worsened impacts on infrastructure
Forest and Biological Resource Impacts	Increased risk and severity of wildfires Lengthening of the wildfire season Movement of forest areas Conversion of forest to grassland Declining forest productivity Increasing threats from pest and pathogens Shifting vegetation and species distribution Altered timing of migration and mating habits Loss of sensitive or slow-moving species
Energy Demand Impacts	Potential reduction in hydropower Increased energy demand

Sources: CCCC Our Changing Climate. Vulnerability and Adaptation to the Increasing Risks from Climate Change in California.2012; CEC. Our Changing Climate: Assessing the Risks to California, 2006 Biennial *Report, CEC-500-2006-077. 2006; CEC. The Future Is Now: An Update on Climate Change Science, Impacts, and Response Options for California. CEC-500-2008-0077. 2009, May; and CNRA. Safeguarding California: Reducing Climate Risk, An Update to the 2009 California Climate Adaptation Strategy. 2014.*

LOCAL

Town of Colma

Land uses in the town generate GHG emissions from natural gas used for energy, heating, and cooking; electricity usage; vehicle trips; and area sources such as landscaping and consumer cleaning products. Emissions associated with the town are shown in **Table 4.7.3: Existing Greenhouse Gas Emissions Inventory**.

Table 4.7.3 Existing Greenhouse Gas Emissions Inventory

Emissions Sector	Existing (2020) $MTCO_2e$	% of Total
	Town of Colma	
Building Electricity[a]	6,909	41%
Building Natural Gas[a]	775	5%
On-Road Transportation[b]	8,680	51%
Off-Road Vehicles and Equipment[c]	219	1%
Solid Waste/Landfills[d]	186	1%
Water Use[e]	50	0.3%
Wastewater Treatment[f]	45	0.3%
Total Community Emissions	16,864	100%
Service Population (SP)[b]	5,589	—
$MTCO_2e$/SP	3.0	—

Notes: Excludes GHG emissions natural gas use from permitted sources in the Town, including these cemeteries: Cypress Lawn Cemetery Association, Pet's Rest Cemetery, StoneMor California, Inc., and Woodlawn Cemetery.

[a] Building electricity and natural gas are based on data provided by PG&E and PCE.

[b] On-road transportation VMT and service population are provided by Kittelson and Associates and modeled with EMFAC2017 Project Level (PL) web database. VMT for the General Plan uses the CARB Regional Targets Advisory Committee (RTAC) recommendations.

[c] On-road vehicles and equipment are based on the OFFROAD2017 emissions inventory and include construction equipment and commercial equipment.

[d] Solid waste/landfills is based on the Landfill Model based on disposal information from CalRecycle.

[e] Water use includes the embodied energy associated with water conveyance, treatment, and distribution.

[f] Wastewater includes the embodied energy associated with wastewater treatment as well as fugitive emissions from treatment processes.

4.7.2 REGULATORY FRAMEWORK

FEDERAL

The U.S. Environmental Protection Agency (USEPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The USEPA's final findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings did not themselves impose any emission reduction requirements but allowed the USEPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (USEPA 2009a).

To regulate GHGs from passenger vehicles, the USEPA issued an endangerment finding (USEPA 2009b). The finding identifies emissions of six key GHGs—CO_2, CH_4, N_2O, HCFCs, PFCs, and SF_6—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world. The first three are applicable to the proposed project's GHG emissions inventory because they constitute the majority of GHG emissions and, per BAAQMD guidance, they are the GHG emissions that should be evaluated as part of a project's GHG emissions inventory.

US Mandatory Report Rule for Greenhouse Gases (2009)

In response to the endangerment finding, the USEPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 metric tons (MT) or more of CO_2e per year are required to submit an annual report.

Update to Corporate Average Fuel Economy Standards (2021 to 2026)

The federal government issued new Corporate Average Fuel Economy (CAFE) standards in 2012 for model years 2017 to 2025, which required a fleet average of 54.5 miles per gallon in 2025. On March 30, 2020, the USEPA finalized an updated CAFE and GHG emissions standards for passenger cars and light trucks and established new standards, covering model years 2021 through 2026, known as The Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021-2026. However, consortium of automakers and California agreed on a voluntary framework to reduce emissions that shows an alternative path forward for clean vehicle standards nationwide. Automakers who agreed to the framework are Ford, Honda, BMW of North America, and Volkswagen Group of America. The framework supports continued annual reductions of vehicle greenhouse gas emissions through the 2026 model year, encourages innovation to accelerate the transition to electric vehicles, and provides industry the certainty needed to make investments and create jobs. This commitment means that the auto companies party to the voluntary agreement will only sell cars in the United States that meet these standards (CARB 2019).

USEPA Regulation of Stationary Sources under the Clean Air Act (Ongoing)

Pursuant to its authority under the Clean Air Act, the USEPA has been developing regulations for new, large stationary sources of emissions such as power plants and refineries. Under former President Obama's 2013 Climate Action Plan, the USEPA was directed to develop regulations for existing stationary sources as well. On June 19, 2019, the USEPA issued the final Affordable Clean Energy (ACE) rule, which became effective on August 19, 2019. The ACE rule was crafted under the current Administration's Energy Independence Executive Order. It officially rescinds the Clean Power Plan rule issued during the previous administration and sets emissions guidelines for states in developing plans to limit CO emissions from coal-fired power plants.

STATE AND REGIONAL

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in AB 32, SB 32, SB 375, Executive Order S-03-05, and Executive Order B-30-15. These major GHG regulations are summarized as follows:

Assembly Bill 32

Also known as the Global Warming Solutions Act, AB 32 was signed August 31, 2006, in order to reduce California's contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in Executive Order S-03-05. Under AB 32, CARB prepared the *2008 Climate Change Scoping Plan*, the *2014 Climate Change Scoping Plan,* and the *2017 Climate Change Scoping Plan,* which are discussed below.

Senate Bill 32 and Assembly Bill 197

In September 2016, SB 32 and AB 197 were signed into law. AB 197 established a joint legislative committee on climate change policies and requires the CARB to prioritize direct emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources. Executive Order B-30-15 and SB 32 required CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. On December 14, 2017, CARB adopted the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan), which establishes a new emissions limit of 260 $MMTCO_2e$ for the year 2030, which corresponds to 40 percent lower than 1990 levels by 2030 (CARB 2017a).

Senate Bill 375

In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPOs). The Metropolitan Transportation Commission (MTC) is the MPO for the nine-county San Francisco Bay Area region. Pursuant to the recommendations of the Regional Transportation Advisory Committee (RTAC), CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target.

Executive Order S-03-05

Executive Order S-03-05, signed June 1, 2005, set the following GHG reduction targets for the state:

- 2000 levels by 2010.
- 1990 levels by 2020.
- 80 percent below 1990 levels by 2050.

Executive Order B-30-15

Executive Order B-30-15, signed April 29, 2015, sets a goal of reducing GHG emissions within the State to 40 percent of 1990 levels by year 2030. Executive Order B-30-15 also directs CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the State and requires State agencies to implement measures to meet the interim 2030 goal as well as the long-term goal for 2050 in Executive Order S-03-05. It also requires the Natural Resources Agency to conduct triennial updates of the California adaption strategy, Safeguarding California, in order to ensure climate change is accounted for in State planning and investment decisions.

Table 4.7.4: List of State GHG Regulations, provides a list of regulations adopted in California that reduce GHG emissions.

Table 4.7.4: List of State GHG Regulations

Sector	Regulations
State GHG Targets	AB 32, SB 32, Executive Order S-03-05, Executive Order B-15-30
Transportation	AB1493, Executive Order S-01-07, SB 375
Renewable Energy	SB 1078, SB 107, SB X1-2, Executive Order S-14-08, SB 350, SB 100, Executive Order B-55-18
Energy Efficiency	Title 24, Part 6, Building Energy Efficiency Standards, Title 24, Part 11, Green Building Standards Code (CALGreen), Title 20, Appliance Efficiency Regulations
Solid Waste	AB 939, AB 341, AB 1327, AB 1826
Water	SBX7-7, AB 1881
Short-Lived Pollutants	SB 1383

REGIONAL

Association of Bay Area Governments (ABAG) / Metropolitan Transportation Commission (MTC)

Plan Bay Area: Strategy for a Sustainable Region

Plan Bay Area is the Bay Area's Regional Transportation Plan (RTP)/Sustainable Community Strategy (SCS). Plan Bay Area 2050, adopted jointly by the Association of Bay Area Governments (ABAG) and MTC on October 21, 2021, is the current version of the plan. . It lays out a development scenario for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement) beyond the per capita reduction targets identified by CARB

As part of the implementing framework for Plan Bay Area, local governments have identified Priority Development Areas (PDA) to focus growth. PDAs are transit-oriented, infill development opportunity areas in existing communities. Under the Draft Plan Bay Area 2050's strategies, just under half of all Bay Area households would live within one half-mile of frequent transit by 2050, with this share increasing to over 70 percent for households with low incomes. Transportation and environmental strategies that support active and shared modes, combined with a transit-supportive land use pattern, are forecasted to lower the share of Bay Area residents that drive to work alone from over 50 percent in 2015 to 36 percent in 2050. Greenhouse gas emissions from transportation would decrease significantly as a result of these

transportation and land use changes, and the Bay Area would meet the state mandate of a 19 percent reduction in per-capita emissions by 2035 — but only if all strategies are implemented (ABAG and MTC 2021). The El Camino Real PDA traverses the Town boundaries (MTC and ABAG 2020b).

Bay Area Air Quality Management Plan

Bay Area Clean Air Plan

BAAQMD adopted the 2017 Clean Air Plan: Spare the Air, Cool the Climate on April 19, 2017. The 2017 Clean Air Plan lays the groundwork for also reducing GHG emissions in the Bay Area to meet the state's 2030 GHG reduction target and 2050 GHG reduction goal. Its vision for the Bay Area in a post carbon year 2050 encompasses the following:

- Construct buildings that are energy efficient and powered by renewable energy.
- Walk, bicycle, and use public transit for the majority of trips and use electric-powered autonomous public transit fleets.
- Incubate and produce clean energy technologies.
- Live a low-carbon lifestyle by purchasing low-carbon foods and goods in addition to recycling and putting organic waste to productive use (BAAQMD 2017a).

A comprehensive multipollutant control strategy has been developed to be implemented in the next three to five years to address public health and climate change and to set a pathway to achieve the 2050 vision. The control strategy includes 85 control measures to reduce emissions of ozone, particulate matter, toxic air contaminants, and GHG from a full range of emission sources. These control measures cover the following sectors: 1) stationary (industrial) sources; 2) transportation; 3) energy; 4) agriculture; 5) natural and working lands; 6) waste management; 7) water; and 8) super-GHG pollutants. Overall, the proposed control strategy is based on some 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).
- Increase efficiency of the energy and transportation systems.
- Reduce demand for vehicle travel and high-carbon goods and services.
- Decarbonize the energy system.
- Make the electricity supply carbon free.
- Electrify the transportation and building sectors (BAAQMD 2017a).

Bay Area Commuter Benefits Program

Under Air District Regulation 14, Model Source Emissions Reduction Measures, Rule 1, Bay Area Commuter Benefits Program, employers with 50 or more full-time employees in the BAAQMD are required to register and offer commuter benefits to employees. In a partnership between the BAAQMD and the MTC, the rule's purpose is to improve air quality, reduce GHG emissions, and decrease the Bay Area's traffic congestion by encouraging employees to use alternative commute modes, such as transit, vanpool, carpool, bicycling, and walking. The benefits program allows employees to choose one of four commuter benefit options—a pretax benefit, employer-provided subsidy, employer-provided transit, and alternative commute benefit.

LOCAL

Town of Colma Municipal Code

The Town of Colma Municipal Code (CMC) includes various directives pertaining to GHG emissions. The CMC is organized by chapters and subchapters. Most provisions related to GHG emissions impacts are in Chapter 4, Business Activities; Chapter 5, Planning, Zoning, Use & Development of Land & Improvements; and Chapter 6, Vehicle & Traffic Code:

- **Chapter 4.12, Reusable Bags.** Prohibits store operators from providing customers with plastic carry-out bags, except product bags. This is a waste reduction measure, with secondary GHG reduction benefits.
- **Chapter 4.13, Disposable Polystyrene Food Service Ware.** Retail food vendors are prohibited from providing prepared food or takeout food to customers in, on, or with disposable food packaging, which includes polystyrene foam. This is a waste reduction measure, with secondary GHG reduction benefits.
- **Chapter 5.05, Small Residential Rooftop Solar.** This chapter ensures a streamlined solar permitting process that complies with the Solar Rights Act and AB 2188 to achieve timely and cost-effective installations of small residential rooftop solar energy systems.
- **Chapter 5.10, Transportation System Management Program.** Requires the Town to implement a transportation management system to decrease the number of vehicular trips and miles to help improve and maintain air quality.
- **Chapter 6.06, Electric Vehicle Charging Station.** This chapter is intended to promote the use of electric vehicles by streamlining the permitting process for electric vehicle charging stations.

Town of Colma Climate Action Plan (CAP)

In response to AB 32, the Town of Colma prepared a Climate Action Plan (CAP) in 2013.). The town's CAP serves as a guiding document to identify measures and strategies that Colma can implement to reduce GHGs. The town of Colma has policy control over many important decisions that affect GHG reduction, such as energy efficiency requirements for residential and commercial projects, water conservation, bicycle lanes, green business certification programs, recycling programs, and other strategies. The town's CAP was developed collaboratively with a regional program that funded CAP development for participating jurisdictions. Under this plan, the Town was successful in reducing its emissions by more than the 15 percent GHG reduction target for year 2020).

To continue to combat climate change and meet the 2030 and 2050 GHG emissions reduction goals, the Town prepared an update to the CAP in 2020 to include new GHG reduction measures. The CAP update also includes new discussions on consumption-based measures, equity, and adaptation. The plan continues and builds on existing programs related to energy efficiency requirements for residential and commercial projects, water conservation, bicycle lanes, green business certification programs, recycling programs, and other strategies outlined in the 2013 CAP. In order to address transportation related GHG emissions, the plan includes programs to increase electric vehicle infrastructure and partnering with PCE to incentive electric vehicle purchases.

4.7.3 IMPACT ANALYSIS AND MITIGATION MEASURES

Standards of Significance

Following Appendix G of the State CEQA Guidelines, GHG emissions impacts are considered significant if implementation of the project considered would result in any of the following:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT THRESHOLDS

BAAQMD adopted CEQA Guidelines to evaluate GHG emissions impacts from development projects (BAAQMD 2017). Land use development projects include residential, commercial, industrial, and public land use facilities. Direct sources of emissions may include on-site combustion of energy, such as natural gas used for heating and cooking, emissions from industrial processes (not applicable for most land use development projects), and fuel combustion from mobile sources. Indirect emissions are emissions produced off-site from energy production, water conveyance due to a project's energy use and water consumption, and non-biogenic emissions from waste disposal. Biogenic CO_2 emissions are not included in the quantification of a project's GHG emissions, because biogenic CO_2 is derived from living biomass (e.g., organic matter in wood, paper, vegetable oils, animal fat, food, animal, and yard waste) as opposed to fossil fuels. BAAQMD is currently updating its 2017 CEQA Guidelines.

Under its 2017 CEQA Guidelines, BAAQMD identified a tiered approach for assessing GHG emissions impacts of a project:

1. **Consistency with a Qualified Greenhouse Gas Reduction Strategy.** If a project is within the jurisdiction of an agency that has a "qualified" GHG reduction strategy, the project can assess consistency of its GHG emissions impacts with the reduction strategy.
2. **BAAQMD Screening Level Sizes (AB 32).** BAAQMD adopted screening criteria for development projects with a buildout year of 2020 and earlier that is applicable to a project based on the square footage, units, acreage, students, and/or employees generated. Typical projects that meet the screening criteria do not generate emissions greater than 1,100 $MTCO_2e$ per year and would not generate significant GHG emissions.
3. **Brightline Screening Threshold (AB 32).** BAAQMD adopted a brightline screening threshold for development projects of 1,100 $MTCO_2e$ per year that would be applicable for projects with an opening year of 2020 and earlier. If a project exceeds the BAAQMD Guidelines' GHG screening-level sizes or screening criteria of 1,100 $MTCO_2e$. the project would be required to conduct a full GHG analysis based on GHG reduction goals of AB 32 and SB 32
4. **Efficiency Threshold (AB 32)**. AB 32 requires the statewide GHG emission to be reduced to 1990 levels by 2020. On a per-capita basis, that means reducing the annual emissions of 14 tons of carbon dioxide for every person in California down to about 10 tons per person by 2020 (CARB 2008). Hence, BAAQMD's per capita significance threshold is calculated based on the State's land use sector emissions inventory prepared by CARB and the demographic forecasts for the 2008 Scoping Plan. The land use sector GHG emissions for 1990 were estimated by BAAQMD, as identified in Appendix D of the BAAQMD CEQA Guidelines, to be 295.53 $MMTCO_2e$, and the 2020 California service population (SP) to be 64.3 million. Therefore, the threshold that would ensure consistency with the

GHG reduction goals of AB 32 is estimated at 4.6 $MTCO_2e$ per service population per year ($MTCO_2e$/SP/yr) for year 2020 (BAAQMD 2017b).

Proposed Project Thresholds

Based on BAAQMD's adopted 1,100 $MTCO_2e$ per year brightline screening threshold and the GHG reduction target for year 2030 established under SB 32 (i.e., 40 percent below 1990 levels by 2030), the interpolated brightline screening threshold of 660 $MTCO_2e$ per year is used for the proposed project. If project emissions are below this brightline screening threshold, GHG emissions impacts would be considered less than significant.

This analysis also evaluates the potential for the proposed project to conflict with the GHG reduction goals established under SB 32 and Executive Order S-03-05, which require a reduction in statewide GHG emissions from existing conditions to achieve a 40 percent reduction in GHG emissions by 2030 and an 80 percent reduction in GHG emissions by 2050.

Mass Emissions and Health Effects

On December 24, 2018, in *Sierra Club et al. v. County of Fresno et al.* (commonly referred to as the Friant Ranch Case), the California Supreme Court determined that the EIR for the proposed Friant Ranch project failed to adequately analyze the project's air quality impacts on human health. The EIR prepared for the Friant Ranch project, which involved a master planned retirement community in Fresno County, showed that project-related mass emissions would exceed the San Joaquin Valley Air Pollution Control District's regional significance thresholds. In its findings, the California Supreme Court affirmed the holding of the Court of Appeal that EIRs for projects must not only identify impacts to human health, but also provide an "analysis of the correlation between the project's emissions and human health impacts" related to each criteria air pollutant that exceeds the regional significance thresholds or explain why it could not make such a connection. In general, the ruling focuses on the correlation of emissions of toxic air contaminants and criteria air pollutants and their impact to human health. Thus, this ruling is not directly applicable to GHG impacts as GHGs are not directly correlated with health effect as no ambient air quality standards have been established for CO_2, CH_4, or N_2O.

In 2009, the USEPA issued an endangerment finding for six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) in order to regulate GHG emissions from passenger vehicles. The endangerment finding is based on evidence that shows an increase in mortality and morbidity associated with increases in average temperatures, which increase the likelihood of heat waves and ozone levels. The effects of climate change are identified above in **Table 4.7.2**. Although effects such as sea level rise and increases in extreme weather can indirectly impact human health, neither the USEPA nor CARB has established ambient air quality standards for GHG emissions. The State's GHG reduction strategy outlines a path to avoid the most catastrophic effects of climate change.

As above, the two significance thresholds that the town uses to analyze GHG impacts are based on achieving the statewide GHG reduction goals, and relying on consistency with policies or plans adopted to reduce GHG emissions. Further, because no single project is large enough to result in a measurable increase in global concentration of GHG emissions, climate change impacts of a project are considered on a cumulative basis. Also, the proposed project is a General Plan Update and very broad in its nature, without any one single project being proposed at this time. Without federal AAQS for GHG emissions and given the town's significance thresholds that are tied to reducing the state's cumulative GHG emissions, it is not feasible at this time to connect the project's specific GHG emission to the potential health impacts of climate change due to the cumulative nature of GHG emissions and their worldwide impacts.

METHODOLOGY

The Town of Colma General Plan Update policies are designed to mitigate or avoid impacts on the environment resulting from implementation of a project. To that end, the relevant GPU policies providing mitigation have been identified for each significant impact in this section. If the applicable General Plan policies were determined not to fully mitigate or avoid impacts, additional mitigation measures have been provided. These additional mitigation measures have been written as policy statements that can be incorporated into the final General Plan. Each impact discussion includes a determination as to whether the impacts would be mitigated to a less than significant level or would remain significant and unavoidable after implementation of the updated General Plan policies.

This GHG evaluation was prepared in accordance with the requirements of CEQA to determine if significant GHG impacts are likely in conjunction with future development that would be accommodated by the proposed project. The town's GHG emissions inventory includes the following sectors:

- **Transportation.** Transportation emissions forecasts were modeled using emission rates from CARB's EMFAC2017, version 1.0.2, Project Level (PL) web database. Modeling includes the SAFE Part 1 and Part 2 EMFAC2017 model adjustment factors released by CARB. Model runs were based on daily VMT data provided by Kittelson & Associates and calendar year 2020 (existing) and 2040 emission rates. The VMT provided is based on the methodology identified by CARB's Regional Target Advisory Committee (RTAC) and includes a 50 percent reduction in trip lengths for trips that start or end in the town of Colma but travel outside the town (intra-jurisdictional trips). Consistent with CARB's methodology in the Climate Change Scoping Plan Measure Documentation Supplement, daily VMT was multiplied by 347 days per year to account for reduced traffic on weekends and holidays to determine annual emissions.
- **Energy.** Energy use for residential and nonresidential land uses in the town were modeled using electricity and natural gas data provided by PG&E; electricity data provided by PCE; and carbon intensity data for direct access by PG&E and PCE. Residential energy and nonresidential energy forecasts are adjusted for increases in housing units and employment, respectively.
- **Off-Road Equipment.** Emission rates from CARB's OFFROAD2017 web database were used to estimate criteria air pollutant emissions from light commercial and construction equipment in the town. OFFROAD2017 is a database of equipment use and associated emissions for each county compiled by CARB. Emissions were compiled using OFFROAD2017 for the county of San Mateo for year 2020. In order to determine the percentage of emissions attributable to the town, light commercial equipment is estimated based on employment for the town of Colma as a percentage of San Mateo county. Construction equipment use is estimated based on building permit data for the town of Colma and county of San Mateo from data compiled by the US Census. The light commercial equipment emissions forecast is adjusted for changes in employment in the town. It is assumed that construction emissions for the forecast year would be similar to historical levels. Annual emissions are derived by multiplying daily emissions by 365 days.
- **Water/Wastewater**. GHG emissions from this sector include indirect GHG emissions from the embodied energy associated with water use and wastewater generation and fugitive GHG emissions from processing wastewater. The total annual existing and horizon year proposed project water demand and wastewater generation (gallons per year) in the town are based on the CalWater 2015 South San Francisco Unit, Urban Water Management Plan (UWMP) (CalWater 2016). The per capita water use includes water use from both residential and nonresidential land uses in the town. Electricity use from water use is estimated using energy rates identified by the California Energy Commission (CEC 2006a). Then energy is multiplied by the carbon intensity of energy for PG&E (see "Energy"

description, above). Wastewater treatment also results in fugitive GHG emissions from wastewater processing. Fugitive emissions from wastewater treatment in the town were calculated using the emission factors in CARB's LGOP, Version 1.1, and conservatively assumed that 83 percent of water use is treated as wastewater, consistent with what is identified in the UWMP (CalWater 2016).

- **Solid Waste Disposal.** GHG emissions from solid waste disposed of by residents and employees in the town generates GHG emissions. The degradable organic carbon in waste decays slowly throughout a few decades, during which CH_4 and biogenic CO_2 are formed. If conditions are constant, the rate of CH_4 production depends solely on the amount of carbon remaining in the waste. As a result, emissions of CH_4 from waste deposited in a disposal site are highest in the first few years, then gradually decline as the degradable carbon is consumed by bacteria. Significant CH_4 production typically begins one or two years after waste disposal in a landfill and continues for 10 to 60 years or longer. Jurisdiction reports for the San Mateo county Hazardous and Solid Waste Management Joint Powers Authority were obtained from CalRecycle. Waste from the town was estimated based on the service population of San Mateo county versus the town of Colma. Waste disposal was averaged over a three-year period (2016 to 2018) several years to account for fluctuations in average annual solid was disposal for existing conditions. GHG emissions from existing average solid waste disposal were modeled using CARB's Landfill Emissions Tool, Version 1.3, which includes waste characterization data from CalRecycle. Since the landfill gas captured is not under the jurisdiction of the town of Colma, the landfill gas emissions from the capture system are not included in the inventory. Only fugitive sources of GHG emissions from landfills are included. Modeling assumes a 75 percent reduction in fugitive GHG emissions from the landfill's Landfill Gas Capture System. The landfill gas capture efficiency is based on CARB's LGOP, Version 1.1. Emissions were adjusted to the AR5 GWP assigned for CH_4. Total GHG emissions from waste disposal in 2040 were forecast based on the percentage increase in service population for the Town. The emissions forecast does not account for reductions from increasing waste diversion.

Industrial sources of emissions that require a permit from BAAQMD are not included in the community inventory. However, due to the 15/15 Rule,[5] natural gas and electricity use data for industrial land uses may also be aggregated with the nonresidential land uses in the data provided by PG&E and PCE. Life-cycle emissions are not included in this analysis because not enough information is available for the proposed project; therefore, they would be speculative. Black carbon emissions are not included in the GHG analysis because CARB does not include this short-lived climate pollutant in the State's GHG emissions inventory but treats it separately.

IMPACTS

Direct or Indirect Greenhouse Gas Emissions Impacting the Environment

Impact 4.7.1 Implementation of the proposed project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment (***Significant and Unavoidable***).

Future potential development under the proposed General Plan Update would contribute to global climate change through direct and indirect emissions of GHGs in the town. However, a general plan is a long-range policy document that does not directly result in development without additional approvals. Any development proposed in the town of Colma must be analyzed for consistency with the General Plan,

[5] The 15/15 Rule was adopted by the California Public Utility Commission (CPUC) in the Direct Access Proceeding (CPUC Decision 97-10-031) to protect customer confidentiality. The 15/15 rule requires that any aggregated information provided by the utilities must be made up of at least 15 customers (100 for residential sectors), and a single customer's load must be less than 15 percent of an assigned category.

zoning requirements, and other applicable local and State requirements; comply with the requirements of CEQA if required; and obtain all necessary clearances and permits from regulatory agencies.

Buildout of the proposed General Plan is not linked to a specific development time frame but is assumed over a 20-year project horizon. Implementation of the proposed General Plan by the horizon year of 2040 would result in a net increase of 1,395 people and 889 employees in the town. **Table 4.7.5, Horizon Year 2040 GHG Emissions Forecast**, provides a comparison of the change in GHG emissions in the Town between the CEQA baseline (2020) and the General Plan horizon year (2040) conditions.

Table 4.7.5 Horizon Year 2040 GHG Emissions Forecast

	GHG Emissions ($MTCO_2e$/Year)					
	Existing (2020)		2040		Net Change	
Emissions Sector	**Total**	**%**	**Total**	**%**	**Total**	**%**
Building Electricity[a]	6,909	41%	5,695	34%	-1,214	-18%
Building Natural Gas[a]	775	5%	1,552	9%	777	100%
On-Road Transportation[b]	8,680	51%	9,122	54%	441	5%
Off-Road Vehicles and Equipment[c]	219	1%	249	1%	30	14%
Solid Waste/Landfills[d]	186	1%	263	2%	76	41%
Water Use[e]	50	0.3%	39	0.2%	-11	22%
Wastewater Treatment[f]	45	0.3%	47	0.3%	3	6%
Total Community Emissions	**16,864**	**100%**	**16,967**	**100%**	**103**	**1%**
Service Population (SP)[b]	5,589		7,873		2,284	41%
MTCO2e/SP	**3.0**		**2.2**		-0.9	-39%

Notes: Excludes GHG emissions natural gas use from permitted sources in the Town, including the following cemeteries: Cypress Lawn Cemetery Association, Pet's Rest Cemetery, StoneMor California, Inc., and Woodlawn Cemetery.
[a] Building electricity and natural gas are based on data provided by PG&E and PCE.
[b] On-road transportation VMT and service population are provided by Kittelson and Associates and modeled with EMFAC2017 Project Level (PL) web database. VMT for the General Plan uses the CARB Regional Targets Advisory Committee (RTAC) recommendations.
[c] On-road vehicles and equipment are based on the OFFROAD2017 emissions inventory and include construction equipment and commercial equipment.
[d] Solid waste/landfills is based on the Landfill Model based on disposal information from CalRecycle.
[e] Water use includes the embodied energy associated with water conveyance, treatment, and distribution.

[f] Wastewater includes the embodied energy associated with wastewater treatment as well as fugitive emissions from treatment processes.

As shown in this table, buildout of the land uses accommodated under the proposed 2040 GPU would result in a net increase of 103 $MTCO_2e$ of GHG emissions (1 percent in GHG emissions) from existing conditions and would not exceed the 660 $MTCO_2e$ BAAQMD bright-line screening threshold. In addition, though buildout under the proposed General Plan is projected to increase service population by 2,284 persons[6] (a 41 percent increase), emissions per person would decrease compared to the baseline. Emissions per service population would decrease to 2.2 $MTCO_2e$/SP in horizon year 2040 from 3.0 $MTCO_2e$/SP for the baseline year.

Consistency with SB 32 and Executive Order S-03-05 GHG Reduction Targets

While the proposed General Plan would not generate an increase in GHG emissions from the CEQA baseline in the 2040 horizon year forecast, this PEIR also analyzes the potential for the proposed General Plan to conflict with the GHG reduction goals established under SB 32 and Executive Order S-03-05, which require a reduction in statewide GHG emissions from existing conditions to 40 percent below 1990 levels by 2030 and an 80 percent below 1990 levels by 2050. This PEIR assumes that the CEQA baseline (2020 emissions) reflects the AB 32 goal in 2020. As a result, at the General Plan horizon year of 2040, the town would need to reduce GHG emissions by 60 percent to ensure the town is on a trajectory to achieve the long-term goal under Executive Order S-03-05, which is equivalent to 10,119 $MTCO_2e$ in the town by the year 2040.

Implementation of the proposed General Plan Update would result in a small net increase (103 $MTCO_2e$) in emissions in horizon year 2040 compared to existing baseline. Due to the magnitude of growth anticipated (41 percent increase), GHG emissions would not achieve the 60 percent reduction necessary to ensure the town is on a trajectory to achieve the long-term year 2050 reduction goal of Executive Order S-03-05. Reduction strategies to meet the long-term 2050 GHG reduction goal in addition to establishment of a 2050 reduction target will be included in the planned future updates to the CAP. Additionally, State strategies to achieve post-2030 targets will be necessary. Therefore, until such time, GHG emissions impacts for the proposed General Plan are considered potentially significant in regard to meeting the long-term year 2050 reduction goal.

Proposed General Plan Update Policies

While growth within the town would cumulatively contribute to GHG emissions impacts, the current General Plan included goals, policies, and programs to reduce GHG emissions. The proposed General Plan retains or slightly modifies those goals and policies. These are in the Community Health and Safety (CHS), Land Use (LU), Mobility (M), and Open Space and Conservation (OSC) elements. The following describes the goals, policies, and programs that directly and indirectly result in the reduction of GHG emissions by reducing air pollution, incentivizing alternate modes of transportation, creating safe environments for pedestrians and bicyclists, establishing parking spaces for more sustainable modes of travel, and placing higher density housing and commercial uses near transit stations.

- **Policy CS-1-3. Physical Activity and the Built Environment.** Support new developments or infrastructure improvements in existing neighborhoods that enable people to drive less and walk, bike, or take public transit more.
- **Policy LU-1-4. Land Uses that Support Transit.** Encourage higher-intensity development on the specific opportunity sites designated in the El Camino Real planning area.

[6] Service population is 1,580 people plus 889 employees.

- **Policy LU-1-6. Public-Private Partnerships.** Consider opportunities to use public investment to form partnerships with the private sector to achieve quality infill development, enhance the public realm, and encourage public transit, walking, and biking.
- **Policy LU-2-1. Water Conservation.** Promote water conservation by educating and encouraging residents and businesses to incorporate drought tolerant and low water using planting, smart irrigation systems, water efficient appliances, and recycled water systems.
- **Policy LU-2-2. Water Efficient Landscape.** Apply the Water Efficient Landscape Ordinance to new development and projects that include a qualifying amount of replacement or new landscaping.
- **Policy LU-2-3. Open Space.** Require accessible, attractive open space that is well maintained and uses sustainable practices and materials in all new multiple dwelling and mixed-use development
- **Policy LU-2-4. Low Impact Development.** Regulate new development and construction to minimize pollutant and sediment concentrations in receiving waters and ensure that surface water meets or exceeds applicable regulatory water quality standards. Require new development to incorporate Low Impact Development features that treat and reduce surface runoff volumes.
- **Policy LU-2-5. Energy Efficiency.** Support energy efficient improvements in aging building stock.
- **Policy LU-2-6: Solar Energy.** Provide incentives for installation of solar and photovoltaic systems on existing buildings and new development.
- **Policy LU-2-7: Electric Vehicles.** As Town gasoline-powered vehicles are replaced, purchase electric and hybrid vehicles when practicable. Install electric vehicle charging stations with new commercial and mixed-use developments.
- **Policy LU-2-8: Climate Action Plan.** Maintain a Climate Action Plan and continue to partner with San Mateo County's Regional Climate Action Planning Suite (RICAPS) to prepare community-wide greenhouse gas inventories.
- **Policy LU-2-9: Greenhouse Gas Reduction Targets.** Work to achieve greenhouse gas emissions reductions that are consistent with the targets established by AB32 (California Global Warming Solutions Act) and subsequent supporting legislation.
- **Policy LU-2-10: Green Building.** Support sustainability and green building best practices through the orientation, design, and placement of buildings and facilities to optimize their energy efficiency in preparation of State zero-net energy requirements for residential construction and commercial construction.
- **Policy LU-3-6. Walkable Neighborhoods.** The Town shall promote walkable neighborhoods by supporting alternative modes of transportation; enhancing bike and pedestrian connectivity to local commercial districts and transit centers; and maintaining sidewalks, public plazas, parks and greenways, parkways, street tree canopies, and landscaping throughout residential neighborhoods.
- **Policy LU- 5-1. Regional Cooperation.** Participate with other cities in the county and across the region in working towards solutions to the issues of regional land use, housing, homelessness, and transportation planning through partnership with the Association of Bay Area Governments, the Metropolitan Transportation Commission, and the San Mateo City/County Association of Governments (C/CAG).
- **Policy LU-5-2. San Mateo County Collaboration.** Continue to consult with San Mateo County and other cities in the region on effective land use, transportation, sustainability, and economic

development strategies to learn about additional strategies that could be used in Colma to achieve the community's vision and goals.

- **Policy M-2-1. Reduce Vehicle Miles Traveled.** Require new development projects to achieve a reduction in VMT per capita or VMT per service population compared to both baseline VMT performance conditions and General Plan 2040 VMT performance conditions. The Town will regularly monitor baseline VMT to provide updated benchmarks for project applicants. Encourage use of VMT reduction strategies and methods to encourage non-automobile travel.
- **Policy M-2-2. Other Traffic Flow Benchmarks.** Establish additional traffic flow benchmarks, such as VMT, vehicle-hours of travel, and safety-related metrics, in order to evaluate and monitor changes in traffic flow over time.
- **Policy M-2-3. VMT Transportation Performance Measures.** Update the Town's transportation measures and thresholds to use VMT standards for traffic impact analysis rather than LOS.
- **Policy M-2-4. Multi-Modal Impact Fee.** Consider establishing a transportation impact fee for new development tied to performance measures to generate funds for improving all modes of transportation.
- **Policy M-3-3. Regional Transportation Planning.** Actively participate in and support regional transportation planning efforts.
- **Policy M-3-4. Transit Funding.** Seek joint transportation and transit funding opportunities with adjoining jurisdictions or agencies to improve transit access in and around Colma.
- **Policy M-3-5. Transportation Gaps.** Eliminate gaps in the regional active transportation network in Colma.
- **Policy M-4-2. Reliable Transportation Services.** Encourage SamTrans and other public transit providers to provide service on regular schedules along El Camino Real, arterial streets, and, as feasible, major collectors; support these transportation services to increase the mobility of seniors, the disabled, and others who depend on public transportation.
- **Policy M-4.3. Encourage Transportation Options.** Encourage and support various public transit agencies and companies, ride-sharing programs, and other incentive programs that provide residents and visitors with transportation choices other than the private automobile.
- **Policy M-4.4. Transit Oriented Development.** Promote the development of multi-modal mixed-use development at sites surrounding the Colma BART station, where feasible along Mission Road, and at the Town Center site.
- **Policy M-4.5. Connections to Homes and Businesses.** Seek opportunities to improve first and last mile connections between transit, homes, and businesses.
- **Policy M-5-1. Complete Streets.** Incorporate Complete Streets infrastructure elements into new streets, street retrofits and certain maintenance projects to encourage multiple modes of travel, based on the modal priorities in Table M-2, as appropriate to the context and determined reasonable and practicable by the Town.
- **Policy M-5-2. Design for All Travel Modes.** Plan, design, and construct transportation projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists, people with mobility challenges, and persons of all ages and abilities.

- **Policy M-5-3. Bicycle Connection Coordination.** Coordinate with BART, South San Francisco, Daly City, Caltrans, and San Mateo County to plan and implement bicycle and pedestrian improvements which connect with improvements to BART facilities and regional networks.
- **Policy M-5-4. Accessibility and Universal Design.** Prioritize implementation of pedestrian facilities that improve accessibility consistent with guidelines established by the Americans with Disabilities Act (ADA), allowing mobility-impaired users, such as the disabled and seniors, to travel safely and effectively within and beyond the town.
- **Policy M-5-5. Design of New Development.** Require new development to incorporate design that prioritizes safe pedestrian and bicycle travel and accommodate senior citizens, people with mobility challenges, and children.
- **Policy M-7-1. TDM Program.** Continue to participate in the TDM Program as outlined by the San Mateo City/County Association of Governments (C/CAG).
- **Policy M-7-2. TDM Program for New Development.** Require major development proposals to include a detailed, verifiable TDM program for consideration by the Town during the review of the development application.
- **Policy M-7-3. Vehicle Trip Reduction.** Support vehicle trip reduction strategies, including building safer and more inviting transportation networks, supporting connections to high frequency and regional transit, implementing TDM programs, and integrating land use and transportation decisions.
- **Policy OSC-1-3. Sustainable Landscape Practices.** Encourage the enhancement of public areas with landscaping practices that minimize water usage.
- **Policy OSC-1-4. Pedestrian Trails, Bikeways Walkways.** Expand and improve pedestrian trails, bikeways, and walkways to connect trails and allow access to open space land and regional trail facilities.
- **Policy OSC-1-5. Colma Creek Trail.** **Colma Creek Trail.** Coordinate with the City of South San Francisco to provide continuous pedestrian access from the Colma BART station along El Camino Real to the southern border of the town.
- **Policy OSC-2-1. Open Space for Recreation Use.** Develop and maintain open spaces and recreation areas that are conveniently located, properly designed, and well-maintained to serve the recreation needs and healthy living of the entire community.
- **Policy OSC-2-2. Recreation Requirements for New Developments.** Require dedication of improved land, or payment of a fee in lieu of, for park and recreation land for all residential uses.
- **Policy OSC-2-3. Expansion of Recreation Space.** Acquire and enhance properties within Colma for recreation and public use if opportunities become available.
- **Policy OSC-3-1. Transit Oriented Development.** Encourage, to the extent feasible, higher density residential development to be located near transit corridors and public transportation.
- **Policy OSC-3-2. Reduce Energy Consumption.** Support measures and education to reduce energy consumption and increase energy efficiency in residential, commercial, and industrial buildings.
- **Policy OSC-3-3. Energy Efficiency in Municipal Operations.** Pursue opportunities to improve energy efficiency and install renewable energy systems, where feasible, in new and existing Town-owned facilities and operations

- **Policy OSC-3-4. GHG Reduction.** Implement the Climate Action Plan to achieve GHG reduction targets that are consistent with the State Scoping Plan, AB 32, and SB 32 and the Town's goals.
- **Policy OSC-3-5. Pedestrian-Scaled Design.** Support the use of public/mass transit by encouraging pedestrian-friendly street design and mixed-use development near transit hubs.
- **Policy OSC-4-4. Use of Drought Tolerant and Native Plants.** Encourage the use of drought tolerant and native plants in landscaping plans.
- **Policy OSC-5-6. Regional Open Space Preservation Efforts.** Support regional and sub-regional efforts to acquire, develop and maintain open space conservation lands.

Despite the policies of the General Plan, implementation of the proposed project would not meet the long-term GHG reduction goal under Executive Order S-03-05, and impacts would be ***potentially significant.***

Mitigation Measure

Mitigation Measure GHG-1: The town of Colma shall update the Climate Action Plan (CAP) every five years to ensure the town is monitoring the plan's progress toward achieving the town's greenhouse gas (GHG) reduction target and to require amendment if the plan is not achieving a specified level. The update shall consider a trajectory consistent with the GHG emissions reduction goal established under Executive Order S-03-05 for year 2050 and the latest applicable statewide legislative GHG emission reduction that may be in effect at the time of the CAP update (e.g., Senate Bill 32 for year 2030). The CAP update shall include the following:

- GHG inventories of existing and forecast year GHG levels.
- Tools and strategies for reducing GHG emissions to ensure a trajectory with the long-term GHG reduction goal of Executive Order S-03-05.
- Plan implementation guidance that includes, at minimum, the following components consistent with the proposed CAP:
- Administration and staffing
- Finance and budgeting
- Timelines for measure implementation
- Community outreach and education
- Monitoring, reporting, and adaptive management
- Tracking tools

Implementation of Mitigation Measure GHG-1 would ensure that the town is tracking and monitoring the town's GHG emissions in order to chart a trajectory to achieve the long-term year 2050 GHG reduction goal set by Executive Order S-03-05. However, at this time, there is no plan past 2030 that achieves the long-term GHG reduction goal established under Executive Order S-03-05. As identified by the California Council on Science and Technology, the State cannot meet the 2050 goal without major advancements in technology (CCCC 2012). Advancement in technology in the future could provide additional reductions to allow the State and town to meet the 2050 goal; however, no additional statewide measures are currently available. Therefore, Impact 4.7.1 would be ***significant and unavoidable.***

Conflict with Plan, Policy, or Regulation Reducing Greenhouse Gas Emissions

Impact 4.7.2 Implementation of the proposed project would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions (***Less than Significant***).

Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan, ABAG's/MTC's Plan Bay Area, and the Town's CAP. A consistency analysis with these plans is presented below.

CARB Scoping Plan

The CARB Scoping Plan is applicable to state agencies but is not directly applicable to cities/counties and individual projects (i.e., the Scoping Plan does not require the town to adopt policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the State agencies from the Scoping Plan result in GHG emissions reductions at the local level. So local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the LCFS and changes in the corporate average fuel economy standards.

Project GHG emissions shown in **Table 4.7.5** include reductions associated with statewide strategies that have been adopted since AB 32 and SB 32. Development projects accommodated under the proposed General Plan are required to adhere to the programs and regulations identified by the Scoping Plan and implemented by state, regional, and local agencies to achieve the statewide GHG reduction goals of AB 32 and SB 32. Future development projects would be required to comply with these state GHG emissions reduction measures because they are statewide strategies. For example, new buildings associated with land uses accommodated by implementing the proposed General Plan would be required to meet the CALGreen and Building Energy Efficiency Standards in effect at the time when applying for building permits. Furthermore, as discussed under the impact discussion for Impact 4.7.1, the proposed General Plan includes goals, policies, and programs that would help reduce GHG emissions and therefore help achieve GHG reduction goals. Therefore, implementation of the proposed General Plan would not obstruct implementation of the CARB Scoping Plan, and impacts would be ***less than significant***.

Plan Bay Area

Plan Bay Area is the Bay Area's regional transportation plan to achieve the passenger vehicle emissions reductions identified under SB 375. Plan Bay Area 2050 is the current SCS for the Bay Area, which was adopted October 21, 2021 (ABAG and MTC 2021).

Plan Bay Area 2050 includes strategies to reduce GHG emissions include focusing housing and commercial construction in walkable, transit-accessible places; investing in transit and active transportation; and shifting the location of jobs to encourage shorter commutes (ABAG and MTC 2021). The town of Colma's designated PDA and TPA are areas anticipated to harbor most of the Town's growth in the next 20 years.

The proposed General Plan places higher-density uses near transit stations and in areas that are less auto dependent. This is supported by Policy LU-1.3, which strives to reduce GHG emissions through the way the town designs and locates new housing, offices, public buildings, and other uses. Thus, the project would be consistent with the overall goals of Plan Bay Area 2050 in concentrating new development in locations where there is existing infrastructure and transit. Therefore, the proposed project would not conflict with the land use concept plan in Plan Bay Area 2050, and impacts would be ***less than significant***.

Colma Climate Action Plan

The CAP provides additional measures and strategies to achieve a GHG reduction target of 15 percent below 2005 levels by 2020, consistent with AB 32. The CAP lays out measures that would exceed the 2020 target and put the town on a trajectory to meet the 2050 goal under Executive Order S-03-05. The proposed project would further the goals of the CAP by introducing policies and programs that align with the CAP (see **Table 4.7.6: Colma Climate Change Action Plan 2030 Consistency Analysis**). Consequently, the proposed project is consistent with the town's CAP, and impacts are ***less than significant.***

Table 4.7.6 Colma Climate Change Action Plan 2030 Consistency Analysis

Measure	Consistency
Community Wide Measures	
Establish New Colma Sustainable Business Program with Technical Assistance. Initiate multi-approach campaign for Colma's businesses by providing on-site technical assistance to expand energy efficiency/water conservation/sustainable practices. Resources, rebate information, cost benefits will be highlighted. Program will provide: ▪ Energy efficiency technical assistance, rebate information, best practices, checklist of options, outreach/education ▪ Water conservation technical assistance, rebate information, resources ▪ Benefits of opting up to ECO 100/ Participation in Peninsula Clean Energy ▪ Resources for solar energy installation and solar storage rebates ▪ Sustainability Policy/ Preferable Purchasing Policy technical assistance ▪ Partner with regional partners to expand sustainable businesses participation	**Consistent.** The Land Use and Open Space and Conservation Elements include policies that provide incentives for businesses that participate in the Town's energy and water conservation programs and engage in sustainable practices: ▪ Policy LU-2-1. Water Conservation ▪ Policy LU-2-2. Water Efficient Landscape ▪ Policy LU-2-4. Low Impact Development ▪ Policy LU-2-5. Energy Efficiency ▪ Policy LU-2-6: Solar Energy. ▪ Policy LU-2-10: Green Building. ▪ Policy LU-5-2. San Mateo County Collaboration. ▪ Policy OSC-1-3. Sustainable Landscape Practices. ▪ Policy OSC-3-2. Reduce Energy Consumption. ▪ Policy OSC-4-3. Reclaimed Water. ▪ Policy OSC-4-4. Use of Drought Tolerant and Native Plants. ▪ Policy OSC-4-5. Green Infrastructure.
Expand Participation in County Green Business Program. Expand participation in the San Mateo County Green Business program and set goals for participation. Voluntary program that allows businesses to brand themselves as green by completing a list of energy/water conservation, recycling, pollution prevention and buy recycled practices.	**Consistent.** The Land Use and Open Space and Conservation Elements include policies that provide incentives for businesses to help expand participation in San Mateo's County Green Business Program: ▪ Policy LU-2-1. Water Conservation ▪ Policy LU-2-2. Water Efficient Landscape ▪ Policy LU-2-4. Low Impact Development ▪ Policy LU-2-5. Energy Efficiency ▪ Policy LU-2-6: Solar Energy. ▪ Policy LU-2-10: Green Building. ▪ Policy LU-5-2. San Mateo County Collaboration. ▪ Policy OSC-1-3. Sustainable Landscape Practices. ▪ Policy OSC-3-2. Reduce Energy Consumption. ▪ Policy OSC-4-3. Reclaimed Water. ▪ Policy OSC-4-4. Use of Drought Tolerant and Native Plants. ▪ Policy OSC-4-5. Green Infrastructure.

Table 4.7.6 Colma Climate Change Action Plan 2030 Consistency Analysis

Measure	Consistency
Expand participation in PCE's Opt Up to ECO 100. Through Peninsula Clean Energy, continue to provide greener renewable electricity to the community and promote residents and businesses "opting up" to PCE's ECO100 (100% renewable) service.	**Consistent.** While the General Plan Update does not have policies that explicitly pertain to participation in PCE's ECO 100 service, it does have policies that aim to reduce energy consumption throughout the community. ▪ Policy LU-2-5. Energy Efficiency ▪ Policy LU-2-6: Solar Energy. ▪ Policy LU-2-7: Electric Vehicles. ▪ Policy LU-2-10: Green Building. ▪ Policy OSC-3-3. Energy Efficiency in Municipal Operations
Campaign to promote benefits of solar energy installation/ solar storage using PCE grant. Educate residents about PCE rebates for installing solar and solar storage, and explore other options. PCE offers up to $1250 in rebates for solar/solar storage. Educate the financial incentives for solar PV and hot water system installation. Encourage bulk purchases such as the Peninsula SunShares Program. Provide free assistance for project developers through the PPA and interconnection process. *https://www.peninsulacleanenergy.com/pop-homeowner/.*	**Consistent.** The Land Use and Open Space and Conservation Elements include policies that help to promote benefits of solar energy. ▪ Policy LU-2-5. Energy Efficiency ▪ Policy LU-2-6: Solar Energy. ▪ Policy LU-2-10: Green Building. ▪ Policy OSC-3-2. Reduce Energy Consumption.
Expand Commercial energy efficiency programs for existing buildings including SMC Energy Watch and PG&E's commercial offerings. Through marketing and outreach, City promotes participation in commercial energy efficiency programs and demand response programs offered by SMC Energy Watch and PG&E – including PGE's appliance rebates, 0% energy efficiency financing and demand response programs. City provides or encourages commercial energy audits. City considers supplementing existing efficiency incentives and rebates. Research programs to provide businesses who use Direct Access energy with alternatives which reduce GHG emissions.	**Consistent.** While the General Plan Update does not have policies that explicitly pertain to expansion of energy efficiency in existing commercial buildings, it does have policies that aim to reduce energy consumption in commercial businesses. ▪ Policy LU-2-5. Energy Efficiency ▪ Policy LU-2-6: Solar Energy. ▪ Policy LU-2-10: Green Building. ▪ Policy OSC-3-2. Reduce Energy Consumption. Policy OSC-3-3. Energy Efficiency in Municipal Operations

Table 4.7.6 Colma Climate Change Action Plan 2030 Consistency Analysis

Measure	Consistency
Expand commercial energy conservation program. Colma will start a voluntary commercial energy conservation program and encourage minimum energy efficiency and water efficiency standards at the time of building sale. Consider transitioning to mandatory comprehensive energy assessments and benchmarking by registered energy assessors over time.	**Consistent.** While the General Plan Update does not have policies that explicitly pertain to expansion of energy efficiency in existing commercial buildings, it does have policies that aim to reduce energy consumption in commercial businesses. ▪ Policy LU-2-5. Energy Efficiency ▪ Policy LU-2-6: Solar Energy. ▪ Policy LU-2-10: Green Building. ▪ Policy OSC-3-2. Reduce Energy Consumption. Policy OSC-3-3. Energy Efficiency in Municipal Operations
Encourage pairing battery storage systems with all solar PV systems. Provide education and outreach to stakeholders, including businesses, residents and contractors, on the benefits of pairing battery storage with solar PV systems. This education can be included in the Sustainable Green Business Campaign.	**Consistent.** While the General Plan Update does not have policies that pertain to battery storage systems for PV systems, it does include policies that help to promote benefits of solar energy. ▪ Policy LU-2-5. Energy Efficiency ▪ Policy LU-2-6: Solar Energy. ▪ Policy LU-2-10: Green Building. ▪ Policy OSC-3-2. Reduce Energy Consumption. ▪ Policy OSC-3-3. Energy Efficiency in Municipal Operations
Update Building Code to disincentivize use of natural gas in new construction and major remodels. Require all new construction and major remodels to be electric ready for all large appliances. Stoves may be exempt.	**Consistent.** While the General Plan Update does not have policies that pertain to disincentivize use of natural gas, it does include policies that help to promote energy efficiency. ▪ Policy LU-2-5. Energy Efficiency ▪ Policy LU-2-6: Solar Energy. ▪ Policy LU-2-10: Green Building. ▪ Policy OSC-3-2. Reduce Energy Consumption.
Promote residential energy efficiency programs for existing buildings. Promote residential energy efficiency programs, including BayREN's Home Upgrade program and PG&E's efficient appliance rebates. City provides or encourages residential energy audits. City considers supplementing existing efficiency incentives and rebates.	**Consistent.** The Land Use and Open Space and Conservation Elements include policies that promote energy efficiency programs for existing residential buildings. ▪ Policy LU-2-5. Energy Efficiency ▪ Policy LU-2-6: Solar Energy. ▪ Policy OSC-3-2. Reduce Energy Consumption.
Incentivize electric panel upgrades in commercial to accommodate all-electric technologies. Leverage incentives provided by PCE to encourage commercial and residential to upgrade electric panels in order to accommodate all-electric technologies including solar PV, battery storage, air source heat pumps, heat pump water heaters, electric dryers, electric stoves and EV chargers.	**Consistent.** The Land Use and Open Space and Conservation Elements include policies that promote the use of electric technologies. ▪ Policy LU-2-5. Energy Efficiency ▪ Policy LU-2-6: Solar Energy. ▪ Policy LU-2-7: Electric Vehicles. ▪ Policy LU-2-10: Green Building. ▪ Policy OSC-3-3. Energy Efficiency in Municipal Operations

Table 4.7.6 Colma Climate Change Action Plan 2030 Consistency Analysis

Measure	Consistency
Promote opportunities for microgrid demonstration projects. Work with stakeholders to identify facilities for a potential site for a microgrid demonstration project. Provide education and outreach to these stakeholders on the multiple benefits of developing a microgrid including reliability, cleaner energy and cost savings. See Page 9 for an example of a microgrid.	**Consistent.** While the General Plan Update does not have policies that explicitly pertain to opportunities for microgrid demonstration project, it does include policies that help to promote energy efficiency. ▪ Policy LU-2-5. Energy Efficiency ▪ Policy LU-2-6: Solar Energy. ▪ Policy LU-2-10: Green Building. ▪ Policy OSC-3-2. Reduce Energy Consumption.
Municipal Measures	
Continue to procure ECO100 electricity service for all municipal facilities. Colma will continue to provide greener renewable electricity to municipal facilities with our ECO-100 service in all municipal facilities.	**Consistent.** While the General Plan Update does not have policies that explicitly pertain to participation in PCE's ECO 100 service in municipal facilities, it does have policies that aim to increase energy efficiency. ▪ Policy LU-2-5. Energy Efficiency ▪ Policy LU-2-6: Solar Energy. ▪ Policy LU-2-10: Green Building. ▪ Policy OSC-3-3. Energy Efficiency in Municipal Operations
Research options for solar energy on municipal facilities. Through feasibility studies, identify new or existing municipal facilities that are well suited to the installation of solar PV or solar hot water systems. Install systems where feasible. Use group purchasing power such as Bay Area SunShares or purchase power agreements (PPAs) to lower cost.	**Consistent.** The Land Use and Open Space and Conservation Elements include policies that help to promote benefits of solar energy. ▪ Policy LU-2-5. Energy Efficiency ▪ Policy LU-2-6: Solar Energy. ▪ Policy LU-2-10: Green Building. ▪ Policy OSC-3-2. Reduce Energy Consumption.
Improve energy efficiency of municipal buildings. Continue to upgrade Town facilities to be energy efficient by reevaluating fixtures energy usage and cost every seven years.	**Consistent.** The Land Use and Open Space and Conservation Elements include policies that would help to improve energy efficiency of municipal buildings. ▪ Policy LU-2-5. Energy Efficiency ▪ Policy LU-2-6: Solar Energy. ▪ Policy LU-2-10: Green Building. ▪ Policy OSC-3-3. Energy Efficiency in Municipal Operations
Update Sustainability Policy (environmentally preferred purchasing policy). The Town will update the sustainable purchasing policy to expand energy efficiency e.g. purchase of ENERGY STAR certified equipment – appliances, electronics, etc.	**Consistent.** The Land Use and Open Space and Conservation Elements include policies that would help to improve energy efficiency of municipal buildings. Plan and the Climate Action Plan. ▪ Policy LU-2-11. Climate Action Plan. ▪ Policy OSC-2-5. Climate Change.

Table 4.7.6 Colma Climate Change Action Plan 2030 Consistency Analysis

Measure	Consistency
Water	
Water	
Promote water conservation rebates and services. Promote BAWSCA or CalWater residential water conservation rebate programs that offer rebates for items including high efficiency washing machines and toilets, rain barrels, sprinkler nozzles, irrigation controls and Lawn Be Gone (drought tolerant landscapes). Consider feasibility of supplementing existing rebates and services.	**Consistent.** The Land Use and Open Space and Conservation Elements include policies that aim to promote water conservation. ▪ Policy LU-2-1. Water Conservation. ▪ Policy LU-2-2. Water Efficient Landscape. ▪ Policy OSC-1-3. Sustainable Landscape Practices. ▪ Policy OSC-4-4. Use of Drought Tolerant and Native Plants.
Develop New Water Conservation Program for Cemeteries. Use technical expertise of Powers Engineering and or other technical experts to provide water conservation improvements advise to cemeteries. Examples include upgrading old inefficient water pumps which conserve energy and reduce water waste. Identify grants and other options for water conservation.	**Consistent.** While the General Plan Update does not have policies that explicitly pertain to water conservation for cemeteries, it does have policies that aim to promote water conservation. ▪ Policy LU-2-1. Water Conservation. ▪ Policy LU-2-2. Water Efficient Landscape. ▪ Policy OSC-1-3. Sustainable Landscape Practices. ▪ Policy OSC-4-4. Use of Drought Tolerant and Native Plants.
Transportation	
Transportation	
Establish smart growth policy. Establish a smart growth policy that prioritizes infill, higher density, transportation-oriented development and mixed-use development	**Consistent.** The Land Use, Mobility, Open Space and Conservation, and Community Health, Safety and Services Elements include policies would help to establish a smart growth policy for the Town. ▪ Policy LU-1-4. Land Uses that Support Transit. ▪ Policy LU-1-6. Public-Private Partnerships ▪ Policy LU-2-7: Electric Vehicles. ▪ Policy LU-3-6. Walkable Neighborhoods. ▪ Policy LU-10-3. Mixed Use and Nonresidential Development ▪ Policy LU-11-1. Town Center ▪ Policy LU-13-4. In-Fill Housing ▪ Policy LU-13-5. Mixed Use ▪ Policy M-1-5. Green Streets. ▪ Policy M-2-1. Reduce Vehicle Miles Traveled ▪ Policy M-2-4. Multi-Modal Impact Fee ▪ Policy M-3-1. Agency Collaboration and Coordination. ▪ Policy M-3-3. Regional Transportation Planning. ▪ Policy M-3-5. Transportation Gaps. ▪ Policy M-4-2. Reliable Transportation Services. ▪ Policy M-4.3. Encourage Transportation Options. ▪ Policy M-4.4. Transit Oriented Development. ▪ Policy M-5-1. Complete Streets.

Table 4.7.6 Colma Climate Change Action Plan 2030 Consistency Analysis

Measure	Consistency
	▪ Policy M-5-2. Design for All Travel Modes ▪ Policy M-5-4. Accessibility and Universal Design. ▪ Policy M-5-5. Design of New Development. ▪ Policy M-7-1. TDM Program. ▪ Policy M-7-2. TDM Program for New Development. ▪ Policy M-7-3. Vehicle Trip Reduction. ▪ Policy OSC-1-4. Pedestrian Trails, Bikeways Walkways. ▪ Policy OSC-3-1. Transit Oriented Development ▪ Policy OSC-3-5. Pedestrian-Scaled Design ▪ Policy CS-1-3. Physical Activity and the Built Environment.
Expand walkable and bikeable street landscape and green infrastructure. Modify landscape to make walking and biking more desirable. Install bike lanes, bike parking, traffic calming measures, beautification, etc.	**Consistent.** The Land Use, Mobility, Open Space and Conservation, and Community Health, Safety and Services Elements include policies that expand walkable and bikeable landscape and infrastructure. ▪ Policy LU-1-4. Land Uses that Support Transit. ▪ Policy LU-3-6. Walkable Neighborhoods. ▪ Policy M-1-5. Green Streets. ▪ Policy M-2-4. Multi-Modal Impact Fee ▪ Policy M-3-3. Regional Transportation Planning. ▪ Policy M-3-5. Transportation Gaps. ▪ Policy M-4.3. Encourage Transportation Options. ▪ Policy M-4.4. Transit Oriented Development. ▪ Policy M-5-1. Complete Streets. ▪ Policy M-5-2. Design for All Travel Modes ▪ Policy M-5-3. Bicycle Connection Coordination. ▪ Policy M-5-4. Accessibility and Universal Design. ▪ Policy M-5-5. Design of New Development. ▪ Policy OSC-1-4. Pedestrian Trails, Bikeways Walkways. ▪ Policy OSC-1-5. Colma Creek Trail. ▪ Policy OSC-2-1. Open Space for Recreation Use. ▪ Policy CS-1-3. Physical Activity and the Built Environment.
Encourage and incentivize bike and car sharing companies to operate in the Town. Develop policies and incentives that attract bike and car sharing companies to establish or expand service.	**Consistent.** The Mobility Element include policies would help to encourage bike and car sharing services. ▪ Policy M-2-1. Reduce Vehicle Miles Traveled ▪ Policy M-4.3. Encourage Transportation Options. ▪ Policy M-7-3. Vehicle Trip Reduction

Table 4.7.6 Colma Climate Change Action Plan 2030 Consistency Analysis

Measure	Consistency
Support Safe Routes to School Program. Support Safe Route to Schools program by collaborating with neighboring jurisdictions to enhance pedestrian routes to local schools.	**Consistent.** While the General Plan Update does not have policies that explicitly pertain to safe routes to school, the Mobility Element include policies would help to accommodate safe pedestrian and bicycle travel. ▪ Policy M-5-2. Design for All Travel Modes ▪ Policy M-5-3. Bicycle Connection Coordination ▪ Policy M-5-5. Design of New Development. ▪ Policy M-7-3. Vehicle Trip Reduction
Develop low emission, off-road equipment program. Research and develop program to reduce off-road emissions from lawn, garden, and construction equipment. Program may include identifying products and resources for cemeteries and others and researching bulk purchasing or rebate options.	**Consistent.** While the General Plan Update does not have policies that explicitly pertain to developing low-emission, off-road equipment program, it does have policies that aim to reduce emissions within the Town. ▪ Policy LU-2-4. Low Impact Development. ▪ Policy LU-2-8: Climate Action Plan ▪ Policy LU-2-9: Greenhouse Gas Reduction Targets ▪ Policy M-2-1. Reduce Vehicle Miles Traveled ▪ Policy OSC-3-4. GHG Reduction
Support local farmers' markets. Encourage participation and promotion of community farmers' markets with locally-grown food to encourage local shopping and reduce VMT associated with acquiring produce.	**Consistent** While the General Plan Update does not have policies that explicitly encourage participation of community farmer' markets, it does have policies that aim to reduce VMT. ▪ Policy M-2-1. Reduce Vehicle Miles Traveled. ▪ Policy M-7-3. Vehicle Trip Reduction.
Promote & educate benefits of electric vehicle ownership. Promote/ educate the benefits of EV ownership and promote rebates from PCE for purchase of EV purchases. Add resources about other state/federal rebates. Participate and promote "EV drive events" with neighboring jurisdictions for Colma residents.	**Consistent.** The Land Use Element includes policies that would promote ownership of electric vehicles. ▪ Policy LU-2-10. Electric Vehicles
Expand EV charging infrastructure through incentives and partnerships. Leverage incentives from PCE's EV Ready Program, a $28 million EV READY PROGRAM To expand charging infrastructure in public properties, multi-unit dwellings and workplaces. Program includes: ▪ Free technical assistance to help design/guide project ▪ Access to negotiated EV charging station pricing ▪ Network vetted contractors to install charging ports ▪ Available to businesses, public facilities/public parking, multi-family locations	**Consistent.** The Land Use and Mobility Elements includes policies that would expand electric vehicle charging infrastructure. ▪ Policy LU-2-10. Electric Vehicles ▪ Policy M-5-1. Complete Streets

Table 4.7.6 Colma Climate Change Action Plan 2030 Consistency Analysis

Measure	Consistency
Establish commercial and residential green building policy: EV charging. Update residential and commercial building code to increase the mandated percentage of parking spaces designed to accommodate electric vehicle charging equipment and require the installation of a Level 2 charger in new commercial developments.	**Consistent.** The Land Use Element includes policies that would expand electric vehicle charging infrastructure for new commercial and mixed use developments. ▪ Policy LU-2-10. Electric Vehicles
Enhance infrastructure to promote shared electric bikes and scooters. Modify existing Town infrastructure to accommodate shared electric bikes and scooters that provide last-mile solutions to residents and commuters. Infrastructure enhancements including dedicated off-street parking spaces and on-street corrals to accommodate shared electric bike and scooter parking and prevent conflicts with pedestrians.	**Consistent.** The Mobility Element include policies would help to encourage bike and car sharing services. ▪ Policy M-2-1. Reduce Vehicle Miles Traveled ▪ Policy M-4.3. Encourage Transportation Options. ▪ Policy M-4.5. Connections to Homes and Businesses ▪ Policy M-7-3. Vehicle Trip Reduction
Update vehicle procurement policy to require municipal vehicles to be ZEV. Expand the existing vehicle procurement policy to require zero emissions vehicles (ZEVs) except when a ZEV is not able to meet the performance requirement needed.	**Consistent.** The Land Use Element includes policies that would promote electric vehicle use for Town operations. ▪ Policy LU-2-10. Electric Vehicles
Establish flexible schedules policy for public employees. Establish policy enabling alternative work schedules and remote working to reduce VMT associated with employee commuting for positions that allow for this flexibility.	**Consistent.** While the General Plan Update does not have policies that explicitly encourage flexible schedules for public employees, it does have policies that aim to reduce VMT. ▪ Policy M-2-1. Reduce Vehicle Miles Traveled.
Promote commute alternatives program to businesses. Develop policy to support and promote commute alternatives program including pre-tax commuter benefits, transit subsidies, and a carpool program to promote and incentivize public transportation, carpooling, biking, etc. to business community.	**Consistent.** While the General Plan Update does not have policies that explicitly encourage flexible schedules for public employees, it does have policies that aim to reduce VMT. ▪ Policy M-2-1. Reduce Vehicle Miles Traveled. ▪ Policy M-4.3. Encourage Transportation Options.

Table 4.7.6 Colma Climate Change Action Plan 2030 Consistency Analysis

Measure	Consistency
Waste	
Community Wide Measures	
Establish a zero-waste policy and develop a zero waste program. Develop a zero-waste policy and develop a program to meet the zero-waste target of 90% diversion through a combination of efforts including promotion of traditional recycling and organics recycling programs and local enforcement of recycling requirements.	**Consistent.** While the General Plan Update does not have policies that explicitly pertain to development of a zero-waste policy or program, it does have policies that aim to reduce GHG and improve air quality. ▪ Policy LU-2-8: Climate Action Plan ▪ Policy LU-2-9: Greenhouse Gas Reduction Targets ▪ Policy LU-6-3. Environmental Protection ▪ Policy OSC-3-4. GHG Reduction
Adopt the regional Sustainable Food ware ordinance. Adopt the regional Sustainable Food Ware ordinance and work in collaboration with San Mateo County Office of Sustainability to provide resources and on-site assistance to Colma businesses to transition from single-use food ware.	**Consistent.** While the General Plan Update does not have policies that explicitly pertain to sustainable food ware, it does have policies that aim to reduce GHG and improve air quality. ▪ Policy LU-2-8: Climate Action Plan ▪ Policy LU-2-9: Greenhouse Gas Reduction Targets ▪ Policy LU-6-3. Environmental Protection ▪ Policy OSC-3-4. GHG Reduction
Develop vendor policy for public events. Establish policy requiring traditional and organics recycling at public events. Require compostable or recyclable cutlery and packaging to be used. Supports measure WC-1.	**Consistent.** While the General Plan Update does not have policies that explicitly pertain to development of a vendor policy for public events, it does have policies that aim to reduce GHG and improve air quality. ▪ Policy LU-2-8: Climate Action Plan ▪ Policy LU-2-9: Greenhouse Gas Reduction Targets ▪ Policy LU-6-3. Environmental Protection ▪ Policy OSC-3-4. GHG Reduction
Municipal Measures	
Establish a municipal zero waste policy. Establish a policy to achieve 95% waste diversion rate in city operations. Provide appropriate bins and signage, organics recycling and education to public employees to make goal achievable.	**Consistent.** While the General Plan Update does not have policies that explicitly pertain to municipal waste, it does have policies that aim to reduce GHG and improve air quality. ▪ Policy LU-2-8: Climate Action Plan ▪ Policy LU-2-9: Greenhouse Gas Reduction Targets ▪ Policy LU-6-3. Environmental Protection ▪ Policy OSC-3-4. GHG Reduction
Expand environmentally preferred purchasing policy: Recycled materials. Expand our sustainable purchasing policy that emphasizes the purchase of materials with high recycled content – paper, furniture, etc.	**Consistent.** While the General Plan Update does not have policies that explicitly pertain to recycled materials, it does have policies that aim to reduce GHG and improve air quality. ▪ Policy LU-2-8: Climate Action Plan ▪ Policy LU-2-9: Greenhouse Gas Reduction Targets ▪ Policy LU-6-3. Environmental Protection ▪ Policy OSC-3-4. GHG Reduction

Table 4.7.6 Colma Climate Change Action Plan 2030 Consistency Analysis

Measure	Consistency
Food and Consumption	
Goals	
Buildings: Improve more sustainable building products. Educate and promote the benefits of more sustainable building materials (through Colma's Sustainability webpage) and other outreach to provide resources for builders in Colma who have new construction and renovation projects.	**Consistent.** While the General Plan Update does not have policies that explicitly pertain to use of more sustainable building products, it includes policies that would promote sustainable building practices within the Town. ▪ Policy LU-2-5. Energy Efficiency ▪ Policy LU-2-6: Solar Energy. ▪ Policy LU-2-7: Electric Vehicles. ▪ Policy LU-2-10: Green Building. ▪ Policy OSC-3-2. Reduce Energy Consumption.
Food: Minimize food waste through education ▪ Support campaigns like StopFoodWaste.org and "Food Too Good To Waste" to educate residents and businesses about how to minimize waste through shopping, storing and cooking. ▪ Support food rescue programs in the community that deliver surplus food to hungry people. This action supports components of SB 1383 which requires edible food waste recovery. ▪ Education and support food waste prevention efforts and food sharing tables by educating the community with easy ways to reduce waste.	**Consistent.** While the General Plan Update does not have policies that explicitly pertain to minimizing food waste, it does have policies that aim to reduce GHG and improve air quality. ▪ Policy LU-2-8: Climate Action Plan ▪ Policy LU-2-9: Greenhouse Gas Reduction Targets ▪ Policy LU-6-3. Environmental Protection ▪ Policy OSC-3-4. GHG Reduction
Food: Buy local and in season and reduce the emissions intensity of food consumed ▪ Working in collaboration with the Office of Sustainability educate the benefits of purchasing local seasonal vegetables, plant-based proteins, and less processed foods. These ideas can be shared via Live Wire and or future farmers markets in Colma. ▪ Provide information and encourage healthy school lunches ▪ Provide information and support legislation or advocacy for carbon footprint labeling of food products	**Consistent** While the General Plan Update does not have policies that explicitly pertain to emissions from food consumption, it does have policies that aim to reduce GHG and improve air quality. ▪ Policy LU-2-8: Climate Action Plan ▪ Policy LU-2-9: Greenhouse Gas Reduction Targets ▪ Policy LU-6-3. Environmental Protection ▪ Policy OSC-3-4. GHG Reduction
Purchased goods: Educate about the benefits of durable long-lasting products and encourage reduction of purchase of single use products use. ▪ Promote "buy durable" or "buy repairable" ideas and add to Colma's Sustainability webpage to educate and provide resources. Considering partnering to support fix-it clinics and adult classes on how-to-repair. Support legislation such as Right to Repair.	**Consistent** While the General Plan Update does not have policies that explicitly pertain to purchased goods, it does have policies that aim to reduce GHG and improve air quality. ▪ Policy LU-2-8: Climate Action Plan ▪ Policy LU-2-9: Greenhouse Gas Reduction Targets ▪ Policy LU-6-3. Environmental Protection ▪ Policy OSC-3-4. GHG Reduction

Table 4.7.6 Colma Climate Change Action Plan 2030 Consistency Analysis

Measure	Consistency
▪ Support the addition of repair businesses where feasible and classes and job training for repair, reuse and repurpose. ▪ Promote resale, reuse, repurpose and salvage businesses where feasible.	
Purchased goods: Reduce emissions intensity of consumer goods ▪ Encourage businesses to "opt up" to purchasing 100% renewable energy through PCE. ▪ Promote "buy clean – made with renewables," campaign for Bay Area and California producers that use renewable energy. ▪ Promote products made with other "low-carbon" attributes such as refurbished products, or those made with bio-based materials or recycled content. Promote to producers and consumers. Support legislation or advocacy for carbon footprint labeling of goods.	**Consistent** While the General Plan Update does not have policies that explicitly pertain to emissions from consumption of goods, it does have policies that aim to reduce GHG and improve air quality. ▪ Policy LU-2-8: Climate Action Plan ▪ Policy LU-2-9: Greenhouse Gas Reduction Targets ▪ Policy LU-6-3. Environmental Protection ▪ Policy OSC-3-4. GHG Reduction

Source: Colma. Climate Change Action Plan 2030.

Proposed General Plan Update Policies

Measures identified in **Table 4.7.6** would ensure consistency of the General Plan with plans that have been adopted to reduce GHG emissions.

The Town has prepared an update to the Climate Action Plan to provide guidance for meeting GHG reduction goals to the year 2030. Although not yet officially adopted, the Town plans to adopt the plan in the near future.

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4.8 HAZARDS AND HAZARDOUS MATERIALS

In accordance with the California Environmental Quality Act (CEQA) (Cal. Pub. Resources Code Sections §21000, et seq.) and the State CEQA Guidelines (14 Cal. Code Regs., Section §15000, et seq.), this Draft Program Environmental Impact Report (Draft PEIR; PEIR) evaluates the General Plan-Update's related impacts, general assumptions, and mitigation needs that can be identified in the analysis. The reader is referred to the individual technical sections of the Draft PEIR Sections 4.1 to 4.18, regarding the specific assumptions and methodologies used in the analysis for that particular technical subject.

This particular section then discusses the existing environmental conditions for hazardous materials and substances, including water and soil contaminants, within the town of Colma (Town; town). It reviews and summarizes hazardous wastes as well as public health and safety issues related to seismic conditions, geologic, flood, fire, aviation, and hazardous materials in the town. Potential problems and the appropriate mitigation measures that reduce, lessen, or eliminate the General Plan Update's (GPU) impacts, are identified in this section. For impacts related to flood hazards and fire hazards, the reader is referred to Section 4.9, Hydrology and Water Quality and to Section 4.18, Wildfire, respectively

4.8.1 EXISTING SETTING

HAZARDOUS MATERIALS DEFINED

A ***hazard*** is any situation that has the potential to cause damage to human health and the environment. The risk to health and public safety is determined by the probability of exposure in addition to the inherent toxicity of a material. Title 22 of the California Code of Regulations (CCR) define hazardous substance as both hazardous materials and hazardous wastes, and these are classified according to four properties: toxicity, ignitability, corrosiveness, and reactivity.

A ***hazardous material*** is defined as any substance or combination of substances that may cause or significantly contribute to an increase in serious, irreversible, or incapacitating illness, or may pose a substantial presence or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed. Hazardous materials may include, but are not limited to motor oils, paints, solvents, gasoline, and household cleaners. Hazardous waste may include (but are not limited to): medical waste, substances and chemicals used at gas stations, dry cleaners, and automotive service and repair shops.

Hazardous wastes are defined as hazardous substances that no longer have practical use, such as hazardous materials that have been discarded, discharged, spilled, or contaminated or are being stored until they can be disposed of properly. Soil that is excavated from a site containing hazardous materials is a hazardous waste if it exceeds specific CCR Title 22 criteria. While hazardous substances are regulated by multiple agencies, their cleanup requirements need to be determined on a case-by-case basis according to the appropriate Lead Agency.

Hazardous substances pose a risk to public health in their use, storage, and disposal. It is therefore necessary to differentiate between the "hazard" of these materials and the acceptability of the level of "risk" they pose to human health and the environment. Factors that affect the health effects when human beings are exposed to hazardous materials may include but is not limited to the dose the person is exposed to, the frequency of exposure, the duration of exposure, the exposure pathway (route by which a chemical enters a person's body), and the individual's unique biological susceptibility.

HAZARDOUS MATERIALS SITES

Hazardous materials sites, or areas of abandoned or underutilized properties that may be contaminated by hazardous substances, have the potential to contaminate soil and groundwater, through the release, leaks, or disposal of chemical compounds. Disturbance of a previously contaminates site could pose a public health risk from hazardous vapors or contaminated materials. Such areas are typically monitored by the State Water Quality Control Board or by the California Department of Toxic Substances. According to the US Environmental Protection Agency (US EPA), as shown in ***Figure 4.8-1: Hazardous Sites*** and **Table 4.8-1 Hazardous Sites**, the town of Colma lists one closed Leaking Underground Storage Tank (LUST) site, two open hazardous sites, one site that is eligible for closure, 19 closed (completed) sites.

ASBESTOS CONTAINING BUILDING MATERIALS

Asbestos, which is common in many building materials., refers to a type of naturally occurring minerals composed of small fibers. Any buildings constructed or remodeled between 1930 and 1981 have the potential to incorporate asbestos-containing building materials (ACBM). These materials may include, but are not limited to, floor coverings, drywall joint compounds, acoustic ceiling tiles, piping insulation, electrical insulation, and fireproofing materials. Various health risks including cancer and respiratory illnesses have been associated with exposure to asbestos fibers and materials in non-industrial settings. The presence of asbestos in any building does not necessarily endanger the health and safety of a building's occupants, as long as these materials are in good condition, and not damaged or disturbed. However, damaged, deteriorated, or disturbed asbestos-containing materials can lead to fiber release (exposure), and adverse health effects.

LEAD BASED PAINT MATERIALS

Exposure to ***lead based paint*** is possible when the paint is in poor condition or during paint removal. Though lead based paints were phased out of production in the early 1970s, lead is a highly toxic metal that was used for many years in products found in and around homes. Lead may cause a range of health effects, from behavioral problems and learning disabilities to seizures and death. Proper handling and disposal of lead-based materials significantly reduces potential environmental related impacts.

RESIDUAL AGRICULTURAL CHEMICALS

Agricultural chemicals are chemical agents such as fungicides and insecticides that are used to control crop-harming organisms such as fungi, insects, and rodents. Diazinon, chlorpyrifos, and other "Group A" pesticides are insecticides used to control pests on crops as well as in individual home use. Diazinon is a non-systemic organophosphate insecticide classified by the US EPA as a Restricted Use Pesticide (RUP) and is for professional pest control use only. Within residential uses, it may be used to control cockroaches, silverfish, ants, and fleas. It is used on home gardens and farms to control a wide variety of sucking and leaf-eating insects. Though Diazinon seldom migrates below the top half inch in soil, but in some instances, it may contaminate groundwater. Diazinon is absorbed by plant roots when applied to the soil and translocated to other parts of the plant. Additional persistent chemicals may be found within the Planning Area such as insecticides that have the potential to include toxaphene and lead arsenate.

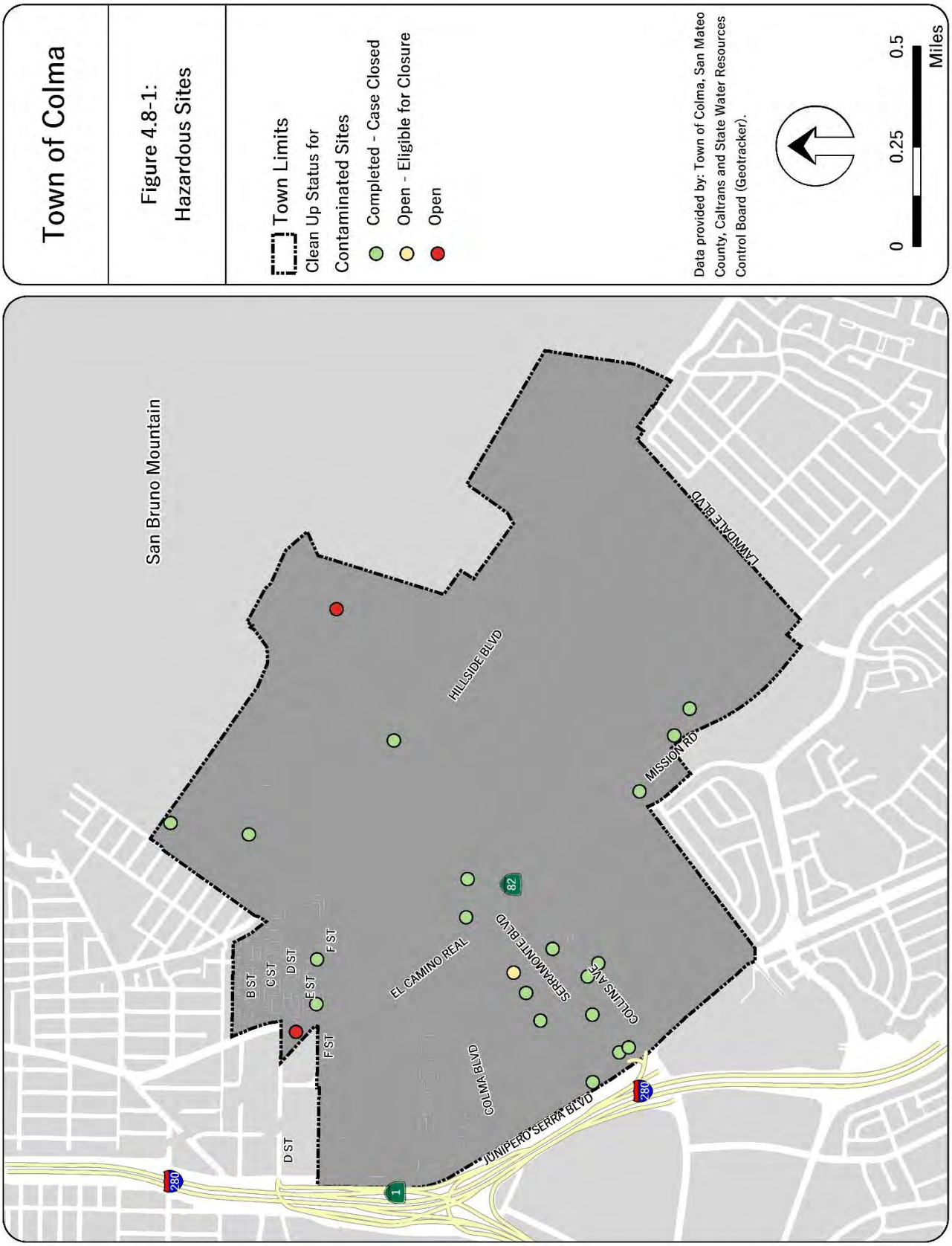

Town of Colma
Figure 4.8-1:
Hazardous Sites
Town Limits
Clean Up Status for
Contaminated Sites
Completed - Case Closed
Open - Eligible for Closure
Open
Data provided by: Town of Colma, San Mateo County, Caltrans and State Water Resources Control Board (Geotracker).
0
0.25
0.5
Miles
San Bruno Mountain
HILLSIDE BLVD
LAWNDALE BLVD
MISSION RD
EL CAMINO REAL
SERRAMONTE BLVD
COLLINS AVE
COLMA BLVD
JUNIPERO SERRA BLVD
B ST
C ST
D ST
E ST
F ST
F ST
D ST
280
280
1
82

Table 4.8.1: Hazardous Sites

Address	Site Type	Clean Up Status
530 Collins Avenue	LUST Cleanup Site	Completed - Case Closed
600 Collins Avenue	LUST Cleanup Site	Completed - Case Closed
300 El Camino Real	LUST Cleanup Site	Completed - Case Closed
7778 El Camino Real	LUST Cleanup Site	Open - Site Assessment
F St	LUST Cleanup Site	Completed - Case Closed
417 F St	Cleanup Program Site	Completed - Case Closed
1601 Hillside Blvd	LUST Cleanup Site	Completed - Case Closed
1601 Hillside Blvd	LUST Cleanup Site	Completed - Case Closed
1801 Hillside Blvd	LUST Cleanup Site	Completed - Case Closed
5003 Junipero Serra Blvd	LUST Cleanup Site	Completed - Case Closed
5075 Junipero Serra Blvd	Cleanup Program Site	Completed - Case Closed
1500 Mission Road	LUST Cleanup Site	Completed - Case Closed
1609 Mission Road	LUST Cleanup Site	Completed - Case Closed
1715 Mission Road	LUST Cleanup Site	Completed - Case Closed
1 Sandhill Road	Land Disposal Site	Open - Site Assessment
485 Serramonte Blvd	LUST Cleanup Site	Completed - Case Closed
650 Serramonte Blvd	Cleanup Program Site	Open - Eligible for Closure
700 Serramonte Blvd	LUST Cleanup Site	Completed - Case Closed
707 Serramonte Blvd	Cleanup Program Site	Completed - Case Closed
780 Serramonte Blvd	LUST Cleanup Site	Completed - Case Closed
990 Serramonte Blvd	LUST Cleanup Site	Completed - Case Closed
999 Serramonte Blvd	LUST Cleanup Site	Completed - Case Closed

TRANSPORTATION OF HAZARDOUS MATERIALS

Any transportation of hazardous materials within the General Plan Update's Planning Area is subject to local, state, and federal regulations. The transportation of explosive or inhalation hazardous materials on any public roadway not designated for such transportation is illegal, unless the use of the roadway is necessary for the delivery or loading of such materials (California Vehicle Code, Sections §31602(b) and §32104(a)).

AIRPORT HAZARDS

Projects located within an airport land use plan or within two miles of a public airport or public use airport where such a plan has not been adopted, could result in a safety hazard for people residing or working in the project area. San Francisco International Airport (SFO) is located approximately 3.5 miles southeast of the town and follows the regulations in the Airport Land Use Compatibility Plan (ALUCP) adopted by San Mateo County. The ALUCP outlines safety standards specifying how land near SFO can be used based on noise levels, height restrictions for new construction, and construction standards for buildings outlined in the Airport Land Use Compatibility Plan minimize airport hazards.

As shown in ***Figure 4.8-2: Airport Influence Area B***, the Town of Colma is located within Airport Influence Area B. Local agencies within this influence area are requires new plans and projects to demonstrate consistency with the goals and policies of the ALUCP. SFO has designated transitional surfaces as alternate

routes for planes to take-off or land as shown in ***Figure 4.8-3: Critical Aeronautical Surfaces*** below. One of these transitional surfaces extends over the town of Colma. Any development in the transitional zone must be in compliance with ALUC maximum height standards. The structure/building height restrictions under the transitional surfaces for the town are approximately 400 feet above average mean sea level. This height limit will not constrict development in the town of Colma which is roughly at 110 feet above sea level and where the normal commercial height limit is 50 feet.

WILDLAND FIRE HAZARDS

While the town of Colma is primarily urban and of minimal fire risks, it does have large areas of open land for cemetery uses and is located at the base of the San Bruno Mountains which are a High Fire Risk area. Please refer to ***Section 4.18: Wildfires*** of this PEIR for additional information and impacts discussions.

4.8.2 REGULATORY FRAMEWORK

FEDERAL

U.S. Environmental Protection Agency

The Environmental Protection Agency (US EPA) is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and local governments the responsibility for issuing permits and monitoring and enforcing compliance. EPA Region IX has authority in the San Francisco Bay region, regulating chemical and hazardous materials use, storage, treatment, handling, transport, and disposal practices; protecting workers and the community (along with California Occupations Safety and Health Administration (OSHA); and integrating the federal Clean Water Act and Clean Air Act into California legislation.

Resource Conservation and Recovery Act

USEPA's Resource Conservation and Recovery Act (RCRA) of 1976 (42 USC 2) was the first major federal act regulating the potential health and environmental problems associated with hazardous and nonhazardous solid waste. RCRA and the implementation regulations developed by the U.S. EPA provide the general framework for the national hazardous and nonhazardous waste management systems. This framework includes the determination of whether hazardous wastes are being generated, techniques for tracking wastes to eventual disposal, and the design and permitting of hazardous waste management facilities.

RCRA amendments enacted in 1984 and 1986 began the process of eliminating land disposal as the principal hazardous waste disposal method. Hazardous waste regulations promulgated in 1991 address site selection, design, construction, operation, monitoring, corrective action, and closure of disposal facilities. Additional regulations addressing solid waste issues are contained in 40 CFR, Part 258.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response Compensation and Liability Act (CERCLA) of 1980 (42 USC Sections 1906 et seq.), outlines the potential liability related to the cleanup of hazardous substances; available defenses to such liability; appropriate inquiry into site status CERCLA. This Act provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites, provides for liability of persons responsible for releases of hazardous waste at these sites, and establishes a trust fund to provide for cleanup when no responsible party can be identified.

Figure 4.8-2: Airport Influence Area B

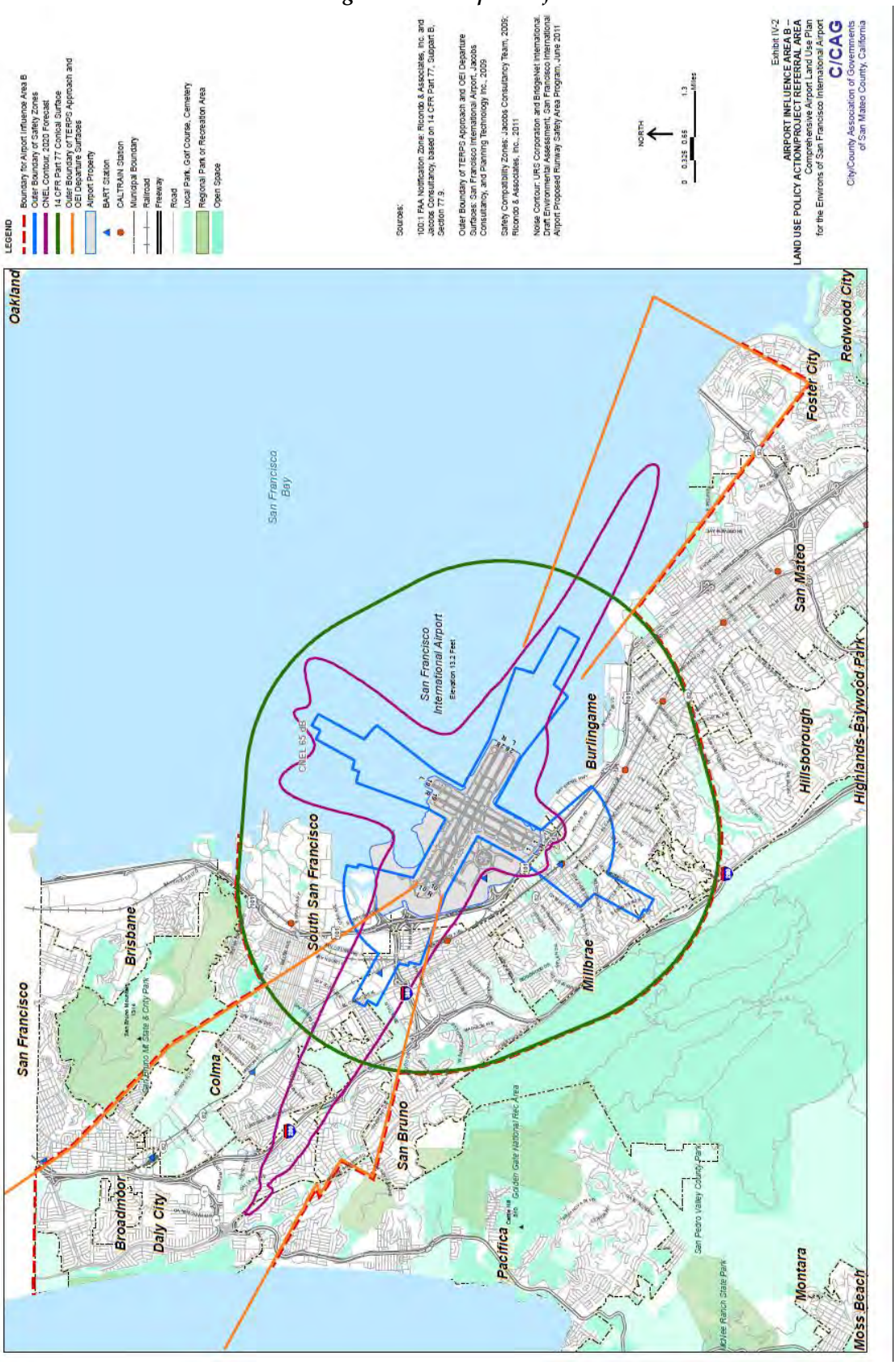
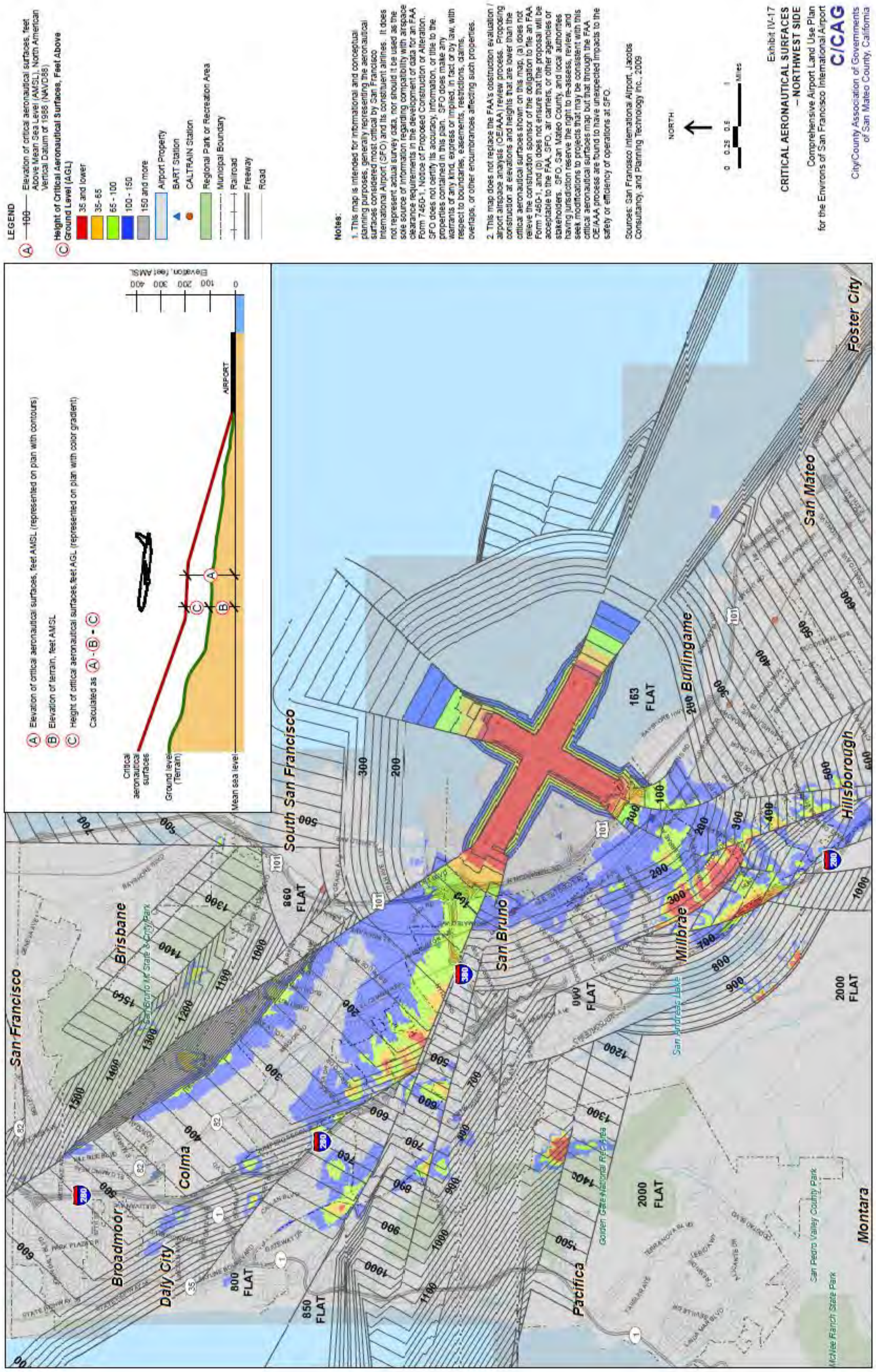


Figure 4.8-3: Critical Aeronautical Surfaces



The law authorizes two kinds of response actions: (1) short-term removals, where actions may be taken to address releases or threatened releases requiring prompt response; and (2) long-term remedial response actions that permanently and significantly reduce the dangers associated with releases or threats of releases of hazardous substances that are serious, but not immediately life threatening. These actions can be conducted only at sites listed on EPA's National Priorities List (NPL). CERCLA also establishes the National Contingency Plan (NCP), which provides guidelines and procedures necessary to respond to releases and threatened releases of hazardous substances.

Occupational Safety and Health Administration

The Federal Occupational Health and Safety Administration (OSHA) of 1970, establishes and enforces Federal regulations related to health and safety of workers who could be exposed to toxic and hazardous materials. OSHA also sets health and safety guidelines for construction activities and manufacturing facility operations.

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act (EHRA) of 1977 (Public Law 95-124) established the National Earthquake Hazards Reduction Program (NEHRP) which is coordinated through the Federal Emergency Management Agency (FEMA), the U.S. Geological Survey (USGS), the National Science Foundation (NSF), and the National Institute of Standards and Technology (NIST). The purpose of the NEHRP is to establish measures for earthquake hazards reduction and promote the adoption of earthquake hazards reduction measures by federal, state, and local governments. The Program is intended to improve the understanding of earthquakes and their effects on communities, buildings, structures, and lifelines through interdisciplinary research that involves engineering, natural sciences, and social, economic, and decisions sciences.

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act (HMTA) of 1975 (Title 49 U.S. Code [USC] Sections 5101–5127) is the principal federal law regulating the transportation of hazardous material, under the authority of the U.S. Secretary of Transportation. Regulations implementing the Hazardous Materials Transportation Act specify additional requirements and regulations with respect to the transport of hazardous materials.

Disaster Mitigation Act

The 2000 federal Disaster Mitigation Act (DMA; Public Law 106-390) provides the legal basis for FEMA mitigation planning requirements for state, local, and Indian Tribal governments as a condition of mitigation grant assistance. DMA 2000 amended the Robert T. Stafford Disaster Relief and Emergency Assistance Act by repealing the previous mitigation planning provisions and replacing them with a new set of requirements that emphasize the need for state, local, and Indian Tribal entities to closely coordinate mitigation planning and implementation efforts. The requirement for a state mitigation plan is continued as a condition of disaster assistance, adding incentives for increased coordination and integration of mitigation activities at the state level through the establishment of requirements for two different levels of state plans. DMA 2000 also established a new requirement for local mitigation plans and authorized up to 7 percent of Hazard Mitigation Grand Program funds available to a state for development of state, local, and Indian Tribal mitigation plans.

Executive Order 12148, 1979 – Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) was created by Executive Order 12148 in 1979 and became part of the U.S. Department of Homeland Security when it was established in 2003. FEMA's continuing mission within the department is to lead the effort to prepare the nation for all hazards and

effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

Uniform Building Code

The Uniform Fire Code (UFC) contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire safety requirements for new and existing buildings and the surrounding premises.

STATE AND REGIONAL

Senate Bill 1082

In 1993, Senate Bill 1082 gave the California Environmental Protection Agency (CalEPA) the authority and responsibility to establish a unified hazardous waste and hazardous materials management and regulatory program, commonly referred to as the Unified Program. The Unified Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of six environmental and emergency response programs between local, State, and federal agencies. The UPAAG's goals and objectives are listed in the UPAAG Strategic Plan:

- Hazardous Materials Release Response Plans and Inventories (Business Plans)
- California Accidental Release Prevention Program
- Underground Storage Tank Program
- Aboveground Petroleum Storage Act Program
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment (tiered permitting) Programs
- California Uniform Fire Code: Hazardous Material Management Plans and Hazardous Material Inventory Statements

The State agency partners involved in the Unified Program have the responsibility of setting program element standards, working with CalEPA on ensuring program consistency, and providing technical assistance to the certified unified program agencies. The following State agencies are involved with the Unified Program:

- *California Environmental Protection Agency (Cal EPA)*. The Secretary of the Cal EPA is directly responsible for coordinating the administration of the Unified Program. The Secretary certifies Unified Program Agencies (CUPAs). The Secretary has certified 83 CUPAs to date. These 84 CUPAs carry out the responsibilities previously handled by approximately 1,300 State and local agencies.
- *Department of Toxic Substances Control (DTSC)*. The Department of Toxic Substances Control (DTSC) provides technical assistance and evaluation for the hazardous waste generator program including onsite treatment (tiered permitting).
- *Governor's Office of Emergency Services (CA OES)*. The CA OES is responsible for providing technical assistance and evaluation of the Hazardous Material Release Response Plan (Business Plan) Program and the California Accidental Release Response Plan (Cal ARP) Programs.

- *Office of the State Fire Marshal*. The Office of the State Fire Marshal is responsible for ensuring the implementation of the Hazardous Material Management Plans and the Hazardous Material Inventory Statement Programs.
- *State Water Resources Control Board (SWRCB*). The State Water Resources Control Board provides technical assistance and evaluation for the underground storage tank program in addition to handling the oversight and enforcement for the aboveground storage tank program.

Under Division 4.5 of Title 22 of the California Code of Regulations and the California Hazardous Waste Control Law (Health and Safety Code Division 20, Chapter 6.5), DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. Both RCRA and the Hazardous Waste Control Law impose "cradle to grave" regulatory systems for handling hazardous waste in a manner that protects human health and the environment. State law requires county and local agencies to implement the Unified Program. The agency in charge of implementing the program is called the CUPA. The Hazardous Materials Program within the County of San Mateo Division of Environmental Health Services is the designated CUPA for the county.

Hazardous Waste Control Act

The 1972 Hazardous Waste Control Act (Health & Safety Code Section §25100 et seq.) is the seminal hazardous waste control law in California. It establishes standards for regulating the generation, handling, processing, storage, transportation, and disposal of hazardous wastes. The hazardous waste control program is administered by the Department of Toxic Substances Control (DTSC) and local Certified Unified Program Agencies (CUPAs).

Emergency Response to Hazardous Materials Incidents

The State of California has developed an Emergency Response Plan to coordinate emergency services provided by federal, state, and local government and private agencies. Response to hazardous materials incidents is one part of this plan. The Plan is managed by the State Office of Emergency Services (OES), which coordinates the responses of other agencies including Cal- EPA, California Highway Patrol (CHP), and the California Department of Fish and Wildlife.

California Department of Transportation, Hazardous Materials Transport

The U.S. Department of Transportation regulates hazardous materials transportation between states. State agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation (Caltrans). Together, these agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roads.

It is illegal to transport explosives or inhalation hazards on any public highway not designated for that purpose, unless the use of the highway is required to permit delivery, or the loading, of such materials (Cal. Vehicle Code Sections §31602(b) and §32104(a)). When transporting explosives through or into a jurisdiction for which a route has not been designated by CHP, drivers must follow routes as may be prescribed or established by local authorities (California Vehicle Code, Section §31614(a)). The transportation of explosives in quantities of 1,000 pounds or less, or other than on a public highway, is subject to the California Health and Safety Code (California Vehicle Code, Section §31601(a)).

California Health and Safety Code

The California Environmental Protection Agency (CalEPA) The CalEPA oversees the regulation and management of hazardous materials on a statewide level through the DTSC. In 1995, legislation went into effect that required CalEPA to consolidate permitting, inspection, and enforcement activities in several

hazardous material and hazardous waste program areas. Additionally, Section §65962.5 of the Government Code directs DTSC to compile a list of all hazardous-waste facilities subject to corrective action pursuant to Section §25187.5 of the Health and Safety Code.

California Code of Regulations

Title 3 of the California Code of Regulations (CCR) pertain to the application of pesticides and related chemicals. Parties applying regulated substances must continuously evaluate application equipment, the weather, and all surrounding properties. Title 3 specifically prohibits any application that would:

- contaminate people not involved in the application of the materials;
- damage non-target crops, animals, or any other public or private property;
- contaminate public or private property; and,
- create health hazards on public or private property.

Title 17 of the CCR establishes regulations related to the use and disturbance of materials containing naturally occurring asbestos.

Title 22 of the CCR sets forth definitions of hazardous waste and special waste. It also identifies hazardous waste criteria, and establishes regulations pertaining to the storage, transport, and disposal of hazardous waste.

In addition to other criteria, *Title 26* of the CCR establishes the requirements for the transport, containment, and disposal of hazardous materials.

Title 27 of the CCR sets forth a number of regulations relating to the construction, operation, and maintenance of landfills in the State. It establishes a landfill classification system and identifies categories of waste. Each class and type of landfill may then be constructed to contain specific types of waste.

Disaster Mitigation Act

The Disaster Mitigation Act of 2000 (DMA2K) (Public Law 106-390) amended the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988 to establish a Pre-Disaster Mitigation (PDM) program and new requirements for the federal post-disaster Hazard Mitigation Grant Program (HMGP). DMA2K encourages and rewards local and State pre-disaster planning by promoting sustainability and seeking to integrate State and local planning with an overall goal of strengthening statewide hazard mitigation. This enhanced planning approach enables local, tribal, and state governments to identify specific strategies for reducing probable impacts of natural hazards such as floods, fire, and earthquakes. In order to be eligible for hazard mitigation funding after November 1, 2004, local governments are required to develop a Hazard Mitigation Plan that incorporates specific program elements of the DMA2K law.

California Emergency Plan

The California Office of Emergency Services (Cal OES) Emergency Plan outlines a state-level strategy to support local government efforts during a large-scale emergency (OES 2017). In accordance with the California Emergency Services Act, the State Emergency Plan describes methods for carrying out emergency operations, mutual aid processes, emergency services of governmental agencies, resource mobilization, emergency public information, and continuity of government.

California also has a Master Mutual Aid Agreement between all state departments, established in 1950, and a separate Law Enforcement Mutual Aid Plan and California Fire Service and Rescue Emergency Mutual Aid Plan, both published in 2014 by Cal OES.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) of 1990 (Public Resources Code, Chapter 7.8, Section §2690-2699.6) directs the Department of Conservation (DOC), California Geological Survey to identify and map areas prone to earthquake hazards of liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose of the SHMA is to reduce the threat to public safety and to minimize the loss of life and property by identifying and mitigating these seismic hazards. The SHMA was passed by the legislature following the 1989 Loma Prieta earthquake.

The SHMA requires the State Geologist to establish regulatory zones (Zones of Required Investigation) and to issue appropriate maps (Seismic Hazard Zone maps). These maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling construction and development. Single family frame dwellings up to two stories not part of a development of four or more units are exempt from the state requirements. However, local agencies can be more restrictive than state law requires.

Cal-OSHA Worker Safety Requirements

The California Occupational Safety and Health Administration (Cal-OSHA) assumes primary responsibility for developing and enforcing workplace safety regulations within California. Cal-OSHA regulations pertaining to the use of hazardous materials in the workplace, as detailed in CCR Title 8, include requirements for safety training, availability of safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation. Cal-OSHA's hazard communication program requires that Material Safety Data Sheets (MSDS) be available to employees and that employee information and training programs be documented.

California Building Code

The California Building Code (CBC) is found in the California Code of Regulations (CCR) in Part 2 of Title 24, administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under state law, all building standards must be centralized in Title 24, or they are not enforceable. The purpose of the CBC is to establish minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress facilities, and general stability by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures within a jurisdiction.

LOCAL

San Mateo County Local Hazard Mitigation Plan

San Mateo County's multi-jurisdictional Local Hazard Mitigation Plan (MJ-LHMP) per the 2000 Disaster Mitigation Act (Public Law 106-390) was adopted in July 2016. It is an appendix to the County General Plan and consists of the plan developed by Association of Bay Area Governments (ABAG). It includes a plan for the town of Colma to reduce and mitigate risks from natural and human-induced hazards. The plan covers climate change, dam failure, drought, earthquake, flood, landslide, severe weather, tsunami, and wildfire.

Town of Colma Municipal Code

The Town of Colma Municipal Code, Chapter 1, Section §1.17.010, provides guidelines for the preparation and implementation of plans for providing materials and services within the town in the event of an emergency, to empower certain town officials to promulgate orders and regulations necessary to provide for the protection of life and property or to preserve public order and safety, and to provide for the coordination of the emergency services functions of the town with all other public agencies, corporations, organizations, and affected private persons.

4.8.3 IMPACT ANALYSIS

Standards of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. Hazards and Hazardous Materials impacts are considered to be significant if implementation of the project considered would result in any of the following:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- 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.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section §65962.5 and, as a result, would it create a significant hazard to the public or the environment.
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

METHODOLOGY

Evaluation of potential hazards and hazardous materials impacts of the proposed General Plan Update was based primarily on database research, field reconnaissance of the surroundings, review of San Mateo County General Plan and existing Town of Colma General Plan, and review of public comment letters. Databases accessed for information.

IMPACTS

Impact 4.8.1 Implementation of the proposed General Plan Update may have the potential to expose persons to known and unknown hazardous materials through the routine transport, use, or disposal of hazardous, materials, as well as accidents involving the release of hazardous materials (***Less than Significant***).

The use, transport and disposal of hazardous materials is regulated and monitored by local fire departments and the California Highway Patrol (CHP).

While US 280 and State Route 1 (SR 1) border the western edge of the town, neither of these are designated hazardous material transportation routes. Though there are no approved transportation routes through the town of Colma, future development of residential or commercial uses within the town may require the use, and thus the transport and/or disposal of hazardous substances (e.g., gasoline fuels, demolition materials, asphalt, lubricants, toxic solvents, pesticides, and herbicides) during construction, demolition, and landscaping activities.

The 2040 GPU proposes updates to the town's existing planning areas, simplifying the town's existing planning areas into five new planning areas that are consistent with the present condition of the town and

the vision of the City Council. In addition, the proposed GPU introduces new land uses such a medium density residential land use that is consistent with current developments and a commercial overlay over vacant and underutilized cemetery land east of Hillside Boulevard. The 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively. These additional land uses within the town could use and transport hazardous substances.

In addition, certain commercial uses, including swimming pool facilities, gas stations, and dry cleaners that store, use, and routinely transport hazardous material to and from their facilities, could pose a potential hazard to the environment. Hazardous materials used during construction and operational activities throughout the Planning Area may expose nearby residents to toxic emissions. from time to time. In addition, potential future project construction activities may include the use of hazardous materials such as solvents, fuels, and diesel fueled equipment, while accidental spills and release of hazardous materials during new construction have the potential to occur. As required by local, State and federal regulations, any use, transportation, and disposal of hazardous materials is regulated and monitored by the town's fire department, Certified Unified Program Agencies (CUPAs), the California Division of Occupational Safety and Health (OSHA), and the California Department of Toxic Substances Control (DTSC), though in the event of an accidental release of hazardous materials, the local emergency management agencies (e.g., fire and police departments) would be the first to respond.

The precise increase in the amount of regulated hazardous materials transported to or from the Planning Area as a result of implementation of the proposed General Plan Update, cannot be definitively predicted at this time. However, as previously mentioned, all future projects allowed under the GPU would be required to comply with local, state and federal requirements related to hazardous materials. Additionally, compliance with all applicable federal and state laws related to the transportation of hazardous materials would reduce the likelihood and severity of accidents during transit. The use, storage, and transport of hazardous materials by developers, contractors, business owners, and others are required to be in compliance with local, state, and federal regulations during project construction and operation, as well as to be in compliance with a Hazardous Materials Business Plan in accordance with State of California regulations. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases.

Proposed General Plan Update Policies

The following proposed General Plan policies address the use and handling of hazardous materials and associated land uses involving hazardous materials through the coordination with appropriate agencies regarding route planning and incident response:

Policy CS-7-1: **Hazard Mitigation Plan.** Implement, maintain, and update the Local Hazard Mitigation Plan which is part of the larger County Hazard Mitigation Plan.

Policy CS-7.2: **Emergency Management Plan.** Continue to participate with San Mateo County's Mutual Aid Programs and Plans for community emergency preparedness.

Policy CS-7.3: **Promote Emergency Preparedness.** Utilize multiple information channels to educate residents and businesses of the Town's emergency operations procedure.

Policy CS-7.4: **Collaborative Planning.** Improve inter-jurisdictional and interagency cooperation with regard to hazard prevention and emergency response through town participation in and initiation of coordination meetings and exercises.

Policy CS-7.5: **Evacuation Routes.** Utilize emergency evacuation routes established by the Town and ensure that all residential areas of Colma maintain access to at least two routes for evacuation.

Impacts from the use and handling of hazardous materials would be **less than significant** and no mitigation is required. Moreover, implementation of the policies described above, as well as adherence to all federal, state, and local regulations regarding the transportation of hazardous materials, would further reduce the environmental impacts associated with the transportation, use and storage of hazardous materials

Impact 4.8.2 Implementation of the proposed General Plan Update has the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (***Less than Significant***).

As mentioned previously the 2040 GPU has the potential to increase residential land uses by 8.69 acres and overall housing by adding in an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units in the Mission Road Planning Area; and, 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster's site, respectively. While no schools are located, or planned for, within the Planning Area in associated with the projected residential development, there are schools are located within a quarter mile, just outside the northern and southern boundary of the town. Though the GPU may result in activities involving the use of hazardous materials, residential land uses do not typically involve the storage or use of substantial quantities of hazardous materials. There would not be an increase in the storage and use of hazardous materials. Implementation of the project would result in environmental impacts associated with the school hazards to **less than significant** and no further mitigation is required.

Impact 4.8.3 Though the proposed General Plan Update has the potential to develop a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section §65962.5 these would be required to comply with State and federal regulations. As a result, would it create a significant hazard to the public or the environment (***Less than Significant***).

There are a number of sites within the town that are included on a list of hazardous material sites compiled by pursuant to Government Code Section §65962.5 (**Table 4.8-1**). These sites are subject to various State and federal laws and regulators, including the Certified Unified Program Agencies (CUPAs), the California Division of Occupational Safety and Health (OSHA), and the California Department of Toxic Substances Control (DTSC). As discussed under Impact 4.8.1, the transportation of hazardous materials on area roadways is regulated by the CHP, U.S. Department of Transportation (Hazardous Materials Transportation Act) and Caltrans and use of these materials is regulated by the DTSC (22 Cal. Code Regs. Section §66001, et seq.).

As evidenced in ***Figure 4.8-1***, the town of Colma, San Mateo County and the California State Water Resources Board lists 21 hazardous waste sites with the Town. Of these, 19 are closed/completed sites, two are open and one is open but eligible for closure. The GPU would result in additional development on already developed properties (as discussed in the impacts analysis above), two of which are listed as open hazardous sites: 7778 El Camino Real, as well as 1 Sandhill Road, which is a closed landfill and does not have development potential. The property at 7778 El Camino Real has been identified as an opportunity

site for future mixed-use development. Contaminated soil could be encountered during development at this site and dust from such contaminated soils has the potential to be dispersed beyond the construction site and affect human health. There is also the potential for discovering further Underground Storage Tanks (UST) on this site or elsewhere within the Planning Area. If UST(s) are discovered during future development activities, removal is required prior to additional site preparation or development activities, per the California State Water Resources Control Board Underground Storage Tank Program (SWRCB, 2009b) and California Health and Safety Code Section §25281, et seq). If there is subsurface contamination occurred as a result of tank leakage or overfilling, the contamination would require assessment and remediation in compliance with the Town of Colma Multi-Hazard Functional Plan, the town's Police and Public Works Departments.

Proposed General Plan Update Policies

The following proposed General Plan policies address hazards to the public and the environment:

Policy CS-2.1: **Geotechnical Studies**. Require geotechnical, soils, and foundation reports for proposed projects and subdivisions on sites that have been identified as having moderate or high potential for ground failure, liquefaction, and seismic activity by the Town or by the San Mateo County Seismic and Safety Element.

The GPU would have a **less than significant** impact relating to development of sites included on a list of hazardous materials sites compiled pursuant to Government Code section §65962.5. No mitigation measures are required. Moreover, with implementation of the policies described above, as well as adherence to all federal, state, and local regulations regarding the hazardous materials sites, would further reduce the environmental impacts associated with the re-use of such sites.

Impact 4.8.4 Implementation of the proposed General Plan Update would not locate people residing or working within two miles of a public airport, public use airport, or private airstrip (***Less than Significant***).

The 2040 GPU proposes updates to the town's existing planning areas by introducing new land uses such a medium density residential land use that is consistent with current developments and a commercial overlay over vacant and underutilized cemetery land east of Hillside Boulevard. The 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively.

While the town Colma does not have any public or private airports within the town limits, it is within influence area B of the San Francisco International Airport (SFO) (see ***Figure 4.8-2***). The SFO Airport is 5.5 miles away from the Planning Area. Other airports in close proximity include the Half Moon Bay Airport, located 11 miles from the Planning Areas and the Oakland Airport and San Carlos Airport, located 13 miles and 15.5 miles, respectively, from the town of Colma. Aircrafts taking off from the closed airport, SFO, fly over a 1.2-mile-wide and 5.8-mile-long area that is referred to as the "gap". The gap stretches over the cities of San Bruno, South San Francisco, and Daly City and is directly adjacent to the town of Colma. In addition, though SFO has designated transitional surfaces as alternate routes for planes to take off or land, one of these transitional surfaces extends over the town and has the potential to affect the town residences.

Proposed General Plan Update Policies

The following proposed General Plan policies address airport hazards:

Policy CS-9.1: **ALUC Plan**. Require development within the Airport Influence Area B, designated in the Airport Land Use Compatibility Plan (ALUCP) of the San Francisco International Airport, to comply with all applicable federal and State laws with respect to land use safety and airspace protection criteria.

Policy CS-9.2: **Airport Land Use Commission Review**. Require that all future land use actions and/or associated development conforms to the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the ALUCP for the environs of San Francisco International Airport.

Implementation of the policies described above would ensure the environmental impacts associated with any airport hazards are **less than significant** and no mitigation measures are required.

Impact 4.8.5 Future development resulting from the proposed General Plan Update would not physically interfere with an adopted emergency response plan or emergency evacuation plan (***Less than Significant***).

Though the GPU would allow for some new residential and commercial development in the town of Colma as discussed previously under Impacts 4.8.1 – 4.8.4 above, any future projects are not anticipated to impede evacuation routes in the town. Further, the town already has an established roadway and circulation system that may be used for the evacuation of residents and the mobility of fire suppression, emergency response, and law enforcement vehicles. Therefore, there should not be any potential future conflicts with existing emergency response or emergency evacuation plans from implementation of emergency response activities.

Proposed General Plan Update Policies

The following proposed General Plan policies address emergency response and evacuation plans:

Policy CS-7-1: **Hazard Mitigation Plan.** Implement, maintain, and update the Local Hazard Mitigation Plan which is part of the larger County Hazard Mitigation Plan.

Policy CS-7-2: **Emergency Management Plan.** Continue to participate with San Mateo County's mutual aid programs and plans for community emergency preparedness.

Policy CS-7-3: **Promote Emergency Preparedness**. Utilize multiple information channels to educate residents and businesses of the Town's emergency operations procedure.

Policy CS-7-4: **Collaborative Planning.** Improve inter-jurisdictional and interagency cooperation with regard to hazard prevention and emergency response through town participation in and initiation of coordination meetings and exercises.

Policy CS-7-5: **Evacuation Routes**. Utilize emergency evacuation routes established by the Town and ensure that all residential areas of Colma maintain access to at least two routes for evacuation.

The GPU would have a **less than significant** impact relating to an adopted emergency response or evacuation plan and no mitigation measure are required. Moreover, implementation of the policies described above would further reduce environmental impacts to an adopted emergency response or evacuation plan.

Impact 4.8.6 Implementation of the proposed General Plan Update would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. (***No Impact***)

The California Department of Forestry and Fire Protection (CAL FIRE) determines the degree of wildland fire hazard based on the natural setting of the area, the degree of human use of the area and the level and ability of public services to respond to fires that do occur. CAL FIRE has rated the San Bruno Mountain Park and the adjacent undeveloped areas of the town of Colma as areas of moderate fire hazard. Fires in these areas usually occur during the summers primarily where grass and brush grow. CAL FIRE responds to wildland fires from several stations, depending on their proximity and availability. The closest fire station serving the town is at 20 Tower Road in the city of Belmont. The areas that are still undeveloped in the town of Colma are lands for cemetery uses. New residential or commercial land uses can only occur on previously developed land or on approximately 2.8 acres of vacant land. While the 2040 GPU does have the potential to add future development, as discussed under Impacts 4.8.1 – 4.8.5 above All future projects under the GPU would be required to comply with local, State, and federal requirements related to wildland fires, building standards and safety codes, as well as defensible space requirements, where applicable. Further, wildland fires typically are a potential hazard to development located in unmaintained open spaces. Other than cemetery uses, the town is fairly developed, with no large open spaces dedicated to land development. Therefore, the potential for wildland fire is non-existent and the proposed GPU would not expose people or structure to a risk of loss, injury, or death. Thus, there is **no impact** and no mitigation is required.

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Executive Order 12148, 1979 – Federal Emergency Management Agency *https://www.archives.gov/federal-register/codification/executive-order/12148.html* Accessed July 2020

Disaster Mitigation Act *https://www.congress.gov/bill/106th-congress/house-bill/707/text Accessed July 2020*

Hazardous Materials Transportation Act *https://www.law.cornell.edu/uscode/text/49/subtitle-III/chapter-51* Accessed August 2020

Hazardous Waste Control Act *https://www.cdtfa.ca.gov/lawguides/vol4/hwf/hwf-ch6-5-all.html* Accessed July 2020

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Resource Conservation and Recovery Act *https://www.epa.gov/laws-regulations/summary-resource-conservation-and-recovery-act* Accessed August 2020

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This section of the Draft Program Environmental Impact Report (Draft PEIR; DPEIR) identifies the hydrologic resources, existing drainage conditions, and surface and groundwater quality of the Town of Colma 2040 General Plan Planning Area (Planning Area). This section also evaluates the potential impacts of implementing the town's proposed 2040 General Plan Update with its impacts to flooding, drainage, erosion, water quality, and water supply, and identifies appropriate mitigation measures to lessen the identified impacts, where necessary.

4.9.1 EXISTING SETTING

Watersheds and Surface Water Hydrology

An area's impact on water quality is associated with its overall hydrologic region and the impacts from sources and types of water pollutants that affect or degrade its water bodies. Future development and redevelopment activities in the Planning Area has the potential to increase impervious surfaces, which may in turn, increase direct runoff into Colma Creek and associated water bodies, reduce ground water infiltration, degrade water quality, and increase soil erosion, surface runoff, flooding, and discharges associated with chemical and fertilizers (hydrocarbons, mercury, metals, polychlorinated biphenyl, etc.).

A water shed (also known as a drainage or catchment basin) is an area of land that channels and drains all the streams, rivers, rainfall, and snowmelt, into area reservoirs, bays, or an ocean. The watershed could consist of surface water (lakes, streams, reservoirs, and wetlands) and groundwater, and its size is based on its geography. Watersheds in the San Francisco Bay Area (Bay Area) range from large ones such as the 700 square mile Alameda Creek watershed, which includes two counties and seven cities, to small watersheds such as the 1.1 square mile Codornices Creek watershed along the Berkeley/Albany city boundaries. All of the Bay Area watersheds ultimately drain to San Francisco Bay, or in coastal areas in and around the Bay and Pacific Ocean.

The town of Colma is a landlocked city that is located within San Mateo County on the San Francisco Peninsula. San Mateo County encompasses four hydrologic basins a total of 34 watersheds which drain to either the Pacific Ocean or San Francisco Bay (Bay). The State divides its watershed areas or hydrologic regions into ten main regions and numerous sub-areas. The town of Colma is located within the Colma Creek watershed in the San Francisco Bay Hydrologic Region. The Colma Creek watershed also includes portions of the cities of Daly City and South San Francisco, as well as unincorporated San Mateo County. The watershed is part of the San Mateo Basin, which is a major source of groundwater that drains via Colma Creek into the San Francisco Bay in South San Francisco.

Groundwater Hydrology - Colma Creek

Groundwater is an important water source in the town, as many of the cemeteries depend on groundwater for irrigation. The main groundwater aquifer which underlies the town of Colma is the San Mateo Basin, and it extends through the city of South San Francisco and northern San Bruno. The trough is estimated to be two miles wide by nine miles long and lies between San Bruno Mountain and the Santa Cruz Mountains.

Colma Creek runs through the town of Colma, with the headwaters beginning on the slopes of San Bruno Mountain and entering the planning area from the town's northern border. The majority of the creek runs underground, along El Camino Real toward the city of South San Francisco. Colma Creek daylights within the town boundaries between El Camino Real and Mission Road in the Colma Creek Flood Control channel and runs into the city of South San Francisco. All of the surface drainage in the town boundaries ultimately flows into Colma Creek, through the city of South San Francisco, and out into the San Francisco Bay.

Flooding

The town of Colma is included in Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panels 06081C0029F, 06081C0037E, 06081C0036F, and 06081C0041E. Per Panel 06081C0037E, Flood Zone X has been designated over a small area on the northern portion of El Camino Real. Zone X is an "Other Flood Area", which includes 500-year flood zones, 100-year flood zones with average depths of less than 1 food or drainage areas less than 1 square mile, and areas protected by levees from a 100-year flood. In addition, Flood Zones A, AE, and AO have been identified along El Camino Real, directly outside of the town's northern and southern boundaries within unincorporated San Mateo County and South San Francisco. Flood Zones A, AE, and AO are different classifications of 100-year flood zones. FEMA flood zones are shown in ***Figure 4.9-1: Flood Hazards***.

Dam Inundation

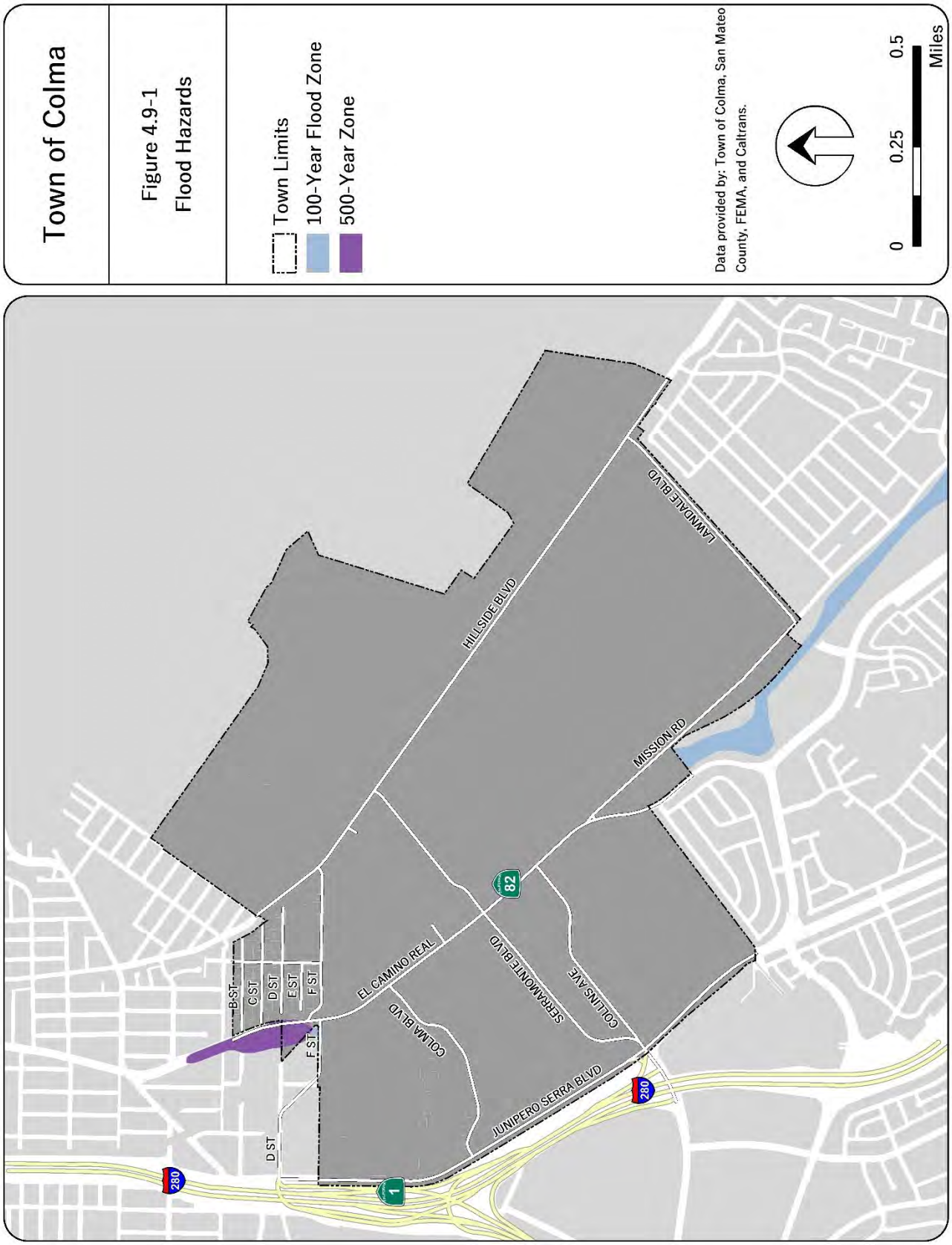
Dam inundation is typically caused by the release of water from a dam's structural failure or overtopping of a dam. The State of California Department of Water Resources' Division of Safety of Dams is responsible for regulating and regularly inspecting dam facilities in the State. According to the State of California Natural Resources Agency Department of Water Resources Division of Safety of Dams, there are approximately 20 dams within San Mateo county, some of which are at risk of dam inundation. Ver, the town of Colma is located outside any dam inundation areas.

Tsunamis

According to the National Oceanic and Atmospheric Administration (NOAA), a tsunami is "a series of waves caused by earthquakes or undersea volcanic eruptions". These typically follow seismic events, landslides, and earthquakes. The State of California Department of Conservation maps tsunami inundation area throughout the State; the Tsunami Hazard Area Map for San Mateo county and the Planning Area indicate that the town is outside a tsunami inundation hazard area.

Seiches

According to the San Mateo County Hazard Mitigation Plan (HMP), the town is landlocked and is not located in a seiche area. Seiches are standing waves in oscillating in a body of water. They are typically formed from strong winds and rapid changes in atmospheric pressure which pushes water but can also be caused by tsunamis, earthquakes, and severe storm fronts. Seiches can occur in the San Francisco Bay but are not as common compared to other areas in the United States.


Town of Colma
Figure 4.9-1
Flood Hazards
Town Limits
100-Year Flood Zone
500-Year Zone
Data provided by: Town of Colma, San Mateo County, FEMA, and Caltrans.
0
0.25
0.5
Miles
280
1
D ST
F ST
B ST
C ST
D ST
E ST
F ST
EL CAMINO REAL
COLMA BLVD
82
SERRAMONTE BLVD
COLLINS AVE
JUNIPERO SERRA BLVD
280
HILLSIDE BLVD
MISSION RD
LAWNDALE BLVD

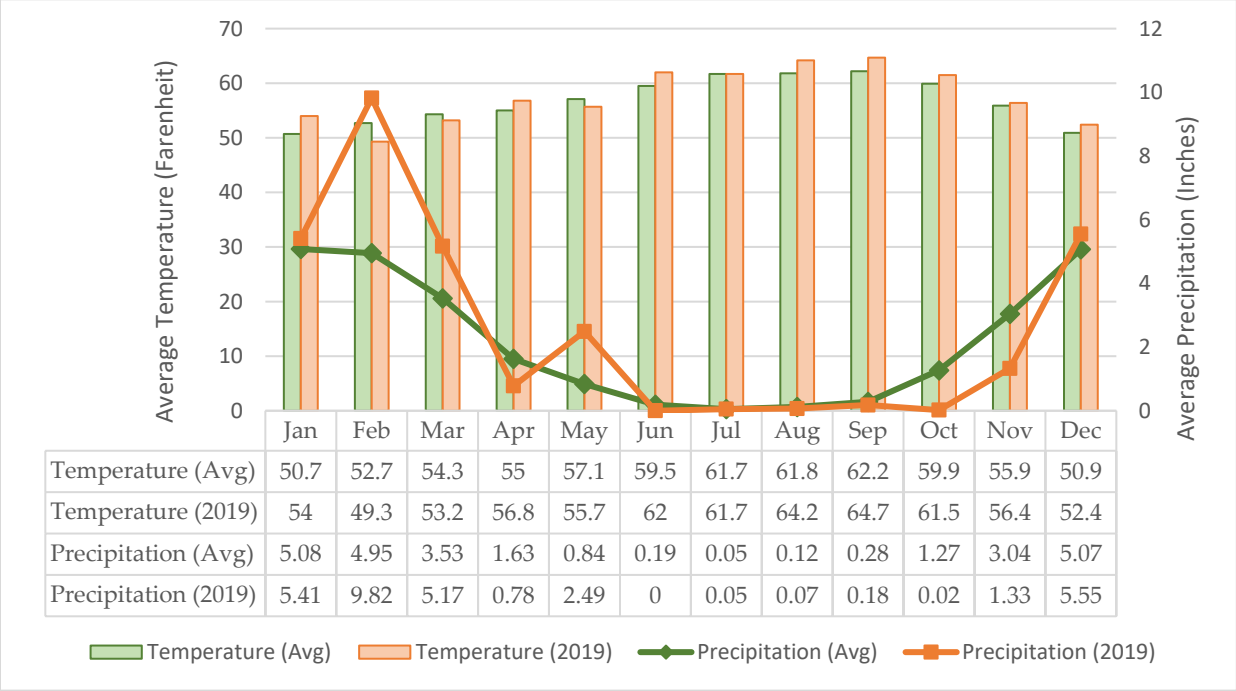
Water Supply

The town of Colma is serviced by California Water Service Company (Cal Water). Cal Water supplies water to three districts on the San Francisco Bay Peninsula, Bear Gulch, Mid-Peninsula, and South San Francisco. The town of Colma is located entirely within Cal Water's Bayshore – South San Francisco District. The majority of the water supplied to the South San Francisco district is purchased from the San Francisco Public Utilities Commission (SFPUC) and is supplemented by five groundwater wells. While water demand per capita is projected to decrease, increases in population may increase the overall water use. Projections in the 2015 Urban Water Management Plan of the South San Francisco District use reasonably available volumes to show that supplies are anticipated to meet the growing demand for years with normal precipitation out until 2040. However, factors such as droughts and climate change may impact supplies.

Climate

The town of Colma has a Mediterranean climate regulated by the Pacific Ocean. The area is characterized consistently mild temperatures. The graphic below portrays monthly averages for rainfall and temperatures in 2019 as well as a 30-year average from 1981-2010. As shown in ***Figure 4.9-2: Precipitation and Mean Temperature*** below, mean temperatures in 2019 are similar to the 30-year average. In general, the 2019 average temperatures are slightly higher than the 30-year average. The precipitation data has also followed the 30-year average trend with more precipitation in the winter and dry summers. However, there was an increase in rainfall during the winter and a decrease in precipitation in the summer. These differences are expected with climate change projections showing increased temperatures and extended periods of drought with more extreme heavy rain events.

Figure 4.9-2: Precipitation and Mean Temperature



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Temperature (Avg)	50.7	52.7	54.3	55	57.1	59.5	61.7	61.8	62.2	59.9	55.9	50.9
Temperature (2019)	54	49.3	53.2	56.8	55.7	62	61.7	64.2	64.7	61.5	56.4	52.4
Precipitation (Avg)	5.08	4.95	3.53	1.63	0.84	0.19	0.05	0.12	0.28	1.27	3.04	5.07
Precipitation (2019)	5.41	9.82	5.17	0.78	2.49	0	0.05	0.07	0.18	0.02	1.33	5.55

4.9.2 REGULATORY FRAMEWORK

FEDERAL

Federal Clean Water Act

The Federal Clean Water Act (CWA) of 1972, is the primary federal law that regulates and restores the quality of the nation's surface waters. Several provisions, including Sections 303(c)(2)(B), 303(d), 401, 402(p), 404, and the Toxics Rule specifically protect water quality. Under the CWA, the U.S. Environmental Protection Agency (EPA) sets national standards and effluent limitations and delegates many regulatory responsibilities to the California State Water Resources Control Board (SWRCB, or State Water Board). The CWA established the National Pollutant Discharge Elimination System permit to regulate all discharges into the nation's wate***rs***

Section 303(d) of the 1972 Federal Clean Water Act requires states develop and submit to U.S. EPA for approval a list of all water bodies that do not meet water quality standards, establish priority rankings for waters on the list, and develop Total Maximum Daily Loads (TMDLs) or an action plan to improve water quality. States are required to submit this list every two years to the EPA.

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA), administered by the EPA in coordination with the states, is the main federal law that ensures the quality of drinking water. Under the SDWA, the EPA sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards. The Department of Public Health administers the regulations contained in the SDWA in the State of California.

REGIONAL

Porter-Cologne Water Quality Act, 1969

The Porter-Cologne Water Quality Control Act establishes the SWRCB and each RWQCB as the principal state agencies for coordinating and controlling water quality in California. Specifically, the Porter-Cologne Water Quality Control Act authorizes the SWRCB to adopt, review, and revise policies for all waters of the state (including both surface and groundwaters) and directs the RWQCBs to develop regional Basin Plans.

State Water Resources Control Board

The SWRCB was established through the California Porter Cologne Water Quality Act of 1969 and has the responsibility to protect water quality. The SWRCB sets statewide policies and regulations for the implementation of water quality control programs mandated by federal and state water quality statutes and regulations. The State Water Resources Control Board (SWRCB, or State Water Board) and the nine regional boards protect water quality and allocate surface water rights in the State of California. The Town of Colma is under jurisdiction of RWQCB Region 2 (San Francisco Bay Region).

State Department of Water Resources

The Department of Water Resources (DWR) is responsible for the management and regulation of water usage, including the delivery of water to two-thirds of California's population through the nation's largest state-built water development and conveyance system, the State Water Project. Working with other agencies and the public, DWR develops strategic goals, and near-term and long-term actions, to conserve, manage, develop, and sustain California's watersheds, water resources, and management systems. DWR

also works to prevent and respond to floods, droughts, and catastrophic events that would threaten public safety, water resources and management systems, the environment, and property.

Streambed Alteration Agreement

The California Department of Fish and Wildlife (CDFW) regulates streambed alterations in accordance with the California Fish and Game Code 1601–1616: Streambed Alterations. Whenever a project proposes to alter a streambed, channel, or bank, an agreement with CDFW is required. The agreement is a legally binding document that describes measures agreed to by both parties to reduce risks to fish and wildlife in the stream system during the project. This is a separate process from CEQA approval but is usually coordinated with CEQA compliance. Agreements typically have fewer procedural and legal requirements than CEQA in order to work with small-scale projects that are important to fish. Timeframes for agreements are 30 days for CDFW to determine the completeness of an application and an additional 60 days to provide a draft agreement to the applicant.

Regional Water Quality Control Board Region 2

RWQCB Region 2 (San Francisco Bay Region) regulates stormwater quality under authorities of the Federal Clean Water Act and California's Porter-Cologne Water Quality Control Act. The RWQCB issues NPDES permits to dischargers of municipal and industrial stormwater runoff and operators of large construction sites. In coordination with permittees of the San Francisco Bay Municipal Regional Stormwater Permit, including Colma, RWQCB staff performs an annual performance review and evaluation of the County's stormwater management program and NPDES compliance activities. The San Francisco Bay Water Board also protects groundwater through implementation of its regulatory and planning programs.

San Francisco Bay Region NPDES Municipal Regional Stormwater Permit

The San Francisco Bay Municipal Regional Stormwater Permit (MRP), Order No. R2-2015-0049, issues the Waste Discharge Requirements and National Pollutant Discharge Elimination System (NPDES) Permits for the discharge of stormwater runoff from the municipal separate storm sewer systems (MS4s) of 76 municipalities and local agencies in five Bay Area counties, including the town of Colma. The town is obligated to follow the mandates of the MRP to control stormwater discharge within the town limits. Provisions of this requirement require onsite treatment of stormwater, discharges by businesses, trash capture devices in the storm drain system and more.

LOCAL

Town of Colma Municipal Code – Chapter 3.10

The Town of Colma Municipal Code Chapter 3.10 provides the legal mechanism to implement regulations of the Municipal Regional Stormwater Permit and any discharges. It states that the purpose of the ordinance is to eliminate non-stormwater discharges to the municipal separate storm sewer and reduce pollutants in stormwater discharges to the maximum extent practicable. This ordinance is a mechanism to control non-stormwater discharges into the municipal separate storm sewer such as spills and dumping.

Town of Colma Municipal Code – Chapter 5.07

Town of Colma Municipal Code Chapter 5.07 is the Town's Grading and Erosion and Sediment Control Ordinance. The purpose of the ordinance is to provide safe grading operations, preserve and enhance the natural environment, control erosion and sedimentation, reduce flood risk, and reduce the impacts on habitats riparian habitats and stream capacity. The ordinance requires that development projects provide plans for grading projects as well as measures for erosion control and sediment control.

Town of Colma Municipal Code – Chapter 5.11

In addition, Chapter 5.11 includes provisions for water efficient landscapes and encourage stormwater management best practices. It states that the purpose of the ordinance is to promote the values and benefits of landscapes while supporting landscape practices that integrate the efficient use of water and establish provisions for water management practices and water waste prevention for existing landscapes. This ordinance is applicable to new development projects equal to or greater than 500 square feet where a building permit or design review is required and rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 square feet where a building permit or design review is required.

Green Infrastructure Plan

The town of Colma developed a Green Infrastructure (GI) Plan in 2019 is a requirement of the NPDES MRP, issued by the San Francisco Bay Regional Water Quality Control Board (RWQCB) on November 19, 2015. The GI Plan describes how the town will, over time, transition its existing "gray" (i.e., traditional) infrastructure to "green" infrastructure. This document provides guidance to meet stormwater pollutant load reduction goals and creates a process for prioritizing the integration of GI into Capital Improvement Program projects.

4.9.3 IMPACT ANALYSIS AND MITIGATION MEASURES

Standards of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. Hydrology impacts considered to be significant if implementation of the project considered would result in any of the following:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces which would result in:
    a. Substantial erosion or siltation on-or off-site;
    b. Substantial increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site;
    c. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems; or
    d. Provide substantial additional source of polluted runoff, or impede or redirect flood flows.
- Result in flood hazard, tsunami, seiche zones, or risk release of pollutants due to project inundation.
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

METHODOLOGY

Evaluation of potential hydrology impacts of the proposed Town of Colma 2040 General Plan Update was based primarily on information gathered from FEMA, San Mateo County, Regional Water Quality Control Board, NOAA, CGS, PRISM Climate Group, and Cal Water. Implementation of the GPU was compared to the existing and proposed conditions and development/redevelopment potential. to determine the impacts to hydrology and water quality.

Future development or redevelopment activities in the Planning Area has the potential to result in impacts to water quality, hydrology, flooding, or other inundation hazards. Compliance with the San Mateo County Water Pollution Prevention Plan (SMCWPPP) would ensure future development projects adhere to established water quality standards and stormwater runoff during construction and operation activities in the town.

The 2040 GPU policies are designed to mitigate or avoid impacts on the hydrologic environment resulting from implementation of the 2040 General Plan Update. As appropriate. each impact discussion includes a determination as to the impacts after implementation of the updated General Plan policies.

IMPACTS AND MITIGATION MEASURES

Impact 4.9.1 Implementation of the proposed 2040 General Plan Update would not violate any water quality standards during construction and operation of future development or otherwise substantially degrading surface water quality (***Less than Significant***).

While the town of Colma is limited in its land area for future development, future development is anticipated to utilize infill sites at higher densities and uses for both residential and commercial projects. The 2040 GPU proposes updates to the town's existing planning areas, simplifying the town's existing planning areas into five new planning areas that are consistent with the present condition of the town and the vision of the City Council. In addition, the proposed GPU introduces opportunity sites and new land uses such a medium density residential land use that is consistent with current developments and a commercial overlay over vacant and underutilized cemetery land east of Hillside Boulevard. The 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively.

Any future construction and operation of the proposed new development that would be allowed under the town's proposed General Plan Update, would likely increase impervious surfaces, local water runoff and increase water pollutant levels by introducing constituents into the exiting stormwater system. Such constituents may include, but are not limited to, pesticides, fertilizers hydrocarbons and heavy metals (lead, zinc, copper). However, best management practices (BMPs), stabilization measures, and Low Impact Development (LID) practices can be utilized to minimize this effect on water quality. In addition, groundwater could be encountered during certain types of construction activities. This may result in the need for dewatering, or the removal of non-stormwater, such as groundwater encountered during a site excavation or construction. Though such water is typically considered to be relatively pollutant-free, it would likely contain sediments; the discharge of such sediments and the release of pollutants downstream waters or the underlying groundwater aquifer could violate water quality standards.

The Clean Water Act and California State Water Resources Control Board require any development, infrastructure, redevelopment, or improvement project over one acre in size, to be approved for a Storm Water Pollution Prevention Plan (SWPPP), a General Permit particularly during construction activities, as well as implementation of BMPs and methods to prevent erosion and tracking would be required. Also, the town is obligated to follow the mandates of the San Francisco Bay Municipal Regional Stormwater Permit (MRP) to control stormwater discharge within the town limits. Provisions of the MRP require onsite treatment of stormwater, discharges by businesses, trash capture devices in the storm drain system and more. Furthermore, the proposed policies in the General Plan Update would help mitigate the impacts to surface water quality.

Proposed General Plan Update Policies

The following proposed General Plan policies address surface water quality standards

Policy OSC-4-1: **Comply with Water Quality Regulations.** Continue to comply with all State and federal regulations for water quality.

Policy OSC-4-2: **Participation in the San Mateo County Stormwater Pollution Prevention Program (SMCWPPP).** Continue to be an active member agency of the SMCWPPP to reduce pollution from being conveyed through the storm water system to the San Francisco Bay.

Policy OSC-4.-9: **Water Quality and Conservation Public Information.** Continue to support and coordinate with the Countywide Stormwater Program, Cal Water, and the San Francisco Public Utilities Commission (SFPUC) on their public outreach and education campaigns to conserve and maintain water quality.

Policy LU-2-4: **Low Impact Development.** Regulate new development and construction to minimize pollutant and sediment concentrations in receiving waters and ensure that surface water meets or exceeds applicable regulatory water quality standards. Require new development to incorporate Low Impact Development features that treat and reduce surface runoff volumes.

Implementation of the policies described above would reduce the environmental impacts associated surface water quality to **less than significant** and no further mitigation is required.

Impact 4.9.2 Implementation of the proposed General Plan Update would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management (***Less than Significant***).

The implementation of the town of Colma's 2040 proposed General Plan Update would increase the potential redevelopment of infill sites. As mentioned previously, the 2040 GPU proposes updates to the town's existing planning areas, simplifying the town's existing planning areas into five new planning areas that are consistent with the present condition of the town and the vision of the City Council. The planning areas introduce opportunity sites and new land uses such a medium density residential land use that is consistent with current developments and a commercial overlay over vacant and underutilized cemetery land east of Hillside Boulevard. The 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of

commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively.

Such future development/redevelopment activities could result in stormwater runoff and affect existing groundwater resources, especially since the town is located above a ground water aquifer associated with local geology. Polluted runoff may include heavy metals, petroleum hydrocarbons, fertilizers, pesticides, among others, all of which could potentially contaminate groundwater resources if not properly treated with water quality controls. Further, the Planning Area is located in the San Mateo Subbasin of the San Francisco Bay Hydrologic Region, and the groundwater in this basin is not considered to be a good source of municipal or irrigation water use due to the high content of chloride, sulfate, metals, pesticides, or even arsenic. Since the 2040 GPU would allow for additional development of residential, commercial and office uses, this could result in increased demand for water even this increase would not impact local groundwater supplies. The town of Colma is serviced by Cal Water's South San Francisco District, which provides water from a combination of groundwater as well as purchased water sources and has adequate resources to meet the present needs and foreseeable growth of the town. On both developed and undeveloped sites, compliance with the MRP requires that projects to include stormwater treatment measures that would allow for the treatment and retention of surface runoff. This improves water quality and allows for ground water recharge opportunities on developed sites and mitigates the impact of future development and redevelopment activities. The majority of the town's groundwater usage comes from the irrigation of cemetery lands. The development of cemetery structures such as a mausoleum may reduce the ground water use by reducing the need to irrigate. In addition, Colma Municipal Code Chapter 5.11 requires that new development projects that affect 500 square feet or more and landscape modification projects that affect 2,500 square feet or more, including cemetery lands, improve water use efficiency by planting less water intensive species of vegetation and increasing efficiency in irrigation.

Also, statewide NPDES permits are required for construction runoff and dewatering and other releases to surface water as well as the LID techniques required by Policy LU-2-4, would protect groundwater quality under future development and redevelopment activities in the town of Colma. The policies discussed below would further minimize any potential impact from the proposed 204 GPU.

Proposed General Plan Update Policies

The following proposed General Plan policies address groundwater supplies and groundwater recharge:

Policy OSC-4-1: **Comply with Water Quality Regulations.** Continue to comply with all State and federal regulations for water quality.

Policy OSC-4-3: **Reclaimed Water.** Pursue opportunities to install water recycling infrastructure for Town-owned and cemetery landscape areas.

Policy OSC-4-4: **Use of Drought Tolerant and Native Plants.** Encourage the use of drought tolerant and native plants in landscaping plans.

Policy OSC-4-5: **Green Infrastructure.** Incorporate green infrastructure, which relies on natural processes for stormwater treatment/drainage, groundwater recharge and flood control, into street and rights-of-way wherever practicable, including curb cuts, flow-through planters and bioswales that slow stormwater runoff by dispersing it to vegetated areas, harvesting and use of runoff, and promote infiltration and use of bioretention to clean stormwater runoff.

Policy LU-2-6: **Green Infrastructure.** Encourage green infrastructure installations that rely on natural processes for stormwater treatment/drainage, groundwater recharge and flood control.

Policy LU-2-7: **Public Green Infrastructure.** Incorporate green infrastructure into street and rights-of-way wherever practicable, including curb cuts, flow-through planters and bioswales that slow stormwater runoff by dispersing it to vegetated areas, harvesting and use of runoff, and promote infiltration and use of bioretention to clean stormwater runoff.

Implementation of the policies described above would reduce the environmental impacts associated with groundwater and groundwater quality to **less than significant** and no further mitigation is required.

Impact 4.9.3 Implementation of the proposed General Plan Update would increase impervious surfaces and alter drainage conditions in town, which could result in increased erosion, on-or-off-site siltation, surface, and polluted runoff, or affect existing or planned stormwater drainage systems (***Less than Significant***).

The town of Colma has limited vacant parcels and new development under the 2040 General Plan Update would primarily come from redevelopment of infill sites with higher intensities, with some new development area around the center of the town. Since the 2040 GPU proposes updates to the town's existing planning areas, simplifying the town's existing planning areas into five new planning areas that are consistent with the present condition of the town and the vision of the City Council, the GPU also introduces opportunity site and new land uses such a medium density residential land use that is consistent with current developments and a commercial overlay over vacant and underutilized cemetery land east of Hillside Boulevard. The 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively.

Any of this new construction though has the potential to increase impervious surfaces and alter existing drainage patterns within the town thereby increasing the risk of flooding. New development or redevelopment projects under the 2040 GPU also has the potential to increase flow rates and volumes of runoff by, for example configuring to add in bike lanes, new structures, parking areas, and other impervious surfaces, among others, and by providing improved facilities for drainage conveyance. When land is in a natural or undeveloped condition (including the town's cemetery areas), soils, mulch, vegetation, and plant roots have the potential to absorb rainwater. This, in turn, could infiltrate into the soil and be stored either temporarily or permanently on the surface or in underground soil layers, may even flow over the surface of the land to low lying areas, ditches, channels, streams, and rivers as stormwater runoff. Grading, construction, and general development of a site with urban and infill uses has the potential to alter infiltration and runoff processes by introducing impervious uses that absorb less rainfall and moisture. However, the construction of underground storm drain, as needed, and as part of future development projects in the town could provide for efficient conveyance of runoff to downstream locations of discharge. As new impervious surfaces are added to areas, and as surface and underground drainage conveyance becomes more efficient and more concentrated, the natural infiltration and storage processes are reduced. This in turn could result in increasing the frequency, volume and flow rate of stormwater

runoff, increased downstream flooding and/or erosion/sedimentation processes, even outside the town of Colma boundaries.

However, the town also has to comply with the San Mateo Countywide Water Pollutions Prevention Program which addresses issues related to stormwater pollution, which may include, but is not limited to flooding, sedimentation reduction, erosion, and water quality. New development or even redevelopment activities under the 2040 GPU may involve land clearing, grading. Ground disturbance activities that have the potential to temporarily increase soil erosion rates or affect exiting water quality in a project construction area. On both developed and undeveloped sites, compliance with the MRP requires that projects that alter more than 5,000 square feet of land area are required to include stormwater treatment measures that would allow for the treatment and retention of surface runoff. This would improve water quality and allow for ground water recharge opportunities on redeveloped sites and mitigate the impact of development on vacant sites. The stormwater treatment measures would also slow surface runoff before it enters the storm drain system, reducing the load.

Proposed General Plan Update Policies

The following proposed General Plan policies that address stormwater and drainage:

Policy OSC-4-6: **Stormwater Runoff.** Require large-scale projects (over 0.5 acres) to channel surface and roof runoff to on-site detention facilities to facilitate groundwater recharge, reduce stormwater pollution, and mitigate flooding of Colma Creek.

Policy OSC-4-8: **Colma Creek Enhancements.** Enhance Colma Creek where possible by concrete channel removal, adding landscaping, public pathways, and sitting areas.

Policy CS-3-2: **Maintain Drainage Facilities.** Maintain drainage facilities to accommodate the flow capacity of Colma Creek through Colma to accommodate the storm water runoff from a 100-year storm.

Policy CS-3-4: **Stormwater Detention.** Require new developments over one half acre in size to construct on-site storm water detention facilities which contribute runoff to Colma Creek in order to store the difference in runoff between the 10-year pre-development storm (original natural state) and the 100-year post-development storm. Any stormwater release should be at the 10-year predevelopment rate.

Policy LU-2-5: **Green Infrastructure Plan.** Implement a Green Infrastructure Plan to ensure compliance with the Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit.

Implementation of the General Plan Update policies LU-2-6, LU-2-7, OSC-4-5 and the policies described above manage stormwater runoff and provides opportunities for storm water retention and treatment. With the General Plan Update policies, the impacts associated with the increase of impervious surfaces and the alteration of drainage patterns would be reduced to **less than significant** and no further mitigation is required.

Impact 4.9.4 Implementation of the proposed General Plan Update would not increase the risk of tsunami or seiche zones (***No Impact***).

The town is located on the San Francisco Peninsula, between San Bruno Mountains and the foothills of the Santa Cruz Mountain Range. Though the town of Colma is geographically a part of the San Francisco Bay Area the town's geographic location puts it approximately 1.5 miles from the Pacific Ocean to the west and approximately 2.5 miles from the San Francisco Bay to the east. Further, the town of Colma is

landlocked by the cities of San Francisco to the north, Daly City to west, and South San Francisco to the south. Tsunamis and seiches have not been of historic flooding concern for this area and the implementation of the 2040 General Update will not increase this risk for future development projects. There will be **no impact** and no further mitigation is required.

Impact 4.9.5 Implementation of the proposed General Plan Update would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (***Less than Significant***).

The Planning Area falls within the jurisdiction of the California Regional Water Quality Control Board, San Francisco Bay Region 2 (RWQCB). The Bay area's RWQCB overall mission is to protect area's overall surface water and groundwater quality.

As discussed under Impact 4.9.1 – 4.9.3, the town's 2040 GPU does propose additional development in the town over the next 20 years. However, this Program level EIR (PEIR) does not evaluate specific development projects and related impacts to surface water and groundwater, future development and redevelopment activities would have to comply with all construction related General Permit and BMPs. Erosion control, site runoff activities, potential soil and groundwater contamination would have to also comply with existing water quality control plan and groundwater management plan.

Implementation of the policies described above would reduce the environmental impacts associated with groundwater management to **less than significant** and no further mitigation is required.

REFERENCES

Documents

California Regional Water Quality Control Board, San Francisco Bay Region 2015 *Municipal Regional Stormwater NPDES Permit Order No. R2-2015-0049, NPDES Permit No. CAS612008*

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PRISM Climate Group, PRISM Climate Data. *http://prism.oregonstate.edu/* Accessed March 9, 2020

State of California, 2021, Tsunami Hazard Area Map, San Mateo County; produced by the California Geological Survey, the California Governor's Office of Emergency Services, and AECOM; dated 2021, mapped at multiple scales. *https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/* Accessed March 23, 2021.

In accordance with the California Environmental Quality Act (CEQA) (Cal. Pub. Resources Code Sections §21000, et seq.) and the State CEQA Guidelines (14 Cal. Code Regs., Section §15000, et seq.), this Draft Program Environmental Impact Report (Draft PEIR; DPEIR) describes the existing land use conditions in the proposed Town of Colma 2040 General Plan Update. This section also addresses the GPU's consistency with relevant planning documents and policies.

4.10.1 EXISTING SETTING

REGIONAL

The town of Colma (Town; town) is a small, incorporated town in San Mateo County near the northern end of the San Francisco Peninsula in the San Francisco Bay Area. The San Francisco International Airport is seven miles to the southeast, and downtown city of San Francisco is 12 miles to the northeast. The to the west, the Pacific Ocean is approximately 1.5 miles away and the San Francisco Bay is approximately 2.5 miles to the east.

San, Mateo County

San Mateo County (county) is in the middle of a continuous urban area stretching from San Jose (Santa Clara County) in the south to San Francisco County in the north. San Mateo County is one of nine counties which significantly contribute to the economy of the San Francisco Bay Area.

LOCAL

Town of Colma

The town is bordered by the city of Daly City to the north, the I- 280 Freeway to the west, city of South San Francisco to the south, and San Bruno Mountain to the east. The town of Colma is generally bisected by the El Camino Real, or State Route 82 (SR 82) runs north and south through the middle of town and Serramonte Boulevard generally runs east and west through the town. Bay Area Rapid Transit (BART) runs underground and roughly parallel to the El Camino Real corridor, with a BART station just to the north of town (town of Colma station, located in unincorporated San Mateo County) and to the south (city of South San Francisco station). The town limits encompass 1.91 square miles, or 1,225 acres, in size.

Existing Land Uses

The town of Colma's Planning Area is characterized by a range of existing land uses and are depicted below in **Figure 4.10-1: Existing Land Use** and summarized in **Table 4.10.1: Existing Land Use** below. A comprehensive analysis of existing land use is necessary to take stock of the Planning Area's existing assets, determine the development capacity of underutilized sites throughout the buildout of the General Plan, and plan for future urban growth.

Open space/cemeteries dominate the town's land use, and spread abundantly throughout, with approximately 75 percent (922 acres) of the total land area used or dedicated for future use as cemetery or cemetery related uses such as chapels, monument sales, flower sales and mortuaries. Agricultural uses are also allowed within this land use designation.

Most of the town's residential uses are clustered in the Sterling Park neighborhood, with a small number of single-family homes located on Hillside Boulevard, by the southern city limit. In addition, the town has a few multifamily developments at the end of Hoffman Avenue and along Mission Road, including the 63-unit Verano and 66-unit Veteran's Village. Public uses (Town Hall and the Police Station) are concentrated at the intersection of Serramonte Boulevard and El Camino Real.

Commercial areas make up about 14 percent (169 acres) of the total land use in the town of Colma. Commercial uses are dominated by two development types: automobile dealers along Serramonte Boulevard, which has grown into the most significant cluster of automobile dealers in the county; and two highly successful regionally oriented retail centers with establishments including Target and Home Depot, called 280 Metro Center and Serra Shopping Center. These regional retail centers are clustered around Junipero Serra and Colma boulevards. The Collins Avenue corridor is lined with auto-oriented commercial and light industrial/warehouse uses. The only commercial recreation use, and the only significant commercial use along Hillside Boulevard outside of the Sterling Park neighborhood, is the Lucky Chances cardroom.

Mission Road, which begins in the southern portion of the town and intersects El Camino Real, includes a wide range of uses. Outside of the aforementioned multifamily developments, other uses include a mix of cemetery uses, auto service uses, light industrial uses, and office uses.

El Camino Real is one of the most significant travel corridors in the county. However, development along this corridor is limited in the town as it is largely fronted by cemeteries or land dedicated for cemetery uses. Smaller neighborhood-serving commercial uses occur on the east side of El Camino Real between A Street in Daly City and F Street in Colma. Minor commercial uses such as flower and monument shops, a medical office and public uses, including the town hall and police station, are located on El Camino Real between Colma Boulevard and Serramonte Boulevard. Between Serramonte Boulevard and the El Camino Real intersection with Mission Road is a mixture of offices, a bank, commercial uses, cemetery related uses and several vacant sites.

Less than one percent of the land (2.8 acres) in the town of Colma is vacant. Vacant parcels are spread throughout the town and include two housing sites near the town's BART station. In addition to vacant land, the town has reviewed properties which may have redevelopment potential.

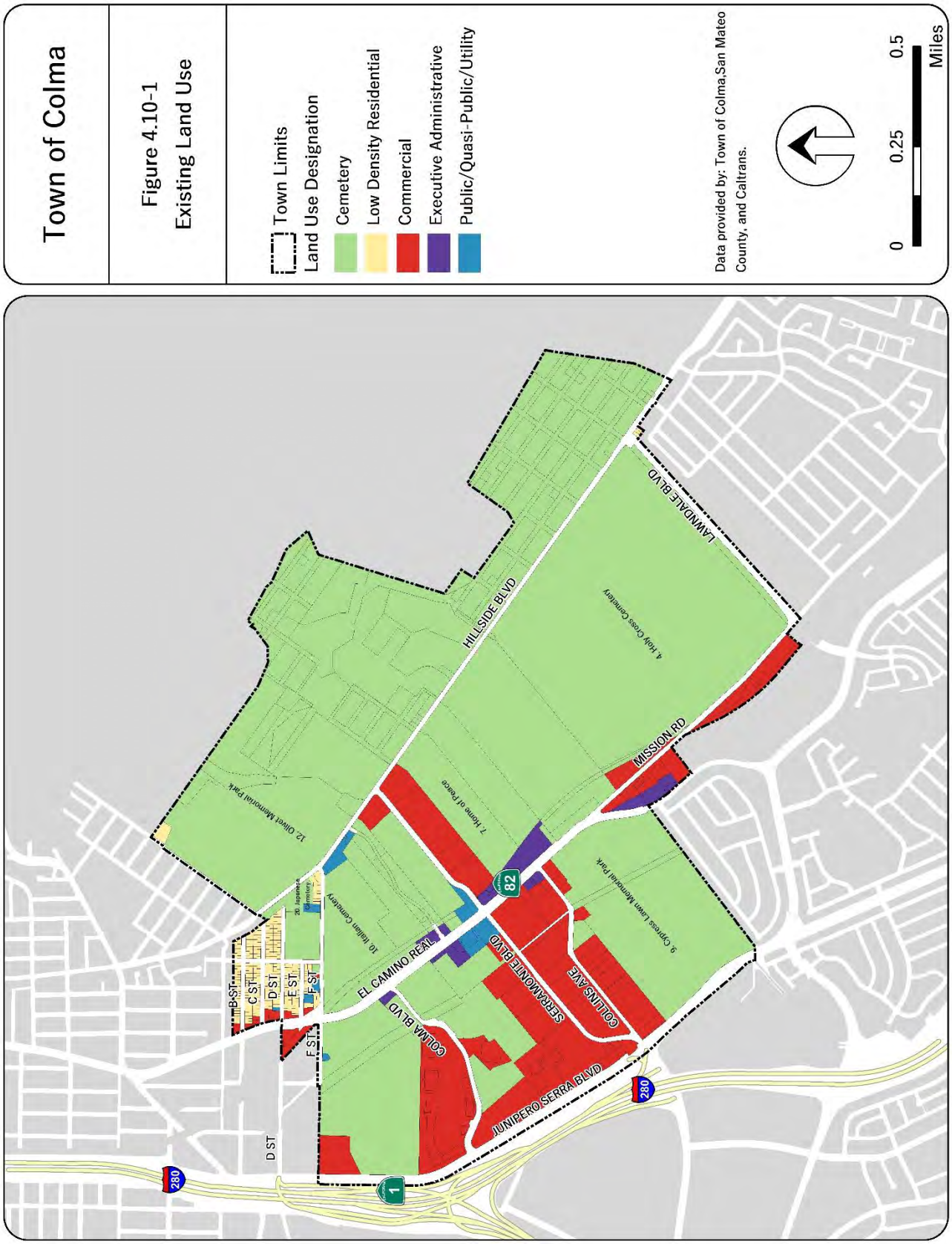
Table 4.10-1: Existing Land Use

Land Use	Acreage	Percent of Total
Cemetery	922.13	75.27%
Commercial	169.47	13.83%
Executive Administrative	14.64	1.20%
Public	8.56	0.70%
Residential	20.1	1.64%
Roadway	90.2	7.36%
Total	1225.1	100.00%

[1] *Includes Industrial Uses*

[2] *Includes Town-owned Parks and Open Space*

Source: Town of Colma Planning Department GIS Analysis – March 2021


Town of Colma
Figure 4.10-1
Existing Land Use
Town Limits
Land Use Designation
Cemetery
Low Density Residential
Commercial
Executive Administrative
Public/Quasi-Public/Utility
Data provided by: Town of Colma,San Mateo County, and Caltrans.
0
0.25
0.5
Miles
LAWNDALE BLVD
HILLSIDE BLVD
4. Holy Cross Cemetery
MISSION RD
1. Home of Peace
12. Olivet Memorial Park
9. Cypress Lawn Memorial Park
82
20. Japanese Cemetery
10. Italian Cemetery
EL CAMINO REAL
SERRAMONTE BLVD
COLLINS AVE
COLMA BLVD
JUNIPERO SERRA BLVD
B ST
C ST
D ST
E ST
F ST
D ST
280
1
280

Proposed Land Uses

Generally, the town's land use designations remain the same. The proposed GPU includes a new Medium Density Residential Land Use Designation, and the proposed Land Use Map is updated to reflect where these uses are. In addition, minor changes are made throughout the town, to correct inconsistencies in the land use map. For example, residential properties in Sterling Park with a commercial land use designation were revised to show low density residential. **Table 4.10.2: Proposed Land Use** below summarizes the town's proposed land use designations and **Figure 4.10-2: Proposed Land Use** below depicts the updated land use map.

A commercial overlay has also been added over specific areas with a cemetery land use designation along Hillside Boulevard and El Camino Real. These areas are reserved for cemetery use but are currently not utilized as cemetery. The commercial overlay allows for the temporary development of commercial uses to efficiently utilize the limited land area within the town.

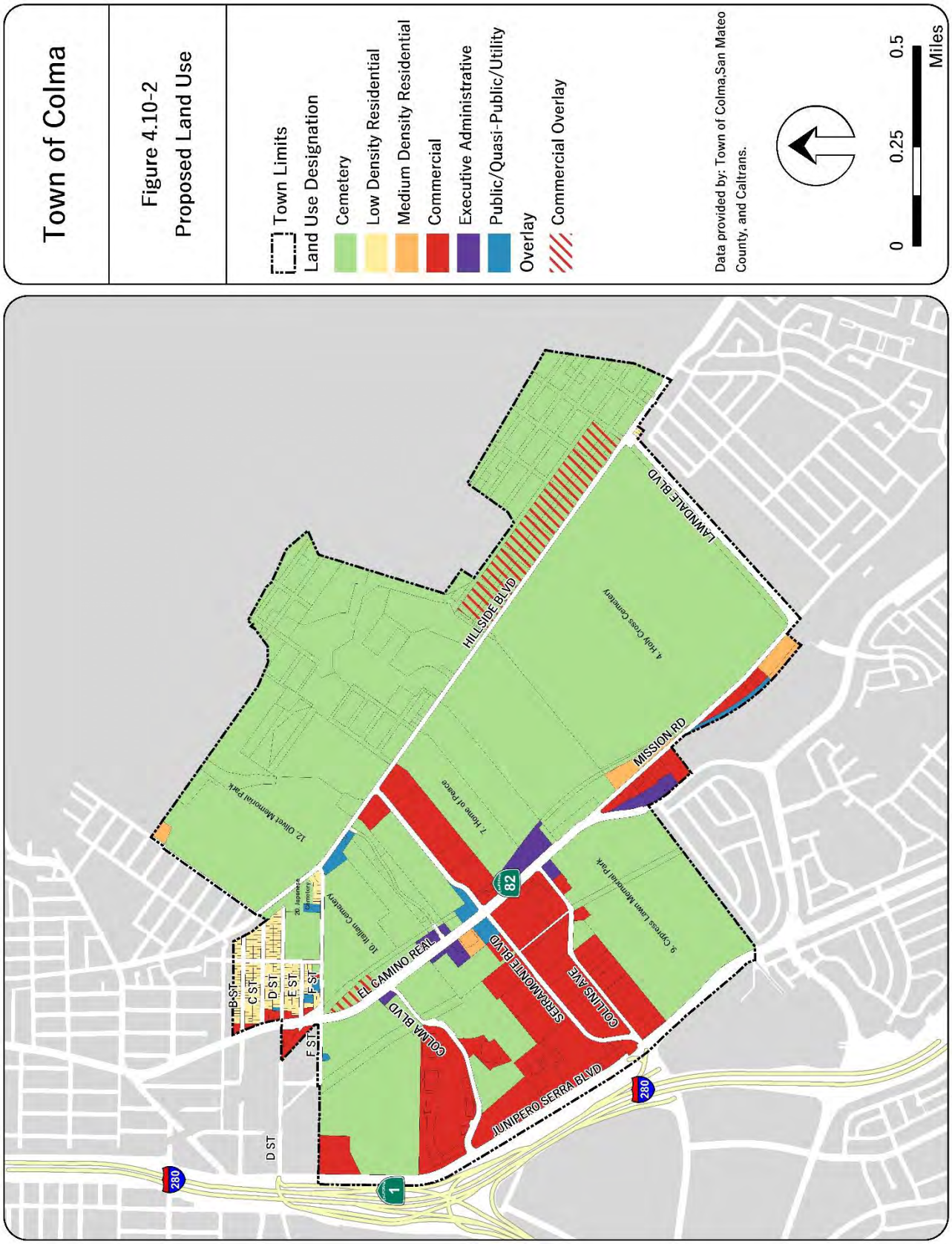
Table 4.10-2: Proposed Land Use

Land Use	Acreage	Percent of Total
Cemetery	922.13	75.27%
Commercial	162.47	13.26%
Executive Administrative	12.91	1.05%
Public/Quasi Public/Utility	8.6	0.70%
Residential Low Density	19.36	1.58%
Residential Medium Density	9.43	0.77%
Roadways	90.2	7.36%
Total	1225.1	100.00%
[1] *Includes Industrial Uses*		
[2] *Includes Town-owned Parks and Open Space*		

Source: Town of Colma Planning Department GIS Analysis – March 2021

The proposed GPU also includes opportunity sites or sites that are underdeveloped, underutilized and sites with non-conforming uses. These sites were identified in a 2014 Urban Design Study that evaluated the development potential of existing sites and considered form-based planning concepts. Sites that were evaluated include density and height limits that exceed what is allowed but is appropriate for the site due to site specific features such as an underground creek and existing structures, surrounding uses and design, and topography. In addition, to ensure that developers provide benefits to the town in exchange for developing denser projects, developments that exceed established proposed General Plan FAR is required to provide public improvements or equivalent resources to improve the quality of life for the community. Such improvements include affordable housing, pedestrian and bicycle amenities, publicly accessible parking facilities, public art, creek daylighting, public parks and open space.

Overall, the proposed GPU increases land use intensity by introducing the new Medium Density land use designation and allowing for opportunity sites. The buildout of the proposed GPU is projected to add approximately 328 housing units and approximately 1,028,500 square feet of commercial and office land uses compared to existing conditions.


Town of Colma
Figure 4.10-2
Proposed Land Use
Town Limits
Land Use Designation
Cemetery
Low Density Residential
Medium Density Residential
Commercial
Executive Administrative
Public/Quasi-Public/Utility
Overlay
Commercial Overlay
Data provided by: Town of Colma,San Mateo County, and Caltrans.
0
0.25
0.5
Miles
12. Olivet Memorial Park
20. Japanese Cemetery
10. Italian Cemetery
7. Home of Peace
4. Holy Cross Cemetery
9. Cypress Lawn Memorial Park
B ST
C ST
D ST
E ST
F ST
D ST
F ST
EL CAMINO REAL
COLMA BLVD
SERRAMONTE BLVD
COLLINS AVE
JUNIPERO SERRA BLVD
MISSION RD
HILLSIDE BLVD
LAWNDALE BLVD
280
1
82
280

Planning Areas

The 1999 General Plan identified nine (9) specific Planning Areas. This General Plan Update has reconfigured and condensed the Planning Areas into five (5) new Planning Areas based on location and character to clearly express the Town's vision for 2040 and create a roadmap for the future development of these areas. Unlike the 1999 General Plan, each of the Planning Areas has its own separate goals and policies to guide land use and development decision making. The five Planning Areas are: Commercial Core, El Camino Real Corridor, Hillside Boulevard, Mission Road, and Sterling Park.

4.10.2 REGULATORY FRAMEWORK

STATE

California Government Code

California Public Utility Code Section 21676, State Aeronautics Act

The State Aeronautics Act requires that each local agency whose general plan includes areas covered by an airport land use compatibility plan (ALUC) must submit a copy of its General Plan to the airport land use commission. Airport influence area boundaries:

> …define areas where height, noise, overflight and safety standards, policies, and criteria are applied to certain proposed land use policy actions. Comprehensive planning in these areas, reflected in land use policies, standards, and criteria, is designed to minimize the exposure of the public to noise and safety hazards, to provide for safer aircraft operations, to help protect the airport from encroachment by incompatible land development, and to ensure notification of prospective buyers of real estate of the presence of the Airport and aircraft overflights…

According to the comprehensive Airport Land Use Compatibility Plan for the environs of San Francisco International Airport), the Town of Colma is within the Boundary for Airport Influence Area B. Within Airport Influence Area B, the ALUC shall exercise its statutory duties to review proposed land use policy actions, including new general plans, specific plans, zoning ordinances, plan amendments and rezoning, and land development proposals.

California Government Code Sections 65919 to 65919.11

California Government Code Sections 65919 to 65919.11 summarizes procedures related to interagency referrals for different types of lead agency actions, including general plan updates. Among other referrals, this part of the Government Code provides a procedure and protocols for requesting counties keep cities informed regarding land use actions within the unincorporated portions of spheres of influences and planning areas.

California Government Code Section 65300

California Government Code Section 65300 et seq. requires each California municipality to prepare a general plan. A general plan is defined as "a comprehensive, long-term general plan for the physical development of the county or city, and any land outside its boundaries which in the planning agency's judgment bears relation to its planning." State requirements call for general plans that "comprise an integrated, internally consistent and compatible statement of policies for the adopting agency." While allowing considerable flexibility, State planning laws do establish some requirements for the issues that general plans must address. The California Government Code establishes both the required content of general plans and rules for their adoption and subsequent amendment. Together, State law and judicial decisions establish three overall guidelines for general plans:

- The General Plan Must Be Comprehensive. This requirement has two aspects. First, the general plan must be geographically comprehensive. That is, it must apply throughout the entire incorporated area and it should include other areas that the city determines are relevant to its planning. Second, the general plan must address the full range of issues that affect the city's physical development.
- The General Plan Must Be Internally Consistent. This requirement means that the general plan must fully integrate its separate parts and relate them to each other without conflict. "Horizontal" consistency applies both to figures and diagrams as well as general plan text. It applies to data and analysis as well as policies. All adopted portions of the general plan, whether required by State law or not, have equal legal weight. None may supersede another, so the general plan must resolve conflicts among the provisions of each element.
- The General Plan Must Be Long-Range, typically 15 to 25 years. Because anticipated development will affect the city and the people who live or work there for years to come, State law requires every general plan to take a long-term perspective.

California Government Code Section 65301

California Government Code Section 65301 requires a General Plan to address the geographic territory of the local jurisdiction and any other territory outside its boundaries that bears relation to the planning of the jurisdiction. The jurisdiction may utilize judgment in determining what areas outside of its boundaries to include in the planning area. The State of California General Plan Guidelines state that the planning area for a city should include (at minimum) all land within the city limits and all land within the city's sphere of influence. The town of Colma's Sphere of Influence (SOI) is the same as the town boundary and does not include any portion of unincorporated San Mateo county.

California Government Code Section 65451

California Government Code Section 65451 regulates the substantive and topical requirements of specific plans. A specific plan is a tool for the systematic implementation of the General Plan, similar to zoning regulations, and establishes a link between implementing policies of the General Plan and individual development proposals. A specific plan differs from zoning in that it applies to a defined geographic area and has tailored development regulations. A specific plan may be as general as setting forth broad policy concepts, or as detailed as providing direction on every facet of development, from the type, location, and intensity of uses to the design and capacity of infrastructure.

Association of Bay Area Governments (ABAG)

Through its role as the Bay Area's council of governments, ABAG has been designated by the State and federal governments as the official comprehensive planning agency for the Bay Area. ABAG reviews projects of regional significance for consistency with regional plans.

Plan Bay Area

The Association of Bay Area Governments (ABAG) is an association of local governments, part regional planning agency and part local government service provider, in the nine-county Bay Area region. Metropolitan Transportation Commission (MTC) provides transportation planning, funding, and coordinating for the entire nine-county region. ABAG and MTC, now with a single/consolidated staff, must update its regional transportation plan (RTP) every four years. California adopted Senate Bill (SB) 375, which requires councils of governments to adopt a SCS as part of the RTP. ABAG and MTC continue to share joint responsibility for Plan Bay Area, serving both the ABAG Executive Board and the MTC

Commission. The Final Plan Bay Area 2040, which includes the current RTP and Sustainable Communities Strategy (SCS), was adopted on July 26, 2017.

Plan Bay Area 2040 addresses existing and future needs in the region, and identifies goals and strategies for proposed growth pattern and transportation investments, and key actions to address ongoing and long-term regional challenges. The Plan discusses how the Bay Area will grow over the next two decades and identifies transportation and land use strategies to enable a more sustainable, equitable and economically vibrant future. While the City may strive to achieve this regional vision, the RTP/SCS is not mandatory and cannot regulate local land use decisions for the local jurisdictions in the Bay Area region, instead relying on voluntary land use decisions by cities and counties. Plan Bay Area 2040 is the Bay Area's roadmap for:

- Forecasting transportation needs through the year 2040
- Preserving the character of our diverse communities
- Adapting to the challenges of future population growth

ABAG and MTC are currently working on an update to the Plan Bay Area 2050, which is anticipated to be adopted by 2021. Plan Bay Area 2050 will outline a roadmap for the Bay Area's future. While it will pinpoint policies and investments necessary to advance the goal of a more affordable, connected, diverse, healthy and vibrant Bay Area.

LOCAL

San Mateo County Local Agency Formation Commission (LAFCo)

Government Code Sections 56425 and 56430

The LAFCo is a countywide commission, required in each California county, and are independent regulatory commissions created to control the boundaries of cities and most special districts. San Mateo LAFCo is responsible for spheres of influence updates, annexation decisions, the consolidation or reorganization of special districts, and formation of new agencies. LAFCos are restricted to making indirect land use decisions primarily to approve or deny logical and timely boundary changes in local governmental boundaries. LAFCos are also responsible for conducting periodic municipal service reviews for the City.

San Mateo County Zoning Regulations

San Mateo county published its first Zoning Ordinance in 1933, and the Zoning Regulations were last updated in December 2015. Until such time as the unincorporated area the area in the town of Colma's Sphere of Influence) is annexed, this area is subject to the San Mateo County General Plan and Zoning Regulations. The Regulations specifies land uses, densities, and intensities for various zoning districts, each with its own chapter.

San Mateo County Airport Land Use Compatibility Plan

This document represents the state-mandated comprehensive airport land use compatibility plan (ALUCP) for the environs of San Francisco International Airport (SFO or the Airport). SFO, the largest airport in the San Francisco Bay Area, is directly to the west and south of the town of Colma. This ALUCP was prepared and adopted in November 2012 by the City/County Association of Governments of San Mateo County (C/CAG) in its designated role as the Airport Land Use Commission for San Mateo County. This document provides land use requirements and recommendations and other information relevant to development near SFO. The intent of the plan is to ensure that development in the areas surrounding SFO is compatible with airport activities. Measures include limits on the height of structures in the path of the runways and

restrictions on certain types of uses in the vicinity of the airport. In accordance with California State Law, the town of Colma must update the General Plan, specific plans, and land use regulations to be consistent with the ALUCP.

1999 General Plan – Goals and Policies.

The Town adopted the existing general plan in 1999. It includes a Land Use element, Circulation element, Op Space and Conservation element, Housing Element Noise Element, Safety Element, and Historical Resources Element, all of which provided a vision to guide town development. The Town's 1999 General Plan also includes a land use map and policies to guide how development should occur in the future.

Town of Colma Zoning Ordinances.

The Town of Colma Planning, Zoning, Use and Development of Land and Improvements (Municipal Code Chapter 5, respectively) are the primary tools used to regulate development. They establish how properties can be used, developed, and subdivided, and they set forth permitting processes for discretionary project review. The zoning ordinance is adopted to promote and protect the public health, safety, peace, morals, comfort and general welfare. It consists of the establishment of various zones, including therein all the territory within the boundaries of said city, within some of which zones it shall be lawful and within some of which zones it shall be unlawful to construct, reconstruct, alter, enlarge, move, or maintain certain buildings or to use certain lands or buildings, and it further consists of appropriate regulations to be enforced in such zones.

Colma BART Station Area Plan (CBSAP)

San Mateo County Board of Supervisors adopted the CBSAP in September 1994. The plan influences land uses and developments at properties by the town of Colma BART Station, some of which are located in the City. The overarching goal of the Plan is to encourage investment and new development within the area through clearly established public policies. The Area Plan contains five goals:

1. Reflect BART Station Area Specific Plan
2. Create an Attractive Neighborhood
3. Introduce Uses and Improvements Compatible with BART Station
4. Respect and Maintain Key Existing Uses
5. Respect Design of Surrounding Communities

Colma Priority Development Area – Plan Bay Area

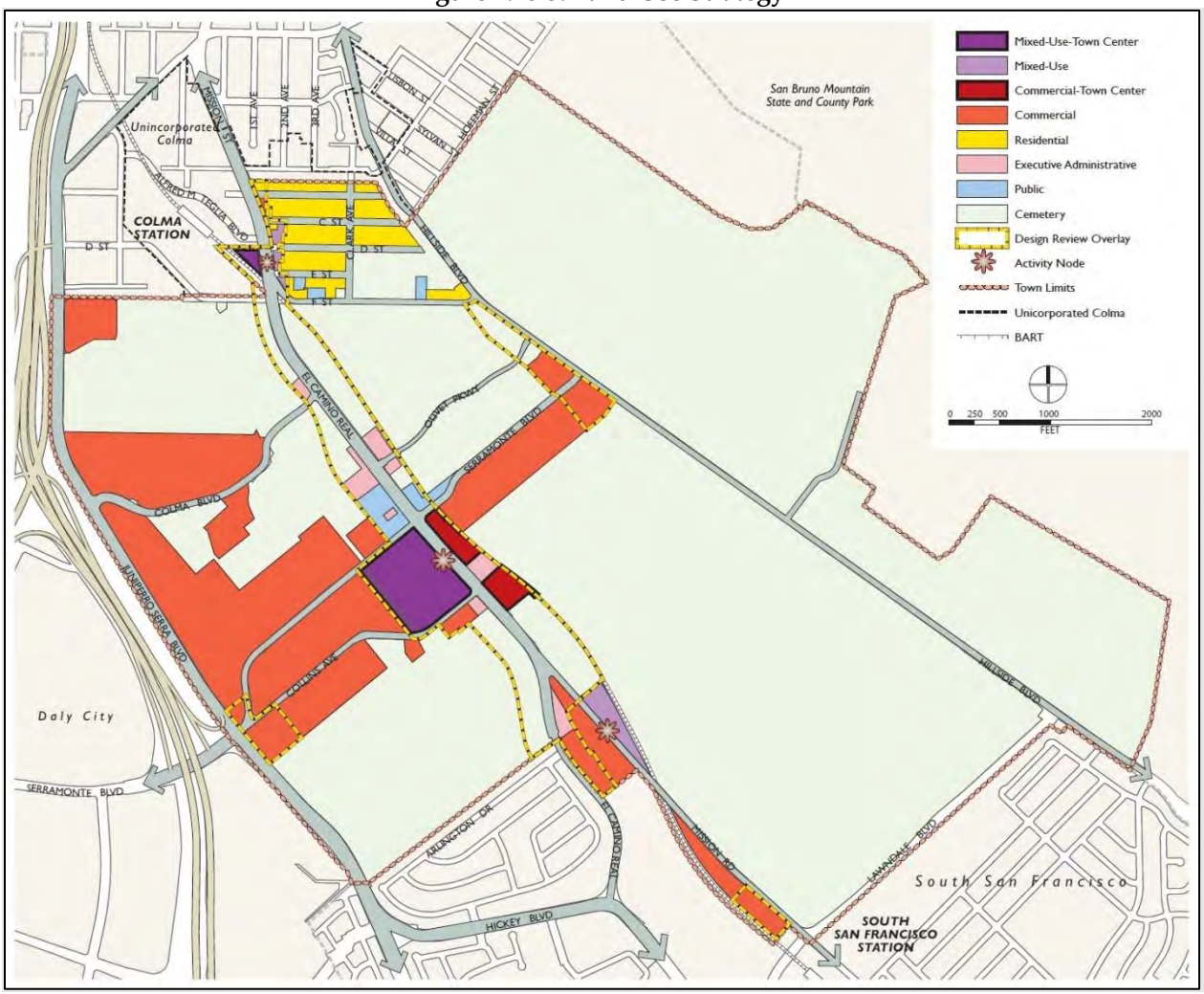
The area around the El Camino Real corridor, stretching from the northern boundary and southern boundary of the town of Colma is designated as a Priority Development Area (PDA) within the Plan Bay Area. The Colma PDA is forecasted to accommodate a 75 percent increase in the number of housing units and 40 percent increase in jobs from 2010 to 2040.

Town of Colma Land Use and Urban Design Study

The town of Colma has identified sites which may be underutilized and analyzed these sites for potential development opportunities within a recent "Land Use and Urban Design Study" (Study) conducted in 2014. The Study presents a guiding framework for the Land Use Element and is intended to inform and be integrated into the General Plan Update. The material in the study "…offers a comprehensive land use structure as well as an overall streetscape framework. It also provides illustrations of buildout scenarios possible under the land use strategy...." The study also envisions a new Town Center on the southwest

corner of El Camino Real and Serramonte Boulevard and designates 36 feet to 110 feet high height limits in that area.

Figure 4.10-3: Land Use Strategy



Source: Town of Colma Land Use and Urban Design Strategy

The Serramonte Boulevard and Collins Avenue Master Plan

The Master Plan outlines a vision for the town of Colma's key commercial area and provides guidance for strategic improvements to circulation, streetscape, infrastructure, and aesthetics to improve the overall design and function of the business community. One of the key objectives of the Master Plan is to incorporate land use and urban design elements that sustain and enhance the function and unique identity of Serramonte Boulevard and Collins Avenue. To accomplish the objective, new design standards were included which increase the height limit throughout the Plan Area. On Serramonte Boulevard, buildings would be allowed to step up, increasing the height limit from 48 feet to 72 feet high after the first 200 feet, measured from the sidewalk. The Master Plan also provides guidance on building form and articulation, wayfinding signage, access and transportation, economic development and sustainability.

4.10.3 IMPACT ANALYSIS

Standards of Significance

Following PRC Sections 21083.2 and 21084.1, and Section 15064.5 and Appendix G of the State CEQA Guidelines, Land Use and Planning impacts are considered to be significant if implementation of the project considered would result in any of the following:

- Physically divide an established community?
- 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?

METHODOLOGY

This Program EIR analysis considered current and Proposed Project policies and goals, existing and proposed land use conditions within the Planning Area, and applicable regulations and guidelines. The impact analysis considers the full buildout under the proposed 2040 General Plan Update.

With much of the town currently "built out," or developed, land available for development is limited and scattered throughout the town of Colma. Most of the development is anticipated to be the redevelopment of sites along El Camino Real including the town center and the commercial core, and the development of the vacant land located east of Hillside Boulevard in the south east corner of the town.

An evaluation of the potential land use impacts associated with the implementation of the proposed town's 2040 General Plan Update was based on a review of planning documents, including the town's regulations affecting planning and implementation of the proposed project, the town's Zoning Ordinance and Municipal Code, and other appropriate policy documents. The analysis contained herein is based on buildout conditions for the General Plan Planning Area and does not assess impacts associated with the phasing of individual development projects or interim improvements, except when the timing of such projects creates reasonably foreseeable environmental impacts.

As discussed in detail in Section 1.0, Introduction, of this EIR, this document has been prepared as a Program EIR pursuant to State CEQA Guidelines Section §15168. Accordingly, this EIR will be used to evaluate subsequent projects and activities under the proposed General Plan Update. When subsequent individual project and activities under the General Plan are proposed, the town would need to evaluate whether their effects were adequately analyzed in this Program EIR. If the projects or activities would have no effects beyond those analyzed in this EIR, no further CEQA documentation would be required.

IMPACTS

Impact 4.10.1 The proposed General Plan Update would not physically divide an established community (***Less than Significant***).

The 2040 GPU proposes few changes that could potentially alter the future development proposed in the town. The proposed GPU updates the town's existing planning areas, simplifying the town's existing planning areas into five new planning areas that are consistent with the present condition of the town and the vision of the City Council. The 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of

commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively.

The proposed General Plan Update for the town of Colma therefore establishes the town's vision for future growth and development. The General Plan Update allows for the increase of land use intensity on specific sites in the El Camino Real Planning Area given that sufficient public benefits are provided in the redevelopment of the site. This has the potential to expand the existing community by Sterling Park and create a new community in the Town Center.

The type of project most likely to have the effect of physically dividing an established community would be a major new road, highway, or similar infrastructure, none of which are proposed as a part of the town's 2040 GPU. The Planning Area currently includes a majority of cemetery uses and some residential, commercial office and public/semi-public uses, with very little space for either new development or infill redevelopment. Future development projects in the town would include the redevelopment of the town center, the commercial core and areas east of Hillside Boulevard and would not separate established communities or neighborhoods. Further, no new transportation corridors are being planned for under the 2040 GPU which could have the potential to divide established communities. Given that the proposed GPU will not divide an established community, the impact of proposed project, the 2040 Town of Colma General Plan is considered less than significant.

Proposed General Plan Update Policies

The following proposed General Plan policies address compatible land uses and existing communities:

Policy LU-1-1: **General Plan Land Use Diagram.** Maintain and implement a Land Use Diagram for purposes of describing the types of allowed land uses by geographic location and the density and/or intensity of allowed uses within each designation.

Policy LU-1-2 **Zoning Consistency.** Ensure that zoning designations are consistent with the General Land Use Diagram (Figure LU-4).

Policy LU-6-1: **New Incompatible Land Uses.** The Town shall prohibit the introduction of new incompatible land uses and environmental hazards into existing residential areas.

Policy LU-10-1: **Neighborhood and small scale commercial and service uses.** Neighborhood and small scale and service uses are encouraged on the east side of El Camino Real from the BART bridge north.

Policy LU-10-2: **El Camino Real Housing.** Limit housing on El Camino Real to the Town Center site and existing sites by the BART station.

Policy LU-10-3: **Mixed Use and Nonresidential Development.** Limit parking, traffic, and other impacts of mixed-use and nonresidential development on adjacent uses and promote high-quality architectural design and effective transportation options.

Implementation of the policies described above would further reduce any impacts to a **less than significant** regarding potential divisions to established communities. No mitigation measure are required.

Impact 4.10.2 The proposed General Plan Update would not conflict with an applicable land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect (***Less thank Significant***).

As mentioned under Impact 4.10.1 above, the 2040 GPU proposes few changes that could potentially alter the future development proposed in the town. The proposed GPU would allow for an additional 328 residential units, 992,500 square feet of commercial uses, and 35,000 square feet of office uses in the Sterling

Park, Mission Road, Hillside Boulevard, Commercial Core Planning Areas as well as the Bocci Center, Town Center and Sandblaster sites.

As set forth by state law, the General Plan serves as the primary planning document for a jurisdiction and subordinate documents and plans should be updated to be consistent with any changes to a jurisdiction's existing General Plan. Future development and infrastructure projects will be considered by the town, each project will be evaluated for conformance by the town's General Plan, Zoning Ordinance, and other relevant plans and regulations.

The proposed 2040 General Plan Update revises many existing goals and policies and includes new goals, policies and actions to support the town's vision for 2040. The policies and programs address many topics including sustainability, preservation of communities and historic resources and economic development. The update also reflects current codes, design guidelines, and master plans that have been initiated or adopted by the town since the last update. In addition, the 2040 GPU will update the town's Land Use Map (see ***Figure 4.10-1***) with more defined uses such separating the Residential land use designation to Low Density Residential and Medium Density Residential, minor revisions to established goals and policies, as well as new goals and policies to encourage future mixed-use development/redevelopment projects. The updated General Plan would also reflect codes, design guidelines, master plans and other programs that have been initiated or adopted by the town since the last GPU. As needed, other regulations such as the town's existing plans, programs, policies or other implementing tools, may need to be updated to effectively implement the 2040 GPU. The town's Planning Department has primary responsibility for administering the laws, regulations and requirements that pertain to the physical development of the town of Colma. Amendments may also be needed from time to time to conform to State or federal law passed since adoption of the 2040 GPU.

The proposed Land Use Element has been prepared to be consistent with the other Elements of the GPU, and would therefore not conflict with other plans, policies or regulations adopted to mitigate any environmental effects. Any future projects would have to be analyzed for their particulate potential environmental impacts pursuant with CEQA. Therefore, the proposed 2040 GPU would have a less than significant impact with regard to conflicts with applicable land use plans, policies or regulations.

Proposed General Plan Update Policies

The following proposed General Plan policies address the consistency with existing plans:

Policy LU-1-1: **General Plan Land Use Diagram.** Maintain and implement a Land Use Diagram for purposes of describing the types of allowed land uses by geographic location and the density and/or intensity of allowed uses within each designation.

Policy LU-1-2 **Zoning Consistency.** Ensure that zoning designations are consistent with the General Land Use Diagram (Figure LU-4).

Policy LU-2-5: **Green Infrastructure Plan.** Implement a Green Infrastructure Plan to ensure compliance with the Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit.

Policy LU-2-11: **Climate Action Plan.** Maintain a Climate Action Plan and continue to partner with San Mateo County's Regional Climate Action Planning Suite (RICAPS) to prepare community-wide greenhouse gas inventories.

Policy LU- 5-1: **Regional Cooperation.** Participate with other cities in the county and across the region in working towards solutions to the issues of regional land use, housing, homelessness, and transportation planning through partnership with the

Association of Bay Area Governments, the Metropolitan Transportation Commission, and the San Mateo City/County Association of Governments (C/CAG).

Policy OSC-3-4: **GHG Reduction.** Implement the Climate Action Plan to achieve GHG reduction targets that are consistent with the State Scoping Plan, AB 32, and SB 32 and the Town's goals.

Policy OSC-6-2: **Tribal Consultation Compliance.** Comply with SB 18,AB 52, and other applicable State and federal laws by consulting with local California Native American tribes prior to development decisions or General Plan or Specific Plan amendments. Respect tribal policies regarding confidentiality of information about tribal resources or sacred sites.

Policy CS-3-1: **Participate in Regional Adaptation Efforts.** Coordinate with regional agencies, such as the San Francisco Bay Conservation and Development Commission (BCDC) and the Bay Area Regional Collaborative (BARC), in adaptation planning.

Policy CS-7-1: **Hazard Mitigation Plan.** Implement, maintain and update the Local Hazard Mitigation Plan which is part of the larger County Hazard Mitigation Plan.

Policy CS-7-2: **Emergency Management Plan.** Continue to participate with San Mateo County's mutual aid programs and plans for community emergency preparedness.

Policy CS-9-1: **ALUC Plan.** Require development within the Airport Influence Area B, designated in the Airport Land Use Compatibility (ALUC) Plan of the San Francisco International Airport, to comply with all applicable federal and State laws with respect to land use safety and airspace protection criteria.

Policy CS-9-2: **Airport Land Use Commission Review.** Require that all future land use actions and/or associated development conforms to the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the ALUC Plan for the environs of San Francisco International Airport.

Policy M-3-3: **Regional Transportation Planning.** Actively participate in and support regional transportation planning efforts.

Policy HR-1-1: **General Plan Consistency.** Ensure that future plans, ordinances, and City programs are complimentary to the historic preservation goals and policies contained within the Town's Historic Resources Element.

Implementation of the policies described above would further reduce any impacts to a **less than significant** level and no mitigation measures would be required.

REFERENCES

Documents

Town of Colma General Plan § (1999)

Town of Colma General Plan, General Plan Existing Conditions Report § (2020)

Town of Colma Land Use and Urban Design Strategy § (2014)

Websites

Airport Land Use Commission (ALUC). https://ccag.ca.gov/wp-content/uploads/2014/10/Consolidated_CCAG_ALUCP_November-20121.pdf. Accessed on February 21, 2020.

Government Code Sections 56425 and 56430. https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=56430. Accessed on March 20, 2021.

California Government Code Sections 65919 to 65919.11. https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=GOV&division=1.&title=7.&part=&chapter=4.4.&article=. Accessed on March 20, 2021.

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State Aeronatutics Act, California Public Utility Code Section 21676. https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?division=9.&chapter=4.&part=1.&lawCode=PUC&article=3.5. Accessed on March 20, 2021.

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The Colma Land Use and Urban Design Study dated October 2014. https://www.colma.ca.gov/documents/land-use-urban-design-strategy. Accessed on March 20, 2020.

San Mateo County Zoning Regulations. https://planning.smcgov.org/zoning-regulations. Accessed on March 20, 2021.

This section of the Draft Program Environmental Impact Report (Draft PEIR; DPEIR) describes the existing noise impacts within the Town of Colma 2040 General Plan Planning Area (Planning Area). This section also identifies the potential impacts of implementing the proposed project on such resources as well as the appropriate proposed General Plan policies that reduce the identified impacts.

In accordance with the California Environmental Quality Act (CEQA) (Cal. Pub. Resources Code §Sections §21000, et seq.) and the State CEQA Guidelines (14 Cal. Code Regs., Section §15000, et seq.), this Draft PEIR evaluates the General Plan Update's (GPU) related impacts, general assumptions, and mitigation needs that can be identified in the analysis.

4.11.1 EXISTING SETTINGS

BACKGROUND AND TERMINOLOGY

Noise is typically defined as unwanted sound and has the potential of negatively affecting human health. Noise in the community has often been cited as a health problem since it affects general well-being and contributes to undue stress and annoyance. At especially high noise levels, hearing loss can occur. Details about the fundamentals of sound and common noise descriptors, as well as further discussion regarding human response to noise and common noise sensitive receivers, are provided below.

Fundamentals of Sound

Sound is the energy (disturbance or vibration), that is transmitted in the form of waves through a medium, such as air or water. Sound waves are typically described in terms of in terms of intensity and frequency. Sound intensity refers to the amount of energy in a sound wave and is quantified on a logarithmic "decibel" scale. Levels of sound intensity correspond to different degrees of loudness, where 0 dB generally corresponds with the threshold of human hearing and sound levels of 120 dB to 140 dB, or higher correspond to thresholds of pain. The frequency of sound is defined as the number of cycles per second and is measured in Hertz (Hz). Humans are typically sensitive to sound levels between 20 Hz to 20,000 Hz, where the frequency of a sound wave corresponds to the perceived pitch.

Since human ears are not equally sensitive to all frequencies, noise measurements are therefore weighted to account for the ear's frequency-dependent response to sound. The most common example of frequency-weighting is known as A-weighted decibel level (dBA; dB(a)), which is applied to most environmental noise measurements. Since sound levels are measured on a logarithmic scale, decibel addition is also based on a logarithmic scale. For example, a 65 dB sound source when added to another 65 dB source (a doubling of the sound pressure) does not result in 130 dB, but rather in a total incremental increase of 3 dB. In general, a change in sound level between 1 dB to 3 dB is barely noticeable to humans, where a change of 10 dB is perceived as a doubling or halving of sound level.

Sound levels reduce with respect to distance at different rates, depending on the source type. In general, noise from sources such as stationary mechanical equipment and construction machinery (known as "point sources") reduce between 6 dB to 7.5 dB per doubling of distance from the source. Noise from sources such as a busy highway (known as "line sources") reduce between 3 dB to 4.5 dB per doubling of distance from the source. The presented ranges of attenuation depend on the type of ground surface between the noise source and the receiver. Highways and hard surfaces such as concrete or asphalt typically have an attenuation rate of 6 dB for point sources and 3 dB for line sources, whereas softer surfaces, such as vegetated terrain, have an attenuation rate of 7.5 dB for point sources and 4.5 dB for line sources. Atmospheric conditions as well as shielding affects (such as the existence of buildings or noise walls between source and receiver) could also affect noise levels from different positions.

Noise Descriptors

The significance of environmental noise impacts on human beings depends on duration and time of day. Various noise metrics are used to characterize different time-varying noise sources. Due to this variability, noise exposure should typically be measured over a period of time to correctly describe a community's noise environment. The following **Table 4.11-1: Commonly Used Noise Descriptors** provides definitions for the most commonly used noise descriptors.

Table 4.11-1: Commonly Used Noise Descriptors

Term	Definition
L_{eq}	The equivalent continuous sound level which would contain the same sound energy as the time varying sound level.
L_{dn}	Also known as DNL. A descriptor established by the U.S. Environmental Protection Agency to account for the increased sensitivity of people to noise during sleeping hours. This metric represents a 24-hour average noise level with a 10 dB penalty applied to noise occurring during the nighttime hours (10 pm – 7 am).
CNEL	Similar to the L_{dn} metric, the CNEL metric accounts for the increased sensitivity of people to noise during the evening and nighttime hours. This metric represents a 24-hour average noise level with a 5 dB penalty applied to noise occurring during the evening hours (7 pm – 10 pm), and a 10 dB penalty applied to noise occurring during the nighttime hours (10 pm – 7 am).
L_{max}	The maximum instantaneous sound level recorded over a given measurement period
L_n	The sound level in dBA exceeded for n percent of the measurement period. E.g., L_1, L_{10}, L_{50}, L_{90}. Note: L_{90} (the sound level exceeded for 90 percent of the measurement period) is considered indicative of the ambient noise environment because short-term, noisy events such as sirens are excluded.
SEL	The SEL is a composite metric that represents both the intensity of a sound and its duration. Individual time-varying noise events (e.g., aircraft overflights) have two main characteristics: a sound level that changes throughout the event and a period of time during which the event is heard. SEL provides a measure of the net impact of the entire acoustic event, but it does not directly represent the sound level heard at any given time.

Source: U.S Department of Transportation FHA

Human Response to Noise

When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases. The human response to environmental noise is subjective and varies considerably from individual to individual. In general, the effects of noise on humans can be classified as:

- Annoyance, which is very subjective and can range from person to person;
- Interference with sleep, speech and learning;
- Potential hearing loss due to constant exposure to heavy industrial uses or high-volume transportation such as airports, train lines, or military bases; and,
- Physiological responses such as heightened heart rate, blood pressure, etc.

Due to the wide variations in an individual's threshold of annoyance with various types of sound, there is no satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A common way of predicting a human reaction to a new noise environment is the way it compares to the existing ambient noise level. In general, the more a new noise exceeds the previously

existing ambient noise level, the less acceptable the new noise will be to those hearing it. With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory environments, a change of 1 dB cannot be perceived;
- Outside of the laboratory, a 3 dB change is considered a just-perceivable difference;
- A change in level of at least 5 dB is required before any noticeable change in human response would be expected; and,
- A 10 dB change is subjectively heard as approximately a doubling in loudness and can cause adverse response.

Noise Sensitive Receptors

Typical noise-sensitive land uses include those uses where particularly quiet environments are necessary for the intended use of the space. Residential dwellings or other places where people sleep are considered especially sensitive to noise. Other noise sensitive land uses include schools, hospitals and nursing homes, churches, libraries, parks and outdoor recreation areas and other places where low interior noise levels are essential. The California Governor's Office of Planning and Research provides General Plan Guidelines that define Normally Acceptable, Conditionally Acceptable, Normally Unacceptable, and Clearly Unacceptable noise environments for various land uses within a jurisdiction – see ***Figure 4.11-1: Noise-Land Use Compatibility Table***.[1]

Noise Reduction Methods

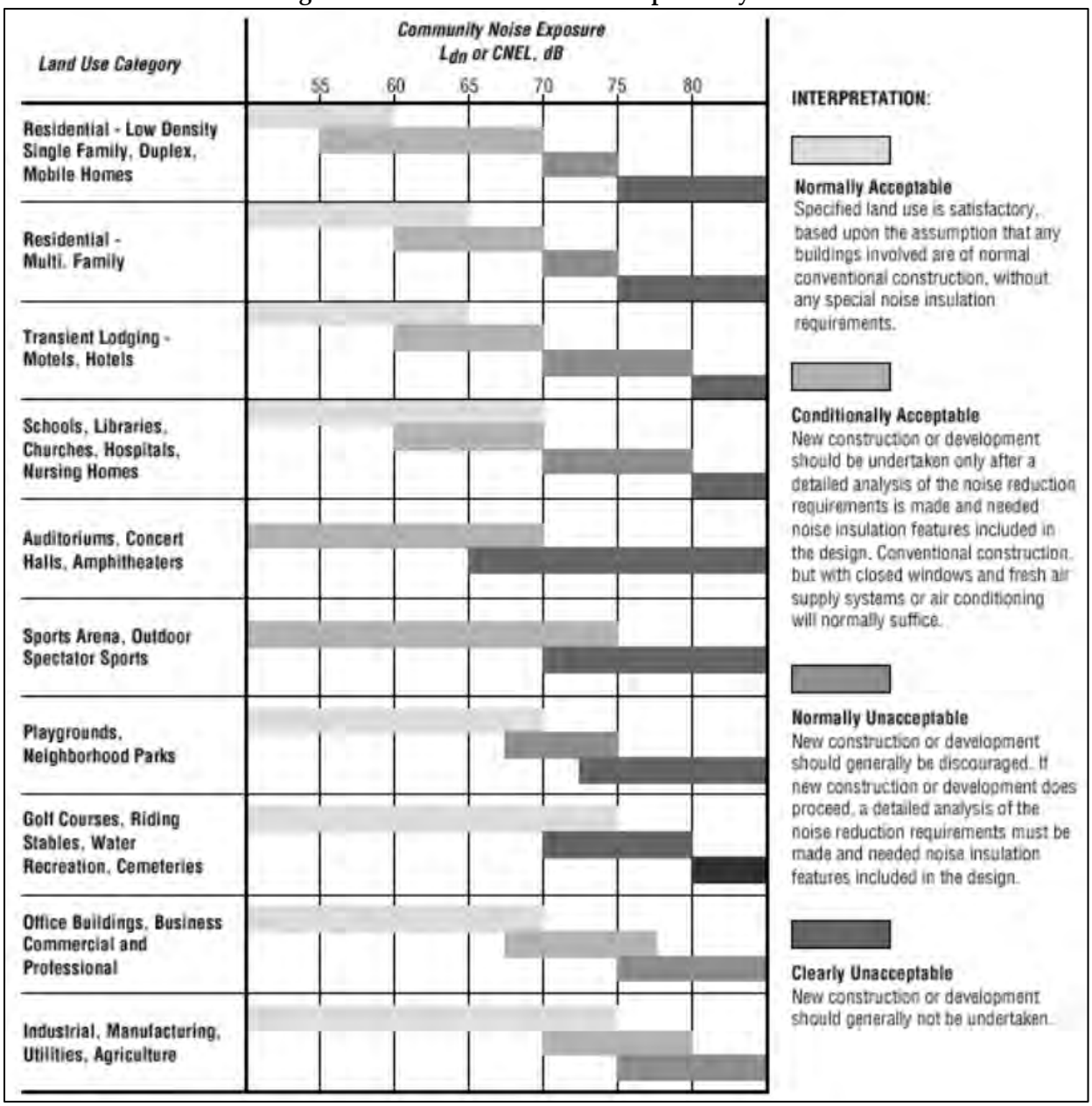
Noise levels can be reduced through the use of barriers, enclosures or sound-damping materials. Use of noise reducing materials would depend on the source and type of noise, location of sensitive receptors, as well as other environmental conditions at a particular project site. When dealing with typical community noise sources, noise-reduction techniques typically focus on the isolation or shielding of the noise source from nearby noise-sensitive receptor, such as the use of buffers and barriers. Buildings, concrete walls, and heavy fencing can all act as effective noise barriers. The use of equipment noise control devices such as mufflers or silencers could also reduce noise generated by mechanical equipment or construction machinery. Transportation noise sources may utilize techniques such as reduced speed limits, rubberized asphalt, prohibiting heavy trucks from accessing affected corridors at certain times of the day.

Ground Vibration

Earthquakes, landslides, as well as heavy construction equipment, such as pile drivers, pavement breakers, and construction trucks create seismic waves along the earth's surface and into the ground. These are typically felt as ground vibrations. The effects of ground vibration range from rattling of windows and perceptible floor movements, to shaking of shelf items and rumbling sounds. Though physical building damage is not usually a factor during construction projects, annoyance from vibration typically occurs when the vibration levels exceed the threshold of human hearing and perception.

[1] *General Plan Guidelines*. (2017). Governor's Office of Planning and Research. https://opr.ca.gov/planning/general-plan/guidelines.html

Figure 4.11-1: Noise-Land Use Compatibility Table



EXISTING NOISE CONDITIONS IN THE PLANNING AREA

Noise Sensitive Land Uses

Noise sensitive land uses in the town of Colma primarily include single- and multi-family residential uses. Other notable noise sensitive receptors within the town of Colma include childcare centers, schools, and long-term health care facilities. Office and commercial receptors are also considered noise-sensitive receptors, but to a lesser extent compared to residential land uses.

Existing Setting Ambient Noise Measurements

Several sources of noise that could affect the town of Colma residents were identified within the Planning Area. These sources include noise generated from non-transportation sources (e.g., commercial and industrial uses) and vehicle traffic on area roadways and highways. Ambient noise measurements were conducted in six locations for the purpose of measuring and documenting the existing noise environment in various areas of the town.

Between October 2 and October 4, 2013, ambient noise measurements were conducted along major streets and thoroughfares throughout the town of Colma to quantify representative noise environments. During the measurements, weather conditions were typical (temperature ranged from 55 to 70° F, and wind speed ranged from 5 to 25 mph). Each long-term measurement was attached to utility poles located between 10- and 12-feet above grade. Ambient noise measurement descriptions and corresponding measured values are summarized in **Table 4.11-2: Noise Measurement Descriptions.** The noise measurement locations are depicted in ***Figure 4.11-2: Noise Measurement Locations (L_{dn}).***

Transportation Noise Activities

Transportation noise may result not only from vehicular traffic but also from rail public transportation associated with the Colma BART station near the northwest border of the planning area. Although residential land uses located to the east of the station are exposed to train passbys, the town of Colma BART station does not increase the total 24-hour average noise environment in this area primarily due to the surrounding major roadway noise sources (e.g., El Camino Real, I-280) that dominate the 24-hour average noise environment. Also note that the BART rail line moves underground approximately 0.25 miles southeast of the town of Colma Station, so only a small portion of the planning area is exposed to noise from the BART. Noise contours associated with these major transportation sources are illustrated in the following figures. ***Figure 4.11-3: Present Day Noise Contours*** shows noise contours associated with existing traffic volumes, and ***Figure 4.11-4: Future Day Noise Projections Plus Project*** shows noise contours associated with the future (2040) plus project conditions.[2]

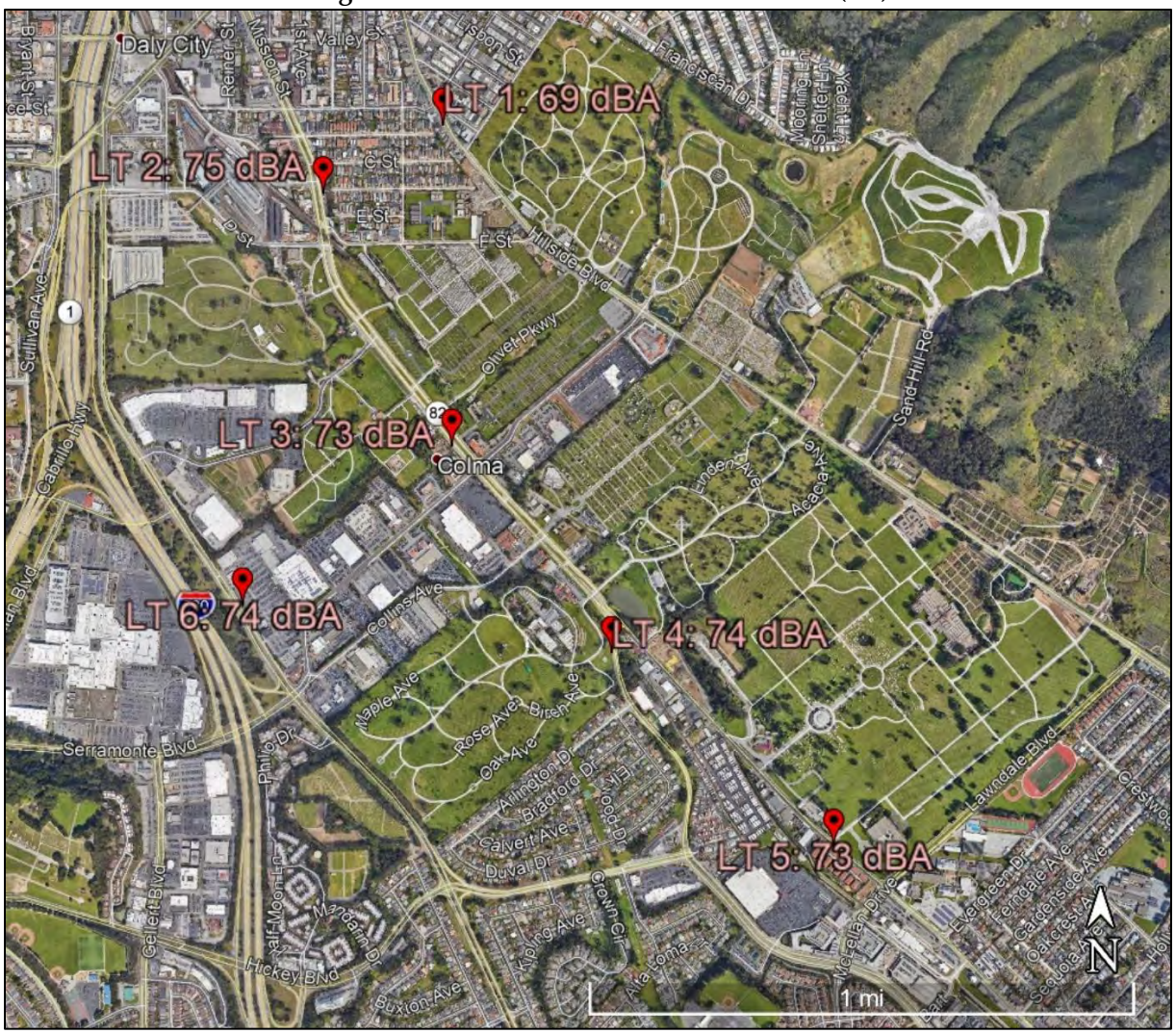
[2] Transportation noise contours based on the traffic study created for the proposed project by Kittleson & Associates. Note existing conditions are based on traffic counts conducted in 2017.

Table 4.11-2: Noise Measurement Descriptions

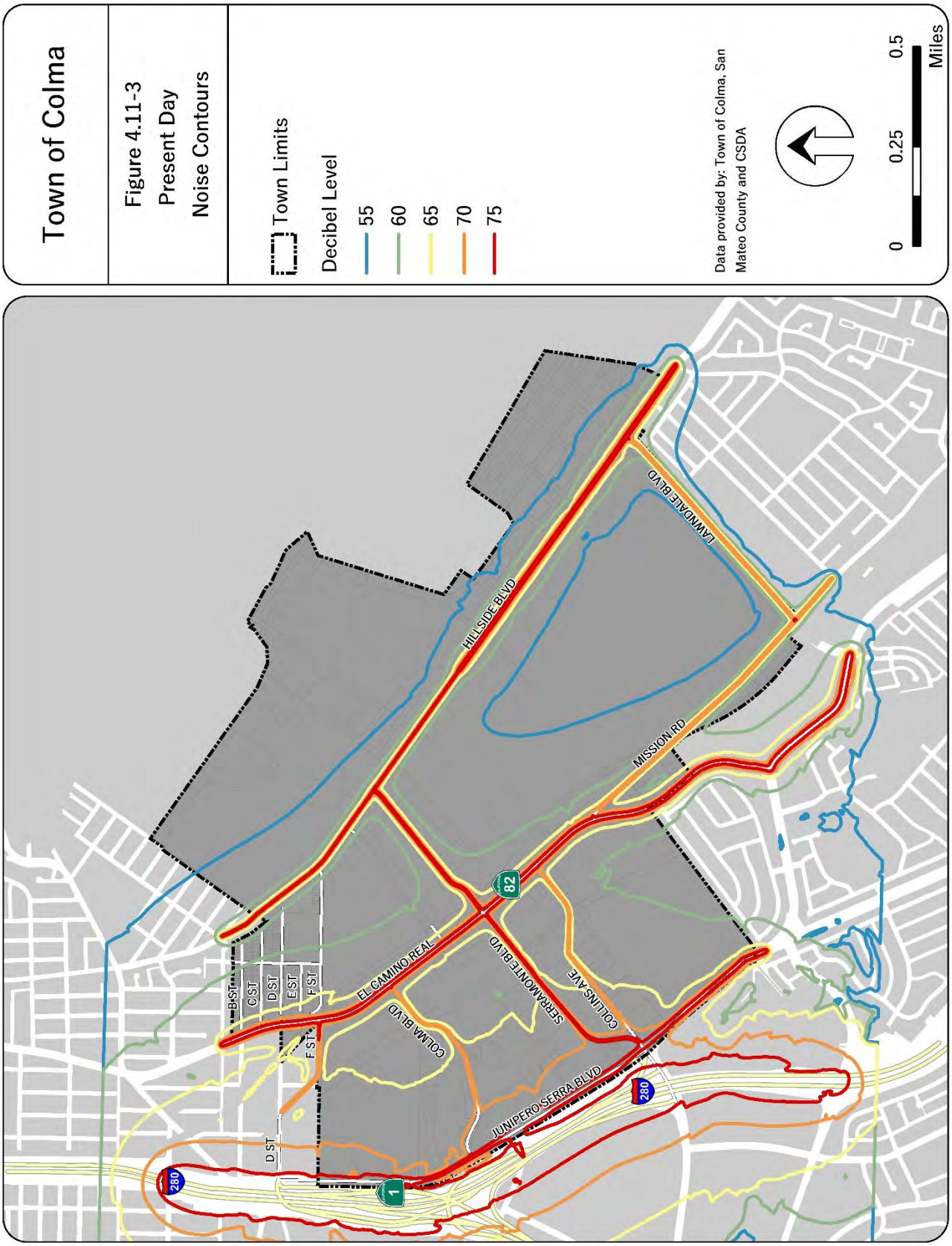
Measurement ID	Description	Measured L_{dn} (dBA)
LT-1	This monitoring location was positioned approximately 35 feet west of the centerline of Hillside Boulevard, South of Linden Street, in front of 1240 Hillside Boulevard. This monitoring location defines the noise environment along a segment Hillside Boulevard that bisects single- and multi-family residential land uses.	69
LT-2	This monitoring location was positioned approximately 55 feet east of El Camino Real, North of F Street, in front of 7741 El Camino Real. This monitoring location defines the noise environment directly west of the single-family residential development exposed to the transit corridor that includes El Camino Real and the Colma BART station.	75
LT-3	This monitoring location was positioned approximately 53 feet west of El Camino Real, North of Serramonte Boulevard, in front of 1180 El Camino Real. This monitoring location defines the noise environment along the El Camino Real corridor that includes the Colma Town Hall, the Colma Police Department, as well as various commercial uses and Auto Dealerships. The southwest corner of this intersection may be used as the new mixed-use Town Center Area.	73
LT-4	This monitoring location was positioned approximately 42 feet west of El Camino Real, in front of Cypress Lawn Funeral Home. This monitoring location defines the noise environment along El Camino Real near the southern boundary of the Town of Colma. This location is generally surrounded by open space and the Cypress Lawn Funeral Home & Memorial Park.	74
LT-5	This monitoring location was positioned approximately 32 feet south of Mission Road, West of Lawndale Boulevard, in front of 1353 Mission Road. This monitoring location defines the noise environment along Mission Road that bisects townhomes on the southwest side and open space/cemetery on the northeast side.	73
LT-6	This monitoring location was positioned approximately 46 feet east of Junipero Serra Boulevard, North of Serramonte Boulevard, in front of 4927 Junipero Serra Boulevard. This monitoring location defines the noise environment along the major transit corridor that includes I-280 and Junipero Serra Boulevard. This monitoring location was positioned directly next to a major commercial shopping area.	74

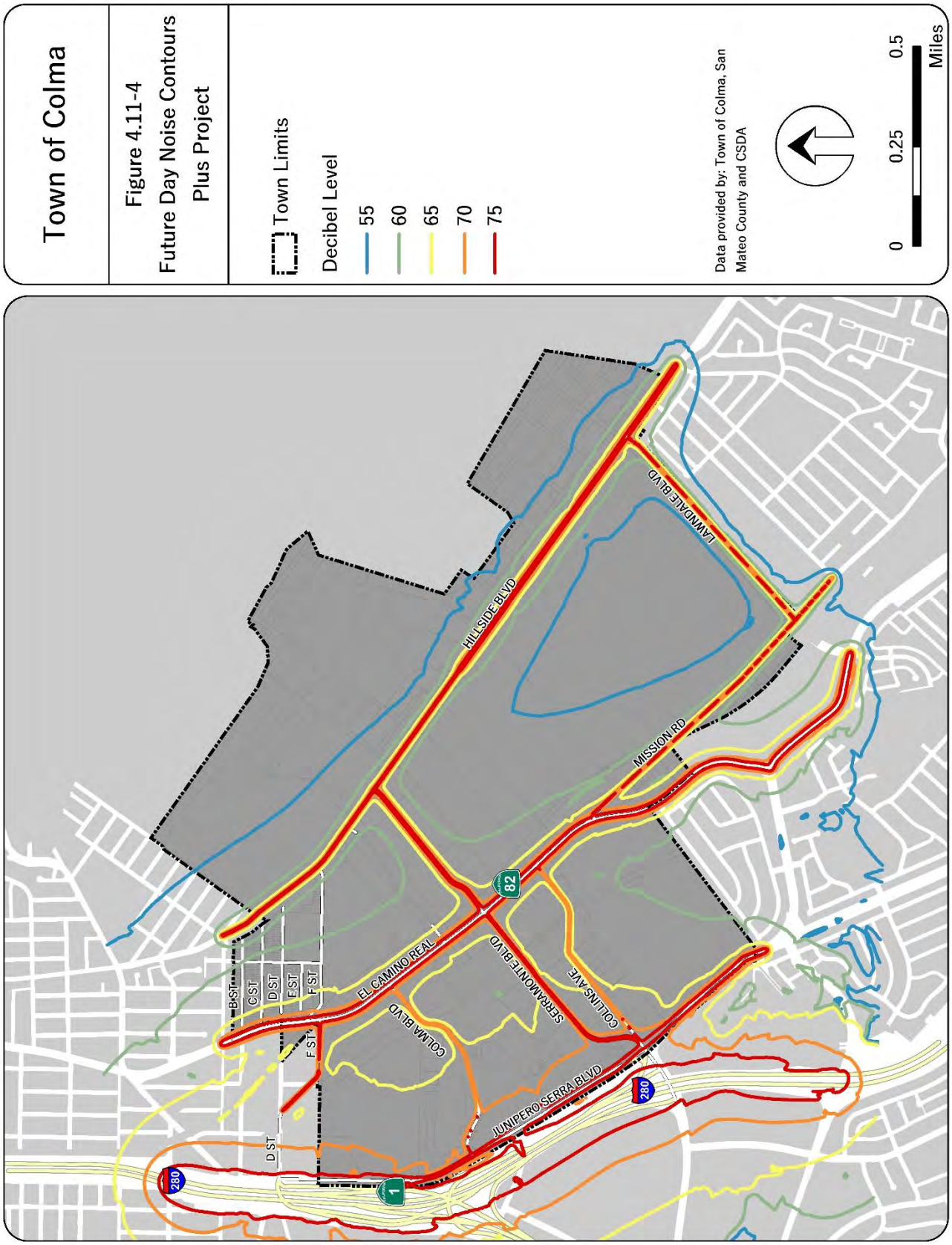
Source: *CSDA Report, 2020*

Figure 4.11-2: Noise Measurement Locations (L_{dn})



Source: *CSDA Report*


Town of Colma
Figure 4.11-3
Present Day
Noise Contours
Town Limits
Decibel Level
55
60
65
70
75
Data provided by: Town of Colma, San Mateo County and CSDA
0
0.25
0.5
Miles
280
1
82
280
B ST
C ST
D ST
E ST
F ST
D ST
F ST
EL CAMINO REAL
COLMA BLVD
SERRAMONTE BLVD
COLLINS AVE
JUNIPERO SERRA BLVD
HILLSIDE BLVD
MISSION RD
LAWNDALE BLVD


Town of Colma
Figure 4.11-4
Future Day Noise Contours
Plus Project
Town Limits
Decibel Level
55
60
65
70
75
Data provided by: Town of Colma, San Mateo County and CSDA
0
0.25
0.5
Miles
280
1
82
280
D ST
F ST
B ST
C ST
D ST
E ST
F ST
EL CAMINO REAL
COLMA BLVD
SERRAMONTE BLVD
COLLINS AVE
JUNIPERO SERRA BLVD
HILLSIDE BLVD
MISSION RD
LAWNDALE BLVD

Airport Noise Sources

Noise generated from San Francisco International Airport flyovers have little noise impact on the town of Colma. According to the 2019 Noise Exposure Map provided by San Francisco International Airport Noise Compatibility Planning Department, the entire town of Colma is outside of the CNEL 65 dBA noise contour associated with the San Francisco International Airport.[3]

Stationary Source Noise

Stationary noise sources are often associated with commercial and residential uses. Noise generated by commercial uses are typically associated with outdoor mechanical equipment, loading docks, or increased vehicle or pedestrian traffic. Particularly noisy commercial land uses include car washes, performance spaces, and outdoor food service areas. Stationary commercial noise sources have the potential to impact nearby noise sensitive receptors. Impact significance depends on the level and character of the generated sound, the land use type of the receiver, and the existing noise environment within the vicinity. Note: since the majority of commercial uses within the Planning Area are generally surrounding major transportation corridors, the existing noise environment in these locations is relatively high compared to common stationary noise sources.

Noise generated by residential uses are typically associated with exterior mechanical equipment and heating and ventilation systems, and sometimes from outdoor residential amenity spaces. These sources have the potential to impact nearby noise sensitive receivers. The noise exposure from outdoor mechanical equipment depends greatly on the size and type of equipment, as well as the existing noise environment surrounding nearby residential receivers.

Noise from Construction Activities

Construction noise typically occurs intermittently and depends on the type and phase of construction (for example, land clearing, grading, excavation, erection of structures). Construction noise levels have the potential to reach high levels. The U.S. Environmental Protection Agency (USEPA) has found that the noisiest equipment types operating at construction sites typically range from 88 dBA to 91 dBA L_{eq} at 50 feet. Typical operating cycles may involve two minutes of full power, followed by three or four minutes at lower settings. Although noise ranges were found to be similar for all construction phases, the building construction phases tend to be less noisy than the initial site preparation and grading phases.[4]

Non-Transportation Sources

Other non-transportation uses such as recreational or public facility activities produce noise that may affect nearby sensitive land-uses. Such noise sources could be continuous or intermittent; but both types of sources have the potential to annoy nearby residents and business owners. For example, sirens on emergency vehicles, backup alarms, equipment maintenance and repair, are often considered nuisance noise levels though they may not occur frequently enough to be incompatible with any nearby sensitive land uses. In addition, noise levels associated with non-transportation noise sources may vary on site conditions, equipment being used, distance from the noise sources, intervening noise screenings due to terrain or structures, and the specific activities being conducted.

[3] https://www.flysfo.com/community/noise-abatement/sfo-part-150-study/noise-exposure-map-report

[4] *Noise from construction equipment and operations, building equipment, and home appliances.* (1971). Washington: U.S. Environmental Protection Agency.

4.11.2 REGULATORY FRAMEWORK

FEDERAL

Federal Aviation Administration

As a means of implementing the Aviation Safety and Noise Abatement Act of 1979, the Federal Aviation Administration adopted regulations that established a voluntary program which airports can utilize to conduct airport noise compatibility planning. For the purposes of federal regulations, all land uses are considered compatible within areas with noise levels of less than 65 dBA Ldn. At higher noise exposures, selected land uses are also deemed acceptable, depending upon the nature of the use and the degree of structural noise attenuation provided.

Department of Housing and Urban Development

The Federal Department of Housing and Urban Development (HUD) guidelines for the acceptability of residential land uses are set forth in the Code of Federal Regulations, Title 24, Part 51, "Environmental Criteria and Standards." These guidelines identify a noise exposure of 65 dBA Ldn, or less, as acceptable. Noise levels of 65 to 75 dBA Ldn are considered normally acceptable, provided appropriate sound attenuation is provided to reduce interior noise levels to within acceptable levels. Noise levels above 75 dBA Ldn are considered unacceptable. The goal of the interior noise levels is 45 dBA Ldn. These guidelines apply only to new construction supported by HUD grants and are not binding upon local communities.

STATE

California Noise Control Act

The California Noise Control Act of 1973 established the State Office of Noise Control, which adopted Noise Compatibility Guidelines. These guidelines establish compatibility criteria and corresponding range of noise levels for common land uses. These guidelines are intended to ensure that new development proposals do not introduce excessive noise in a given location to the detriment of existing uses. Conversely, the guidelines also discourage introducing new uses to existing noise sources. In general, evaluation of a land use that falls into the "conditionally compatible" noise environment should include consideration of the type of noise source, the sensitivity of the noise receptor, and the degree to which the noise source may interfere with speech, sleep, or other activities characteristic of the land use. If the noise environment exceeds a certain criterion, new construction is prohibited.

California Government Code

Section §65302 of the California Government Code provides a framework for general plans and their content. It requires that the noise element include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards. The noise element shall also identify and appraise noise problems in the community, analyze and quantify current and projected noise levels for (a) highways and freeways; (b) primary arterials and major local streets; (c) passenger and freight online railroad operations and ground rapid transit systems; (d) commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation; (e) local industrial plants, including, but not limited to, railroad classification yards; and (f) other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.

Section §65302 also specifies that noise contours be shown for all of the above listed sources and be stated in terms of community noise equivalent level (CNEL) or day-night average level (L_{dn}). The noise contours

shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified above. The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.

State of California General Plan Guidelines

The State of California General Plan Guidelines, published by the Governor's Office of Planning and Research (OPR), also provides guidance for the acceptability of projects within specific noise environments. Based on these guidelines, residential uses, churches, libraries, and hospitals are normally unacceptable in areas exceeding 70 dBA CNEL and conditionally acceptable between 60 and 70 dBA CNEL. Professional and commercial office buildings are normally unacceptable in areas exceeding 75 dBA CNEL and conditionally acceptable between 67 and 77 dBA CNEL. However, the state stresses that these guidelines can be modified to reflect communities' sensitivities to noise. Adjustment factors may be used in order to arrive at noise acceptability standards that reflect the noise control goals of the community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

California Code of Regulations

California Noise Insultation Standards under the California Code of Regulations Title 24 establishes noise insulation standards for new multi-family residential units, hotels, and motels that would be subject to relatively high levels of transportation-related noise. The noise insulation standards set forth an interior standard of DNL 45 dB in any habitable room. Where such units are proposed in areas subject to noise levels greater than DNL 60 dB, the Code requires an acoustical analysis to demonstrate that the dwelling units have been designed to meet the interior noise standard. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

LOCAL

San Mateo County Comprehensive Airport Land Use Compatibility Plan/San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan

In San Mateo County, the City/County Association of Governments of San Mateo County (C/CAG) is the designated Airport Land Use Commission and develops as well as implements the County's Comprehensive Airport Land Use Plan (CLUP). The current CLUP was adopted in 1996 and establishes the procedures that C/CAG uses in reviewing proposed local agency actions that affect land use decisions in the vicinity of airports in San Mateo County.

The town of Colma is located in close proximity to the San Francisco International Airport (SFO). The San Francisco International Airport (SFO) is one of three public use airports located in San Mateo County; the other two include the Half Moon Bay Airport and the San Carlos Airport. The SFO Comprehensive Airport Land Use Compatibility Plan (SFO ALUCP) provides airport planning boundaries and defines where height, noise, and safety standards, policies, and criteria are applied to certain proposed land use policy actions.

Town of Colma Municipal Code Noise Limitation

The Colma Municipal Code Chapter 2, Prohibited Activities, Subchapter 2.05, Noise Limitation, includes noise standards for the purpose of limiting noise in residential areas and to protect and promote public health, safety, and welfare. The following qualitative noise standards apply to noise generation within the town of Colma:

2.05.020 Noise Limitation.

a) It shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud and unnecessary noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. The standards which may be considered in determining whether a violation of the provisions of this section exists may include, but not be limited to, the following:

1) The level of the noise;
2) Whether the nature of the noise is usual or unusual
3) Whether the origin of the noise is natural or unnatural;
4) The level and intensity of the background noise, if any;
5) The proximity of the noise to residential sleeping facilities;
6) The nature and zoning of the area within which the noise emanates;
7) The density of the inhabitation of the area within which the noise emanates;
8) The time of the day and night the noise occurs;
9) The duration of the noise; and
10) Whether the noise is recurrent, intermittent, or constant.

b) Nothing herein shall prohibit the use of radios, televisions, and music equipment wherever used, when the sound produced does not carry beyond the property line or does not unreasonably disturb any person outside the property where the sound is generated.

2.05.030 Gardening Equipment Noise Limitation.

The use of mechanically powered non-construction gardening type equipment including but not limited to lawn mowers, weed whackers and leaf blowers are prohibited in a residential neighborhood or within 500 feet of a residential unit except during the following hours:

- Monday – Friday: 8:00 AM – 7:00 PM
- Saturday, Sunday and Holidays: 10:00 AM – 5:00 PM

2.05.040 Exemptions.

a) Construction. The noise limitation in this subchapter shall not apply to construction activities permitted under subchapter 5.04 of the Colma Municipal Code.

b) Cemetery Landscaping and Maintenance. The noise limitation in this subchapter shall not apply to any person engaged in routine landscaping and maintenance activities performed in connection with a cemetery.

c) Special Events. The noise limitation in this subchapter shall not apply to any activity where a Special Event Permit has been issued.

d) Community Center, Recreation Center or Sterling Park Events. The noise limitation in this subchapter shall not apply to any activity held at the Colma Community Center, Recreation Center, or Sterling Park if scheduled by the Recreation and Parks Department.

e) Refuse Collection, Recyclables Collection or Street Sweeping. The noise limitation in this subchapter shall not apply to refuse collection, recyclables collection or street sweeping activities undertaken by, or pursuant to contract with, the Town of Colma.

f) Governmental Activities. The noise limitation in this subchapter shall not apply to any activity undertaken by the Town, another governmental agency, or city contractor for public health and safety purposes when, in the judgment of the Town, such activity cannot be undertaken effectively or efficiently in compliance with regulations set forth in this subchapter.

g) Certain Sound-amplifying Equipment or Devices. The noise limitation in this subchapter shall not apply to the use of sound-amplifying equipment used under the following circumstances:

1) In conformity with a Special Event Permit issued by the Town;

2) In conformity with a Conditional Use Permit under the provisions of Chapter 5 of this code; or

3) On emergency vehicles or by government employees in connection with any activity undertaken for the protection of the public welfare or safety.

2.05.050 Enforcement and Penalty.

a) A violation of the provisions of this subchapter shall be an infraction. The punishments for an infraction are set forth in subchapter 1.05 of the Colma Municipal Code.

b) A violation of this subchapter shall also be deemed to be a public nuisance under section 2.01.060 of the Colma Municipal Code and may be abated pursuant to the procedures set forth in subchapter 2.01 of the Code. Notwithstanding any other provision in subchapter 2.01, the authority granted the Code Enforcement Officer in subchapter 2.01 may also be exercised by a Colma peace officer, except that only a Colma peace officer may write and issue Administrative Citations for a violation of this subchapter.

5.04.220 Standard Hours of Construction

a) The City Council finds that regulation of construction noise is necessary to protect the public health and safety, and that construction noise at early or late times of the day is a nuisance to neighboring properties.

b) As used in this subchapter, "noise generating construction activity" means the use of any noise generating equipment or tool, including but not limited to: excavators, backhoes, post diggers, pile drivers, saws, electric screw drivers, grinders, nail guns, compressors, generators, hammers, jack hammers, power washers, paint guns, scaffolding erection, or similar noise generating equipment. "Noise generating construction activity" also includes construction material delivery, demolition activities and the servicing of any tool or equipment. "Noise generating construction activity" does not include activities such as drywall finishing, painting, tile laying, carpet installation or the use of small hand tools in a fully enclosed structure with windows and doors closed.

c) Within a radius of 500 feet from any residential unit within Town boundaries, noise generating construction activity shall only be permitted between the following hours/days: Monday Through Friday 8:00 AM through 7:00 PM; Saturday 9:00 AM through 5:00 PM; Sundays 12:00 PM to 5:00 PM. Noise generating construction activity is prohibited on all of the following Federal Holidays: New Year's Day, Martin Luther King Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day and Christmas Day. The Building Official, or his or her designee, may grant an exception for special conditions when requested in

writing and approved by the Building Official, or his or her designee, prior to the start of the noise generating noise activity. The above requirements do not apply to emergency repair work, work for public utility and street repair, street sweeping, garbage collection and emergency response warning systems.

d) For projects more than 500 feet from a residential unit in the Town of Colma, construction hours shall be assigned on a project-by-project basis by the Building Official, or his or her designee, or as established within a project's Conditions of Approval, based on evaluation of potential noise-related impacts on surrounding uses.

4.11.3 IMPACT ANALYSIS AND MITIGATION MEASURES

Standards of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. Noise related impacts are significant if implementation of the project considered would result in any of the following:

- 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?
- Generation of excessive ground borne vibration or ground borne noise levels?
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people who reside or work in the project area to excessive noise levels?

METHODOLOGY

Short-term and long-term impacts associated with transportation and non-transportation noise sources were assessed based on potential increases in ambient noise levels anticipated to occur at noise-sensitive land uses. The existing ambient noise levels in the town of Colma were estimated based on the associated traffic study created for the proposed project by Kittleson & Associates. The associated traffic study included roadway volumes and vehicle distribution percentages for existing conditions (data associated with 2017 conditions) and for future conditions (2040) plus project, which were used to calculate the existing and future noise environment throughout the town of Colma. The Traffic noise levels along major area roadways were calculated using the Federal Highway Administration Traffic Noise Model methodology. For purposes of this analysis, significant increases in ambient noise levels are defined as any increase of 5 dBA or greater, or 3 dBA or greater for roadway segments within proximity of existing residential uses (see the "Human Response to Noise" section above, which describes that a noise increase of 3 dB is considered a just-perceivable difference; and a noise increase of 5 dB is the approximate limit where noticeable change in human response would be expected). The estimated noise environment due to the town's BART station is based on measurements of similar high-speed rail stations in the area.

A detailed list of resources used in the completion of the analysis in this section can be found under References located at the end of the section. Implementation of the proposed project was compared to the existing conditions to determine the impacts due to noise.

IMPACTS

Impact 4.11.1 Implementation of the proposed General Plan Update would not generate temporary or permanent increases in noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (***Less than Significant***).

Ambient noise levels within the Planning Area have the potential to increase temporarily due to the construction of new development. Construction noise impacts typically result from noise generated by the operation of heavy equipment on the project site, as well as from trucks arriving to and departing from the site, which would be an intermittent source of noise. Typical project construction activities normally include demolition, grading/excavation, installation of utilities, and erection of the building. Equipment used in these activities typically include bulldozers, excavators, graders, backhoes, concrete trucks, loaders, and heavy-duty trucks. **Table 4.11-3: Typical Construction Noise Levels at Construction Sites** presents typical exterior noise levels for various construction phases associated with domestic housing projects as well as commercial/institutional projects.

Table 4.11-3: Typical Construction Noise Levels at Construction Sites

Construction Phase	Typical Average Noise Level (L_{eq}, dBA)	
	Domestic Housing	Commercial/Institutional
Ground Clearing	83	84
Excavation	75	79
Foundations	81	78
Erection	65	75
Finishing	72	75
Noise levels associated with all pertinent equipment present on site Noise levels for the loudest equipment item per phase are assumed to be located at 50 feet from an observer, and all other equipment was assumed to be located at 200 feet from the observer.		

* A significant impact would occur if project exceeds the standard listed in the table above

Source: *Noise from construction equipment and operations, building equipment, and home appliances.* (1971). Washington: U.S. Environmental Protection Agency.

Construction activities associated with future development within the Planning Area would be temporary.

Section 2.05.040 of the town of Colma Municipal Code exempts construction noise from the Noise Limitation included in Section 2.05 of the code. Section 5.04.220 of the Municipal Code includes language regarding standard hours of construction, which should be considered for all future development projects within the Planning Area. As presented in Regulatory Framework, noise generating construction activity within a radius of 500 feet from any residential unit within town boundaries should only be permitted between the following hours/days: Monday Through Friday 8:00 AM through 7:00 PM; Saturday 9:00 AM through 5:00 PM; Sundays 12:00 PM to 5:00 PM. Noise generating construction activity is prohibited on all of the Federal Holidays listed in the Regulatory Framework Section above. The Building Official, or his or her designee, may grant an exception for special conditions when requested in writing and approved by the Building Official, or his or her designee, prior to the start of the noise generating noise activity.

For projects more than 500 feet from a residential unit in the town of Colma, construction hours shall be assigned on a project-by-project basis by the Building Official, or his or her designee, or as established within a project's Conditions of Approval, based on evaluation of potential noise-related impacts on surrounding uses. See the Regulatory Framework Section for additional information about the town of Colma Standard Hours of Construction.

All future projects within the Planning Area must adhere to the Standard Hours of Construction limitations delineated in the town of Colma Municipal Code. Since construction activities could temporarily increase the existing ambient noise environment around nearby sensitive receptors, construction noise associated with future development within the planning area should be reviewed on a case-by-case basis, and must adhere to Conditions of Approval and any project-specific quantitative noise standards, if applicable.

Conditions of Approval or other construction noise requirements will vary on a case-by-case basis, however, neither CEQA nor the town of Colma Municipal Code provides quantitative significance thresholds or guidelines for construction noise impacts within the planning area. As such, where quantitative construction criteria apply to future developments within the planning area, project construction noise criteria must be developed on a project-specific basis. Project construction noise criteria should account for the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land use(s). The Federal Transit Administration (FTA) provides several construction noise standards that would apply to future developments within the Planning Area. While the following guidelines may not apply to all developments within the planning area, the following guidelines can be considered reasonable criteria for assessment. If these criteria are exceeded, there may be adverse community reaction. The FTA's general assessment of construction noise standards are summarized in **Table 4.11-4: General Assessment Guidelines for Construction Noise Impacts**.[1]

Table 4.11-4: General Assessment Guidelines for Construction Noise Impacts

Land Use	$L_{eq\ (1\text{-}hr)}$, dBA	
	Day	Night
Residential	90	80
Commercial	100	100
Industrial	100	100

Source: Transit Noise and Vibration Impact Assessment Manual (FTA Report No. 0123). (2018). Federal Transit Administration, Table 7-2

At this time, details about specific construction activities associated with future developments within the planning area are not known. Future projects within the town of Colma will be required to undergo separate CEQA analyses and will be required to mitigate noise effects to a **less than significant** level and no mitigation measures are required.

The proposed project is expected to result in increased traffic noise levels throughout the planning area. To determine the significance of increases in roadway noise levels throughout the town, this analysis considers typical human response to noise, described above. Based on this methodology, all noise level increases in excess of 5 dB are considered significant; noise level increases of 3 dB – that are in proximity to residential land uses – are considered significant. Estimated roadway noise levels associated with existing conditions and Future (2040) plus project conditions, as well as the estimated noise level increase, are presented in **Table 4.11-5: Noise Level Increases over Study Area Roadways**.

[1] *Transit Noise and Vibration Impact Assessment Manual (FTA Report No. 0123)*. (2018). Federal Transit Administration

Table 4.11-5 Noise Level Increases over Study Area Roadways

Roadway	Segment	Noise Level at 50 feet from Roadway Centerline (L_{dn}, dBA)		
		Existing Conditions	Future (2040) + Project Conditions	Increase
Mission Road	North of Lawndale	62.7	63.3	0.6
Hillside Blvd	South of F Street to Lawndale	64.4	65.3	0.9
Hillside Blvd	South of Lawndale	69.3	69.8	0.4
El Camino Real	North of Colma	69.0	71.3	2.3
El Camino Real	South of Colma to Serramonte	68.8	71.2	2.4
El Camino Real	South of Serramonte to Hickey	69.0	70.7	1.6
El Camino Real	South of Hickey	70.6	70.6	0.0
Junipero Serra Blvd	North of Serramonte	68.2	68.7	0.5
Junipero Serra Blvd	South of Serramonte/Philip	71.3	72.0	0.7
I-280	North of Serramonte	87.2	87.2	0.0
I-280	Serramonte to Hickey	86.3	86.3	0.0
I-280	South of Hickey	86.5	86.5	0.0
Lawndale Blvd	West of Hillside to Mission	62.3	63.1	0.9
Serramonte Blvd	West of El Camino Real	65.2	66.0	0.8
Serramonte Blvd	East of El Camino to Hillside	66.7	68.5	1.8
F Street	West of El Camino Real	62.3	64.3	2.0
Collins Ave	West of El Camino Real	60.2	60.4	0.3
Colma Blvd	West of El Camino Real	59.9	60.2	0.3

Source: *CSDA Report, 2020*

As shown in **Table 4.11-5**, all roadway noise increases due to implementation of the proposed general plan are expected to be less than 3 dB; as such, increases in roadway noise are expected to be **less than significant** and no mitigation is required.

Impact 4.11.2 Implementation of the proposed General Plan Update would not result in the generation of excessive groundborne vibration or groundborne noise levels (***Less than Significant***).

Implementation of the town of Colma General Plan Update would consist of many future developments within the planning area. Construction of new development within the planning area has the potential to expose people and buildings to high levels of ground-borne vibration. Although vibration levels from construction activities rarely reach the level of causing building damage, construction-related vibration has the potential to cause annoyance at nearby sensitive receivers. The effects of construction vibration vary depending on the intensity of the construction activities, local soil type, and distance to/land use type of nearby receptors. Construction vibration impacts associated with new development in the planning area would occur from the operation of heavy equipment on the project site. In general, site work and demolition activities typically generate the highest levels of vibration throughout a construction project.

Construction activities associated with future development within the planning area would be temporary. All future projects within the planning area must adhere to the Standard Hours of Construction limitations delineated in the town of Colma Municipal Code. Since construction activities could potentially generate high levels of vibration, construction vibration associated with future development within the planning area should be reviewed on a case-by-case basis and must adhere to Conditions of Approval and any project-specific quantitative vibration standards, if applicable.

At this time, details about specific construction activities associated with future developments within the planning area are not known. Future projects within the town of Colma will be required to undergo separate CEQA analyses and will be required to mitigate vibration effects to a less than significant level. The FTA provides industry-standard construction vibration standards that could apply to future developments within the planning area.[5] While the following guidelines may not apply to all developments within the planning area, the following guidelines can be considered reasonable criteria for assessment. If these criteria are exceeded, there may be adverse community reaction.

The FTA has adopted vibration standards that are used to evaluate potential building damage impacts related to construction activities. The vibration damage criteria adopted by the FTA are shown in **Table 4.11-6: Construction Vibration – Building Damage Criteria**.

Table 4.11-6: Construction Vibration – Building Damage Criteria

Building/Structural Category	Maximum Peak Particle Velocity (PPV), in/sec
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

Source: Federal Transit Administration, 2018. Transit Noise and Vibration Impact Assessment Manual (FTA Report No. 0123), Table 7-5

In addition to vibration impact thresholds related to project-related building damage, the FTA also provides standards that quantify acceptable levels of vibration in terms of human perception. The vibration perception (annoyance) criteria adopted by the FTA are shown in **Table 4.11-7: Construction Vibration – Human Perception**.

[5] *Transit Noise and Vibration Impact Assessment Manual (FTA Report No. 0123)*. (2018). Federal Transit Administration

Table 4.11-7: Construction Vibration – Human Perception (Annoyance Criteria)

Receptor Category	Maximum Vibration Decibel (VdB)[1]	Description of Use
Workshop	90	Distinctly feelable vibration. Appropriate to workshops and non-sensitive areas
Office	84	Feelable vibration. Appropriate to offices and non-sensitive areas
Residential Day	78	Barely feelable vibration. Adequate for computer equipment and low-power optical microscopes (up to 20X)
Residential Night, Operating Rooms	72	Vibration not feelable, but ground-borne noise may be audible inside quiet rooms. Suitable for medium-power optical microscopes (100X) and other equipment of low sensitivity
VC-A	66	Adequate for medium- to high-power optical microscopes (400X), microbalances, optical balances, and similar specialized equipment
VC-B	60	Adequate for high-power optical microscopes (1000X), inspection and lithography equipment to 3 micron line widths
VC-C	54	Appropriate for most lithography and inspection equipment to 1 micron detail size
VC-D	48	Suitable in most instances for the most demanding equipment, including electron microscopes operating to the limits of their capability
VC-E	42	The most demanding criterion for extremely vibration-sensitive equipment

1. *Reference at 1 micro-inch per second*

Source: Federal Transit Administration, 2018. Transit Noise and Vibration Impact Assessment Manual (FTA Report No. 0123), Table 6-6

Vibration impact criteria that would apply to many developments within the planning area are provided above. Future projects within the Town of Colma will be required to undergo separate CEQA analyses and will be required to mitigate vibration effects to a less than significant level. Given the limited potential for construction vibration impacts associated with the General Plan update, effects from construction vibration are considered **less than significant** and no mitigation measures are required.

The General Plan Update does not introduce any new sources of industrial land uses, or transportation sources that would generate significant levels of vibration. Traffic, including heavy trucks traveling on a highway, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage.[6]

[6] *Transportation and Construction Vibration Guidance Manual.* (September 2013). California Department of Transportation

Vibration impacts associated with new zoning or transportation uses are considered **less than significant** and no mitigation measures are required.

Impact 4.11.3 Implementation of the proposed General Plan Update would not expose people residing or working in the Planning Area to excessive noise levels associated with airports (***No Impact***).

As mentioned above, the entire town of Colma is outside of the CNEL 65 dBA noise contour associated with the San Francisco International Airport.[7] People residing or working in the Planning Area are not expected to be exposed to excessive noise levels associated with airports. There would be **no impact** related to noise levels associated with airports and no mitigation measures are required.

[7] https://www.flysfo.com/community/noise-abatement/sfo-part-150-study/noise-exposure-map-report

REFERENCES

Documents

Washington: U.S. Environmental Protection Agency. (1971). *Noise from construction equipment and operations, building equipment, and home appliances.*

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This section of the Draft Program Environmental Impact Report (Draft PEIR; DPEIR) describes the existing population and housing and employment opportunities within the Town of Colma's 2040 General Plan Planning Area (Planning Area). It analyzes the potential growth and employment opportunities that could occur within the Planning Area as a result of the implementation of the proposed Town of Colma 2040 General Plan Update (GPU). This section also identifies the potential impacts of implementing the proposed project on such resources as well as the appropriate proposed General Plan policies that reduce the identified impacts. Population, housing and employment data for this section was obtained from websites of public agencies such as the U.S. Census Bureau (Census) and the California Department of Finance (DOF), and from 2010 Census of Population and Housing forecasts for the Planning Area (American Community Survey, 2020).

4.12.1 EXISTING SETTINGS

REGIONAL

The town of Colma (Town; town) is a small, incorporated town in northern San Mateo County (county), California, on the San Francisco Peninsula, one of nine counties in the San Francisco Bay Area. The county encompasses 20 incorporated cities: Atherton, Belmont, Brisbane, Burlingame, Colma, Daly City, East Palo Alto, Foster City, Half Moon Bay, Hillsborough, Menlo Park, Millbrae, Pacifica, Portola Valley, Redwood City, San Bruno, San Carlos, San Mateo, South San Francisco and Woodside. The county's 2020 population was estimated at 773,244. Of this total population, about 1 percent reside in the unincorporated county and the remaining 99 percent reside in the county's incorporated cities (**Table 4.12-1: San Mateo County Population Estimates**) The County's 2040 population is projected to be about 838,724 persons with an average annual projected growth rate of about 0.8 percent.

Table 4.12-1: San Mateo County Population Estimates

Location	2010 Population	2015 Population	2020 Population	Annual Growth Rate
Atherton	6,914	6,935	7,070	0.25%
Belmont	25,835	26,748	27,174	0.57%
Brisbane	4,282	4,541	4,691	1.06%
Burlingame	28,806	29,890	30,317	0.58%
Colma	1,454	1,480	1,504	0.44%
Daly City	101,072	105,810	109,122	0.88%
East Palo Alto	28,155	29,137	30,499	0.92%
Foster City	30,567	32,390	33,693	1.13%
Half Moon Bay	11,324	12,051	12,631	1.27%
Hillsborough	10,825	11,420	11,769	0.96%
Menlo Park	32,026	33,273	35,790	1.3%
Millbrae	21,532	22,898	23,154	0.83%
Pacifica	37,234	38,551	38,674	0.42%
Portola Valley	4,353	4,527	4,659	0.78%
Redwood City	76,815	81,838	85,319	1.22%
San Bruno	41,114	44,409	45,257	1.11%
San Carlos	28,406	29,449	29,864	0.57%
San Mateo	97,207	101,429	104,570	0.84%
South San Francisco	63,632	66,193	67,078	0.60%
Woodside	5,287	5,539	5,615	6.20%
Balance of County	61,611	64,615	66,027	0.79%
Incorporated	656,840	688,508	708,458	0.87%
San Mateo County Total	**718,451**	**753,123**	**774,485**	**0.86%**

Source: Population: California Department of Finance, E-5 Report; January 1, 2019

LOCAL

Based on the most current population counts, the town of Colma's population is approximately 1,454 persons (Department of Finance (DOF), 2020) (**Table 4.12-2, Town of Colma Population and Housing Growth Projections**). The town's growth rate has been modest with an average annual rate of growth at 0.44%. This growth rate is lower than that of neighboring communities Daly City (0.88%) and South San Francisco (0.60%) as well as San Mateo County (0.86%).

Data from the Bay Area Association of Governments (ABAG) estimates that the town's household count will grow moderately in 2020, from 490 to an estimated total of 660 households in 2040 (1.7%), as shown in **Table 4.12-3: Town of Colma Estimated Household Income**.

Table 4.12-2: Town of Colma Population and Household Growth Projections

	2020	2025	2040	2020-2025 Change	2020-2040 Change	Avg. Annual Change
Population	1,504	1,776	2,269	0.18%	0,28%	2.54%
Household	490	530	660	0.08%	0.26%%	1.73%

Source: ABAG Growth Projections: Plan Bay Area 2040 and 2015 Colma Housing Element

In 2018, the town had a median household income of $97,500 (**Table 4.12-3, Estimated Household Income**). This higher than the statewide average of $71,805 (2017) and slightly lower than the median income for San Mateo County which was $105,667 in 2018.

Table 4.12-3: Town of Colma Estimated Household Income

Income Range	Percent of Households
Less than $10,000	4.3%
$10,000 to $14,999	3.0%
$15,000 to $24,999	5.8%
$20,000 to $24,999	2.2%
$25,000 to $34,999	3.6%
$35,000 to $49,999	6.5%
$50,000 to $74,999	11.2%
$75,000 to $99,999	16.8%
$100,000 to $149,999	20.7%
$150,000 to $199,999	15.9%
$200,000 or more	11.9%
Total	**100.0%**
Median Household Income	**$97,500**

Source: 2013-2017 American Community Survey 5-Year Estimates

Population and Housing Projections

The Association of Bay Area Governments (ABAG) periodically releases regional projections for population, households, total jobs, and employed residents. Their most recent projections released in 2013 cover the period between 2010 and 2040.

ABAG projects that the town of Colma's population will grow moderately from 2020 to 2040, with an average annual growth rate (AAGR) of 2.54 percent. As shown in **Table 4.12-2**, the town's population is projected to grow to 2,269 by 2040, an increase of almost 765 residents from the 2020 population of 1504. Households are expected to grow at a similar Average Annual Growth Rate (AAGR) of 1.73 percent, and a total household count of 660 by 2040 (**Table 4.12-1**). This is an increase of 170 households from 2020 through 2040 ABAG projects that San Mateo county will have an AAGR in population of 0.84 percent through 2040, less than the projected growth rate for the town of Colma. The projected household growth rate for San Mateo county expects to average 0.70 percent during this period.

Affordable Housing Needs

The town owns one affordable housing unit and a small senior housing apartment complex called Creekside Villas. Vacancies in these facilities are rare and are managed for the town by a property management consultant, Hildebrand Properties. The Association of Bay Area Governments (ABAG) has developed a Regional Housing Needs Analysis (RHNA) allocation plan for the town of Colma. The total housing growth need for the town identified for the 2015-2023 planning period, is 20 extremely low/very low-income, 8 low-income, 9 moderate-income, 22 above moderate-income (market) for a total of 59 units (San Francisco Bay Area, 2015). ABAG is in the process of developing the 6th cycle RHNA allocation plan which will cover a planning period of 2022 through 2030.

Employment Trends

The town's projected growth trends are similar to the trends for San Mateo county, and generally show a slightly lower growth rate than the San Francisco Bay Area. The jobs-housing balance is the ratio of jobs to housing in a given metropolitan sub-area. It may be considered at the metro/regional level, or that of a municipality, or an area linked by commuter transit means. If jobs-housing balance is too high, adequate housing may be unaffordable or unavailable to workers in that area, leading to issues such as housing unaffordability and traffic congestion from in-commuting workers. If jobs-housing balance is too low, this may indicate inadequate job availability for area residents.

Based on data from the Association of Bay Area Governments (ABAG), the town's employment base is expected to grow by an average of 0.30 percent, from 4,070 jobs in 2020 to an estimated 4,315 jobs in 2040, as shown in **(Table 4.12-4: San Mateo County Projected Employment by Sector**). The greatest growth is anticipated to occur in the retail sector. In comparison, San Mateo county job growth is expected to be greatest in health, educational and recreational and financial and professional services.

Table 4.12-4: San Mateo County Projected Employment by Sector

Location	2020	2040 (Est.)	Projected Annual Growth Rate
Colma Total Jobs	**4,070**	**4,315**	**0.30%**
Agricultural and Natural Resources	5	5	0%
Manufacturing, Wholesale and Transportation	150	155	0.17%
Retail	2,180	2,435	0.58%
Financial and Professional Services	140	140	0%
Health, Educational, and Recreational Services	1,160	1,135	-0.11%
Information, Government and Construction	440	450	0.11%
San Mateo County Total Jobs	**319,275**	**472,845**	**2.40%**
Agricultural and Natural Resources	2,460	2,440	-0.04%
Manufacturing, Wholesale, and Transportation	55,850	48,305	-0.67%
Retail	37,530	39,675	0.28%
Financial and Professional Services	130,365	169,620	1.5%
Health, Educational, & Recreational Services	104,175	134,400	1.45%
Information, Government and Construction	68,900	77,605	0.63%
Bay Area Total Jobs	**4,136,190**	**4,698,375**	**0.68%**
Agricultural and Natural Resources	24,865	24,380	-0.09%
Manufacturing, Wholesale, and Transportation	523,320	518,740	-0.04%
Retail	364,515	398,175	0.46%
Financial and Professional Services	253,580	234,545	-0.37%
Health, Educational, and Recreational Services	1,178,130	1,479,410	1.28%
Information, Government and Construction	870,990	949,685	0.45%

Source: ABAG Projections: Plan Bay Area 2040

4.12.2 REGULATORY FRAMEWORK

FEDERAL

Department of Housing and Community Development

The State Department of Housing and Community Development (HCD) is responsible for determining the regional housing needs for all jurisdictions in California and ensuring the availability of affordable housing for all income groups.

STATE

Senate Bill 375

Senate Bill 375 (SB 375) or the Sustainable Communities and Climate Protection Act of 2008 establishes a process for the California Air Resources Board (CARB) to implement the state's global warming legislation for the transportation sector. CARB is required to adopt regional greenhouse gas targets for emissions associated with the automobile and light truck sector. SB 375 requires Metropolitan Planning Organizations such as the Metropolitan Transportation Commission (MTC) to develop a Sustainable Communities Strategy (SCS)—a new element of the Regional Transportation Plan (RTP)—to strive to reach these Greenhouse Gases (GHG) reduction targets. SB 375 ties the regional housing needs assessment (RHNA) process to the RTP process, requires local governments to rezone their general plans consistent with the updated housing element within three years of adoption, and provides that RHNA allocations must be consistent with the development pattern in the SCS. It moves the RHNA process to an eight-year cycle from the current five-year one.

Assembly Bill 2853

Through its role as the San Francisco Bay Area's Council of Governments, the Association of Bay Area Governments (ABAG) has been designated by the State of California and the Federal government as the official comprehensive planning agency for the San Francisco Bay Area. Assembly Bill 2853 (AB 2853), enacted in 1980, requires all cities to address their regional "fair share allocation" of housing needs by income group in their General Plan Housing Elements. ABAG allocates housing needs for each city and county in the region according to four specified income levels, so that each jurisdiction can make plans to provide for its "fair share" of regional housing needs by income group, pursuant to California Government Code Section §65584(a). ABAG reviews projects of regional significance for consistency with regional plans and is also responsible for preparation of the Regional Housing Needs Assessment (RHNA), ABAG's locally adopted Regional Housing Needs Allocation and the San Francisco Bay Area Housing Needs Plan, provide a policy guide for planning the region's housing, economic development, environmental quality, transportation, recreation, and health and safety.

Housing Element Law

California State law for Housing Elements (California Government Code Article 10.6) requires each city and county to prepare and maintain a current Housing Element as part of the community's General Plan. This requirement allows California to attain a statewide goal of providing "decent housing and a suitable living environment for every California family." Under state law, housing elements must be updated every eight years and reviewed by the State Department of Housing and Community Development.

LOCAL

Inclusionary Housing City Ordinance

The town of Colma participated in a San Mateo county-wide housing impact nexus study to examine the impacts that market rate development has on the need for affordable housing in an area. Since that study was completed, the town has completed a financial feasibility analysis to determine potential impact fee amounts for future residential and commercial development. On January 11, 2017, the Town Council adopted an Inclusionary Housing Ordinance. The Ordinance includes both commercial and residential linkage fees, fees on commercial and market-rate residential development that are used solely to help build affordable housing for lower-income residents, based on the findings from the County-wide housing impact nexus study and the financial feasibility analysis for the town of Colma. It also establishes an inclusionary housing requirement for new for-sale housing. Projects resulting in twelve or less units have the option to pay in-lieu fees, while projects resulting in more than 12 units must build affordable units on-site. Ultimately, the fees from the Inclusionary Housing Ordinance will provide financial resources to assist in development of affordable housing units.

Town of Colma Zoning Ordinance

The town of Colma's Zoning Regulations were last updated in 2018. The Town's Zoning Ordinance set up the guidelines for a design review (DR) zone, to serve in addition to and lay over the land use zones set forth in the municipal code. The purpose of the zone is to achieve a consistent site, landscape and building design theme in those areas where it is applied. The DR zone will require extra design standards on top of the existing zoning. The regulations specify land uses, densities, and intensities for various zoning districts, each with its own chapter.

4.12.3 IMPACT ANALYSIS

Standards of Significance

The impact analysis provided below is based on the following State California Environmental Quality Act (CEQA) Guidelines Appendix G thresholds of significance. Population and housing impacts are considered to be significant if implementation of the project considered would result in any of the following:

- 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)
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere

METHODOLOGY

Evaluation of potential population and housing impacts of the proposed Town of Colma General Plan Update was based primarily on information gathered from the United States Department of Finance and United States Census. A detailed list of resources used in the completion of the analysis in this section can be found under References located at the end of the section. Implementation of the proposed project was compared to the existing conditions to determine the impacts due to population and housing.

IMPACTS

Impact 4.12.1 Implementation of the proposed General Plan Update will 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) (***Less than Significant***).

The proposed General Plan Update (GPU) could accommodate limited additional growth through mixed use development, single-family uses, as well as through the expansion of existing business locations. The 2040 GPU proposes updates to the town's existing planning areas, simplifying the town's existing planning areas into five new planning areas that are consistent with the present condition of the town and the vision of the City Council. The planning areas include development standards such as height, FAR, and density as well as development standard bonuses for specific uses in opportunity sites. In addition, the proposed GPU introduces new land uses such a medium density residential land use that is consistent with current developments and a commercial overlay over vacant and underutilized cemetery land east of Hillside Boulevard. The 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively.

Implementation of the proposed General Plan Update is expected to result in a total 2,269 people within the Planning Area at buildout (2040). This represents an increase of approximately 765 persons (from a current population of 1,504 people) over the next 20 years, within the Planning Area.

Since the proposed Project is an update to the town's existing General Plan (including the Land Use and Circulation elements as well as the Climate Action Plan), the project by itself does not propose any specific development at this time. There will be a slight buildout of jobs and housing under future development proposed by the GPU. Cemetery land uses account for approximately 75% of the town's land area, while approximately 13% of land area is available for residential and commercial uses. Population projections by the Association of Bay Area Governments (ABAG) only increase the town's population by approximately 765 people (from 1,5054 in 2010 to 2,269 in the Buildout Year of 2040) and by 328 households between 2010 and 2040 (Buildout Year). There should not be any substantial unplanned development or population growth in the town of Colma under full buildout of the GPU. Moreover, any population growth in the town over the next 20 years would still remain within the growth levels projected Statewide.

Proposed General Plan Update Policies

The following proposed General Plan policies address future population growth for the town:

Policy LU-1-1: **General Plan Land Use Diagram**. Maintain and implement a Land Use Diagram for purposes of describing the types of allowed land uses by geographic location and the density and/or intensity of allowed uses within each designation.

Policy LU-1-2: **Zoning Consistency**. Ensure that zoning designations are consistent with the General Land Use Diagram.

Policy LU-1-3: **Balance New Development with Existing Setting**. Prioritize new and higher density development consistent with the Town's Planning Areas to ensure new development is context sensitive and contributes to creating a strong sense of place. New

development shall serve to protect and enhance the positive aesthetic qualities of the Town and each geographic area.

Policy LU-1-5: **Clear and Predictable Development Standards**. Strive to adopt and communicate clear and predictable development standards to ensure new development meets the expectations of the Town.

Even though the town of Colma is expected to be fully developed by the buildout year of 2040, implementation of the Land Use policies under the General Plan Update would keep this impact to **less than significant** levels and no mitigation measures are required.

Impact 4.12.2 Implementation of the proposed General Plan Update would not result in the displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere (***Less than Significant***).

While the 2040 GPU does not directly propose any new development, now, or within the GPU's planning horizon of 20 years, the General Plan Update would allow for the future development of currently vacant lands or the expansion of already developed areas. As discussed earlier, the proposed growth would be concentrated on the five planning areas proposed under the 2040 GPU. However, it should be noted that the town of Colma is limited in its areas of additional new housing, which are anticipated to be more mixed-use, multi-family housing than single-family uses. Since the total number of dwelling units can only increase by 328 units up to 2040, displaced residents, if any, should be able to find replacement housing within the Town.

Proposed General Plan Update Policies

The following proposed General Plan policies address future population growth for the town:

Policy LU-1-1: **General Plan Land Use Diagram**. Maintain and implement a Land Use Diagram for purposes of describing the types of allowed land uses by geographic location and the density and/or intensity of allowed uses within each designation.

Policy LU-1-3: **Balance New Development with Existing Setting**. Prioritize new and higher density development consistent with the Town's Planning Areas to ensure new development is context sensitive and contributes to creating a strong sense of place. New development shall serve to protect and enhance the positive aesthetic qualities of the Town and each geographic area.

Policy LU-3-3: **Adequate and Affordable Housing.** The Town shall continue to provide opportunities for a variety of housing types at varying densities and affordability levels.

Policy LU-4-2: **Adequacy to Serve New and Existing Developments.** The Town shall continue to ensure that new and existing developments can be adequately served by municipal services and facilities in accordance with Town standards.

Implementation of Policies LU-1-1, LU-1-2, LU-1-3 and LU-1-5 would further ensure that the impacts to the displacement of existing population is a **less than significant impact** and no mitigation measures are required.

REFERENCES

Documents

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This section of the Draft Program Environmental Impact Report (Draft PEIR; DPEIR) describes the existing conditions for fire and police protection, public schools, and parks within the Town of Colma (Town; town) 2040 General Plan Planning Area (Planning Area). It includes the regulatory framework necessary to assess potential environmental impacts from the General Plan Update and identifies the potential impacts of implementing the proposed project on such resources. This section also identifies the appropriate proposed General Plan goals, policies and implementation measures that reduce the identified impacts.

4.13.1 FIRE PROTECTION

4.13.1.1 EXISTING SETTING

LOCAL

Fire protection is provided to the town of Colma by the Colma Fire Protection District (District). For additional protection to the communities it serves, this District is part of the automatic aid agreement throughout San Mateo County. The California Division of Forestry protects the San Bruno Mountain State Park. The town of Colma Fire Station is located just north of the town at 50 Reiner Street, near San Pedro Road (***Figure 4.13-1: Local Fire and Police Facilities***).

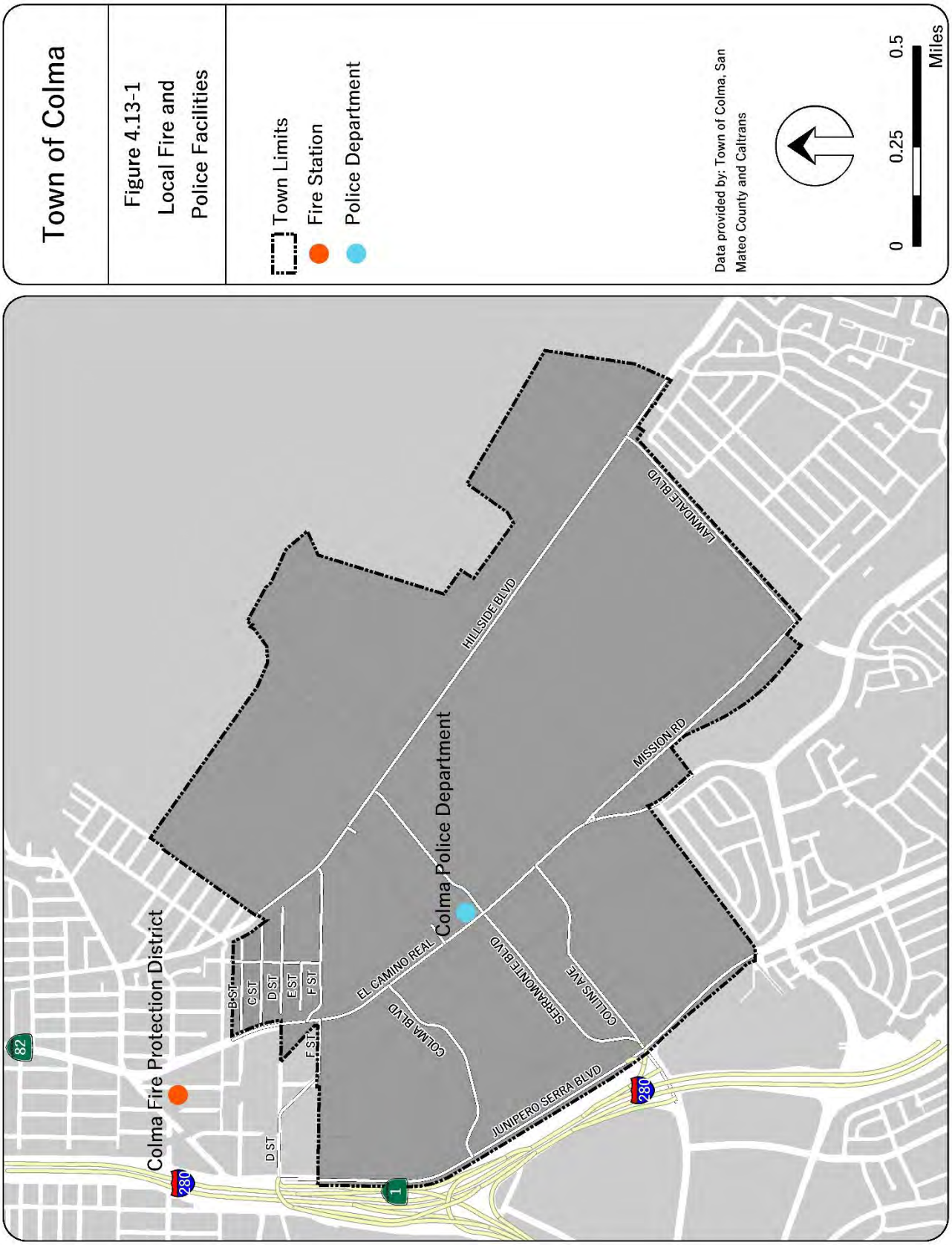
The station is manned by 36 part time, paid on-call fire fighters and three salaried full-time personnel (Chief, Deputy Fire Marshal and Staff Captain). The fire district has a paramedic on duty 24 hours a day ready to respond to any call for medical assistance. In addition, all the members are certified as fully trained firefighters able to mitigate any emergency.

Facilities and Equipment

The Colma Fire Protection District (Fire Protection District) is made up of 36 paid on-call fire fighters and three salaried part time personnel (Chief, Deputy Fire Marshal, and EMS Captain). Per the Fire Protection District's mutual aid agreement, the Colma Fire Protection District responds to calls within the town limits and the surrounding unincorporated areas including the Broadmoor neighborhood. The Fire Protection District's available equipment consists of three 1,500 gallon per minute capacity fire engines and one 100-foot aerial ladder truck and one squad truck (T85), The Fire District also supports one of the three breathing support units for San Mateo County.

Response Times and Service Standards

The fire station for the town is located at 50 Reiner Street in unincorporated town of Colma. The volunteers have an average response time of two to four minutes. The time it takes to respond to an emergency is important because of the critical care period (seven to eight minutes) needed for physical health emergencies, and of the increasing intensity and spread of fire. The town's fire protection services are evaluated by the Insurance Service Office (ISO). This rating, known as a Public Protection Classification (PPC), is utilized by many insurance providers to calculate insurance premiums within the district. Ratings range from 1 to 10, with Class 1 rating typically representing superior property fire protection, and Class 10 indicating that the area's fire-suppression program does not meet ISO's minimum criteria. An ISO rating is partially based on such factors as available water supply, manpower and equipment. The town's Fire District's ISO rating is 5, which is an improvement from their previous rating of 6.


Town of Colma
Figure 4.13-1
Local Fire and
Police Facilities
Town Limits
Fire Station
Police Department
Data provided by: Town of Colma, San Mateo County and Caltrans
0
0.25
0.5
Miles
Colma Fire Protection District
Colma Police Department
B ST
C ST
D ST
E ST
F ST
D ST
F ST
EL CAMINO REAL
COLMA BLVD
HILLSIDE BLVD
SERRAMONTE BLVD
COLLINS AVE
MISSION RD
LAWNDALE BLVD
JUNIPERO SERRA BLVD
82
280
1
280

4.13.1.2 REGULATORY FRAMEWORK

FEDERAL

National Fire Protection Association

The National Fire Protection Association (NFPA) is an international nonprofit organization that provides consensus codes and standards, research, training, and education on fire prevention and public safety. The NFPA develops, publishes, and disseminates more than 300 consensus codes and standards intended to minimize the possibility and effects of fire and other risks. The NFPA publishes the NFPA 1, Uniform Fire Code, which provides requirements to establish a reasonable level of fire safety and property protection in new and existing buildings.

STATE

California Office of Emergency Services

Cal OES is the Emergency Management authority for the State of California. The California Governor's Office of Emergency Services (OES) began as the State War Council in 1943. With an increasing emphasis on emergency management, it officially became OES in 1970. The State of California passed the California Emergency Services Act in 2013, requiring Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. Non-compliance with SEMS could result in the State withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster.

California Fire Code

The California Fire Code establishes regulations to safeguard against hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. It incorporates the Uniform Fire Code with necessary California amendments. This code prescribes regulations consistent with nationally recognized good practices for the safeguarding, to a reasonable degree, of life and property from the hazards of fire explosion. It also addresses dangerous conditions arising from the storage, handling, and use of hazardous materials and devices; conditions hazardous to life or property in the use or occupancy of buildings or premises; and provisions to assist emergency response personnel. The Fire Code includes regulations regarding fire resistance rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas.

California Occupational Safety and Health Administration

In accordance with the California Code of Regulations, Title 8 Sections 1270 "Fire Prevention" and 6773 "Fire Protection and Fire Fighting Equipment," the California Occupational Safety and Health Administration (OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire housing sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

LOCAL

Colma Fire Protection District

The Colma Fire Protection District is a volunteer fire station that serves the town of Colma and unincorporated areas of Broadmoor. The fire district is unique in the bay area in that it is a paid on-call department whose members respond from home or work 24 hours a day 7 days a week. The fire district also has a paramedic on duty 24 hours a day ready to respond to any call for medical assistance. The District follows the regulations and standards established in the California Fire Code to provide acceptable levels of fire protection in its service area which includes the Town of Colma.

California Fire Assistance Agreement (CFAA)

The Town of Colma participates in the California Fire Assistance Agreement. The CFAA outlines the negotiated reimbursement terms and conditions for local fire agency responses through the California Fire Service and Rescue Emergency Mutual Aid System. It allows the State of California and Federal Fire Agencies to utilize local government firefighting personnel and equipment and emergency assistance to the State of California and to Federal Fire Agencies.

This Agreement also continues to allow the agencies to request the deployment of volunteer firefighters who respond to emergencies throughout the state. Volunteer firefighters make up more than 30% of available local government firefighting personnel in California. Key terms of the Agreement include fair and equitable reimbursement, transparency and ensuring for the needs of the California Fire Service.

San Mateo County Pre-Hospital Emergency Services JPA (ALS JPA)

The San Mateo County Pre-Hospital Emergency Medical Services Group (JPA), comprised of City of Brisbane, City of Burlingame, City of Daly City, City of Foster City, Town of Hillsborough, City of Millbrae, City of Pacifica, City of Redwood City, City of San Bruno, City of San Carlos, City of San Mateo, City of South San Francisco, Belmont Fire Protection District, Coastside Fire Protection District, Colma Fire Protection District, County of San Mateo, Menlo Park Fire Protection District and Woodside Fire Protection District, provides Countywide paramedic first responder services prior to the arrival of an AMR ALS ambulance, except within the City of South San Francisco.

The JPA provides a valuable service to the residents and visitors of San Mateo County. Pursuant to this Agreement, the JPA will staff ALS fire first response vehicles to respond to 9-1-1 emergency medical requests in the Urban areas within 6:59 minutes vs the California Standard of 8:00 minutes. This quick response allows AMR to extend ALS ambulance response times to 12:59 minutes while the patient is receiving initial ALS medical care from JPA first response paramedics. AMR will provide funding for the JPA first response services to the EMS Agency.

Colma Municipal Code Section 1.17 – Colma Disaster Council

The purpose of Chapter 1.17 of the Colma Municipal Code is to provide for the preparation and implementation of plans for providing materials and services within the town in the event of an emergency, to empower certain town officials to promulgate orders and regulations necessary to provide for the protection of life and property or to preserve public order and safety, and to provide for the coordination of the emergency services functions of the town with all other public agencies, corporations, organizations, and affected private persons.

4.13.1.3 IMPACT ANALYSIS

Standards of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. Public Services impacts are considered to be significant if implementation of the project considered would result in any of the following:

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

METHODOLOGY

Evaluation of potential fire impacts of the proposed Town of Colma General Plan Update was based on the availability and distance of fire-stations to the town's residences and businesses, as well as review of the applicable fire codes and regulations and other relevant literature. A detailed list of reference material used can be found at this end of this section. This material was then compared to the proposed GPU's specific fire service-related impacts.

IMPACTS

Impact 4.13.1 Project implementation would not result in adverse physical impacts associated with the provision of new or physically altered fire protection services and facilities for the town of Colma (***Less than Significant***).

The town of Colma is primarily built out and all new development would primarily come from infill redevelopment with limited new areas for commercial and residential uses. The 2040 GPU proposes few changes that could potentially alter the future development proposed in the town. The proposed GPU updates the town's existing planning areas, simplifying the town's existing planning areas into five new planning areas that are consistent with the present condition of the town and the vision of the City Council. In addition, the proposed GPU introduces new land uses such a medium density residential land use that is consistent with current developments and a commercial overlay over vacant and underutilized cemetery land east of Hillside Boulevard. The 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively.

Implementation of the proposed General Plan Update is expected to result in a total 2,269 people within the Planning Area at buildout (2040). This represents an increase of approximately 765 persons (from a current population of 1,504 people) over the next 20 years, within the Planning Area. However, even the limited redevelopment and growth would result in increased demand for fire protection services over the town's Planning Area buildout.

Though not located within its boundaries, the town is serviced by a fire station located less than one mile to the north of the town limit. The proposed GPU does not identify the location of any new fire stations

within the town's boundaries nor does it require future development to provide a site for a fire station. Should the future residential and commercial uses in the town of Colma require additional fire protection services and stations, these would be addressed in the appropriate project-level environmental document prepared at that time. Also, any new development would be subject to California Fire Code regulations regarding fire resistance rated construction, fire protection systems, appropriate fire apparatus access, means of egress, and fire safety during construction and operation. For the following reasons, the GPU would not result in adverse physical impacts associated with the provision of new or physically altered fire protection services and facilities, and impacts would be less than significant.

Proposed General Plan Update Policies

The following proposed General Plan policies address fire safety for the Town of Colma:

Policy CS-4-1: **Alternate EOC.** Establish an alternative Emergency Operations Center (EOC) if the existing EOC is not operational during a fire event.

Policy CS-4-2: **Mutual Aid Agreements.** The Town shall continue to participate in San Mateo County mutual aid agreements related to fire protection.

Policy CS-4-3: **Fire Prevention Education**. Provide regular public education and fire safety programs to the Town's residents and businesses.

Policy CS-5-1: **Adequate Water Supplies.** Require new development projects to document adequate water supplies for fire suppression.

Policy CS-5-2: **Removal of Fire Hazards.** Ensure the Town's code enforcement programs promote the removal of fire hazards such as (but not limited to) litter, rubbish, overgrown vegetation, and dilapidated or abandoned structures**.**

Policy CS-5-3: **Building Fire Codes.** Require that all buildings and facilities comply with local, State, and federal regulatory standards, such as the California Building and Fire Codes as well as other applicable fire safety standards. **Building Fire Codes**. Require that all buildings and facilities within the Town comply with local, state, and federal regulatory standards such as the California Building and Fire Codes as well as other applicable fire safety standards.

Policy CS-5-4: **Urban Fire Risks**. Work with the Colma Fire Protection District to maintain an ongoing fire inspection program to reduce fire hazards associated with multifamily development, critical facilities, public assembly facilities, industrial buildings, and nonresidential buildings.

Implementation of the policies described above would further reduce any impacts relating to fire protection services to **less than significant** and no mitigation is required.

4.13.2 LAW ENFORCEMENT SERVICES

4.13.2.1 EXISTING SETTING

LOCAL

The town of Colma has its own police department located across the street from Town Hall at 1199 El Camino Real. The town of Colma Police Department provides law enforcement service, responding to public safety calls, providing traffic safety and security for public events, and handing calls for assistance. Among the staff they also have a motorcycle officer, bicycle patrol officers, a member attached to the Daly

City/North County Special Weapon and Tactics team, tactical dispatchers, a Community Service Officer and a Reserve Police Officer Program.

The town of Colma's Police Station is located at 1199 El Camino Real (***Figure: 4.31-1***). The Department personnel includes a chief, a commander, 5 sergeants, 12 sworn officers, a communications and records supervisor, 3 dispatchers, 5 per diem dispatchers, a community service officer/administrative technician, 2 part time community service officers and an administrative technician. Counting both sworn officers and sergeants, there are a minimum of two officers per shift. The Department has 8 patrol cars, one community service officer truck, one motorcycle and one electric motorcycle. Average response time to a call for service is less than two minutes.

4.13.2.2 REGULATORY FRAMEWORK

FEDERAL

No federal regulations are directly related to this section of the PEIR.

STATE

No state regulations are directly related to this section of the PEIR.

LOCAL

San Mateo County Local Hazards Mitigation Plan

In 2016, San Mateo County, in coordination with 18 of its incorporated municipalities and multiple special districts, made a comprehensive update to its Local Hazard Mitigation Plan (LHMP). The LHMP serves many purposes such as enhancing public awareness, creating a decision tool for management, promoting compliance with State and Federal program requirements, enhancing local policies for hazard mitigation capability, supporting viability after a hazard event, and providing inter-jurisdictional coordination.

Colma Municipal Code Chapter 1.16: Town of Colma Police Training and Public Safety Dispatchers

A police reserve force is established in Chapter 1.16 of the Colma Municipal Code, Police Training and Public Safety Dispatchers. The Chief of Police, or his or her designee is empowered to deputize or appoint qualified persons as Level I, Level II or Level III reserve police officers pursuant to Sections 830.6 and 832.6 of the California Penal Code.

Colma Municipal Code Chapter 1.17: Town of Colma Disaster Council Chapter

The purpose of Chapter 1.17 of the town's Municipal Code sets up a Disaster Council whose purpose is to provide for the preparation and implementation of plans for providing materials and services within the town in the event of an emergency, to empower certain town officials to promulgate orders and regulations necessary to provide for the protection of life and property or to preserve public order and safety, and to provide for the coordination of the emergency services functions of the town with all other public agencies, corporations, organizations, and affected private persons.

4.13.2.3 IMPACT ANALYSIS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Following PRC Sections §21083.2 and §21084.1, and Section §15064.5 and Appendix G of the State CEQA Guidelines, Public Services impacts are considered to be significant if implementation of the project considered would result in any of the following:

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

METHODOLOGY

Evaluation of potential law enforcement impacts of the proposed Town of Colma General Plan Update was based on a review of the town's existing General Plan. A detailed list of reference material used can be found at this end of this section. This material was compared to the proposed GPU's specific law enforcement-related impacts. The impact analysis below focuses on whether those impacts would have a significant effect on the physical environment.

IMPACTS

Impact 4.13.2 Project implementation would not result in additional law enforcement protection services and facilities for the town of Colma that would have had the potential to result in physical environmental impacts (***Less than Significant***).

The 2040 GPU updates the town's existing planning areas, simplifying the town's existing planning areas into five new planning areas that are consistent with the present condition of the town and the vision of the City Council. The planning areas would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively.

The town of Colma's police protection is provided by 33 employees consisting of 19 sworn officers and supporting personnel. The town's police department is located at the center of the town at 1199 El Camino Real. The Department provides dispatch and detective services, community service outreach, and participates in the Daly City/North San Mateo County Special Weapons and Tactics (SWAT) team.

The Department is organized into four divisions: Administration, Patrol, Communications, and Grants, each with specific duties and staff. The Administration, Communications, and Grants divisions provide oversight, clerical and record keeping services, funding and officer training costs of the entire police department. The department's Police Patrol Division responds to all security service related needs, enforces traffic laws, investigates crimes against people and property, and addresses neighborhood quality of life issues.

Future growth under the town's 2040 GPU may result in the increased need for additional law enforcement officials. It is anticipated that the town may increase its current population of 1,504 persons and 490 households to about 2,269 persons and 660 households. This constitutes a 0.28% change in population and a 0.26% change in the number of households under the GPU buildout year and may result in a small increase to the town's police force. The national average of police officer per residents is approximately 2.4 officers per 1,000 residents (FBI Police Employee data, 2011). Therefore the town would need approximately two or three additional officers on its police force, under the 2040 GPU buildout.

Proposed General Plan Update

The following proposed General Plan policies address law enforcement for the town of Colma:

Policy CS-8.1: **Staffing Levels.** Maintain sufficient police staffing levels, including sworn officers and volunteer support, necessary to meet current and projected community needs.

Policy CS-8.2: **Facilities Planning.** Develop, maintain, and implement a Police Department Facilities Master Plan that guides the provision of equipment, facilities, training.

Policy CS-8.3: **Response Times.** Identify, monitor, and achieve appropriate minimum police response times of no more than 10 minutes, for all call levels.

Policy CS-8.4: **Communication.** Encourage and maintain two-way communication with the Town of Colma community to facilitate effective policing.

Implementation of the policies described above would ensure that new development or redevelopment would be accommodated by appropriate police protection services thus reducing the environmental impacts to **less than significant** and no mitigation is required.

4.13.3 SCHOOLS, LIBRARIES, PARKS AND RECREATION FACILITIES

The town of Colma does not have any schools and libraries within its jurisdictions. Town residents utilize these services from the neighboring communities of the cities of San Francisco, South San Francisco, and Daly City.

4.13.4 RECREATION

4.13.4.1 EXISTING SETTINGS

REGIONAL

San Francisco Bay National Wildlife Refuge

The San Francisco Bay National Wildlife Refuge is 23,000 acres and is owned by the Federal government and operated by the Fish and Wildlife Service of the U.S. Department of the Interior. The Refuge is located in the South Bay and contains lands located in San Mateo, Santa Clara and Alameda Counties. That portion within the San Mateo County (County; county) contains approximately 1,863 acres. The Refuge offers environmental, educational and wildlife opportunities for visitors.

Golden Gate National Recreation Area

The Golden Gate National Recreation Area (GGNRA) was established to preserve public use open space lands of significant natural, historic, scenic and recreational value. Approximately 23,000 acres of land in San Mateo county has been authorized for inclusion in this Federal government facility operated by the National Park Service of the U.S. Department of the Interior. Included with the new boundaries of the GGNRA are certain public parks and beaches located in the cities of Pacifica, Daly City and Sweeney Ridge in unincorporated San Mateo county.

Also included in the GGNRA are the watershed properties owned by the city and county of San Francisco. These properties are regulated by scenic and recreation easements, granted to the city and county of San Francisco, the state of California, the Federal government and San Mateo County.

State of California

The State Department of Parks and Recreation owns and operates 8,353 acres of recreational facilities in San Mateo county in the form of parks, beaches, and marine reserves. These facilities are located along the coast and in the southern portion of the county.

County of San Mateo

Through the Park and Recreation Division, the county maintains and operates a 14,122-acre system comprised of 20 facilities. These facilities generally are located in the southern end of the county; however, Edgewood and San Bruno Mountain County Parks have created additional recreational opportunities toward the northern portion of the county. The county park and recreation system is presently oriented toward the preservation of natural areas because the majority of the facilities are rural in nature, offering mostly low intensity types of activities. The system, however, in seeking to provide a balanced group of facilities does feature some sites for more active types of recreation, such as Coyote Point Recreation Area.

The town of Colma is situated in the county of San Mateo and near the city/county of San Francisco. This allows the town to be in proximity to a vast and diverse amount recreational opportunity. The following is a list of the most popular trails and parks in San Mateo county:

- Coyote Point Marina and Recreational Area
- Crystal Springs Regional Trail
- Devil's Slide Trail
- Edgewood Park and Natural Reserve
- Fitzgerald Marine Rescue
- Flood Park
- Friendship Park
- Huddart Park
- Junipero Serra Park
- Mirada Surf
- Moss Beach Park
- Memorial Park
- Pescadero Creek Park
- Pillar Point Bluff
- Quarry Park
- San McDonald Park
- San Pedro Valley Park
- Wunderlich Park

Historical Sites:

- Sanchez Adobe
- Woodside Store

The town of Colma is only about an hour car ride from any of the recreational options offered by the San Mateo County Parks and Recreational Department. The parks offer activities such as hiking/biking trails, equestrian trails, swimming, camping, playgrounds and educational programs (San Mateo County General Plan, 1986).

LOCAL

The town of Colma is located on the San Francisco Peninsula within proximity to many outdoor recreational opportunities. The San Francisco Bay and Pacific Ocean are easily accessible by car and offer scenic and natural outdoor recreational opportunities.

San Bruno Mountain State and County Park lies adjacent to the town of Colma's easternmost boundary and offers excellent hiking opportunities and views of San Francisco and the Central Bay Area. It is a landmark of local and regional significance. The park is a unique open-space island amid the peninsula's urbanization at the northern end of the Santa Cruz Mountain Range. The mountain's ridge line runs in an east-west configuration, with considerable slopes and elevations ranging from 250 feet to 1,314 feet at the summit. The 2,416-acre park includes twelve miles of hiking, riding, and jogging trails that access various vista points throughout the park. Many of the vistas offer spectacular views of the Pacific Ocean, central San Francisco Bay, and the city of San Francisco skyline. The park consists of 2,416 acres of rugged landscape offering hiking opportunities and outstanding views of the town the central Bay Area. The facilities provided here include an extensive trail system, picnic grounds, day camp, and a handicap accessible nature trail. Vehicular access to the park is gained from Guadalupe Canyon Parkway in the city of Daly City. Pedestrian access to the park from the town of Colma can be gained via a trailhead on Hillside Boulevard near the southernmost boundary of the town. This trailhead leads up a ravine to the ridge top where the greater trail network can be accessed. The park may also be accessed approximately four and one-half miles from the Sterling Park neighborhood in the town of Colma.

The town of Colma has entered into an agreement with the city of Daly City to share costs associated with the development of sports fields at the former T.R. Pollicita Middle School in the city of Daly City. These facilities can be reserved and programed by the Parks and Recreation department for day camp or other special events. A small picnic area which is part of the Veteran's Village project on Mission Road is available for public use and includes a historic display about the site. Private recreation and workout facilities that are available include several private health clubs located within a one-half mile distance of the town of Colma in the city of Daly City including Crunch Fitness in the Serramonte Center; Planet Fitness on Junipero Serra Boulevard; Snap fitness on Mission Street; Orange Theory Fitness at the 280 Metro Center and 24-Hour Fitness on Gellert Boulevard.

Colma Creek is a small creek that flows to the San Francisco Bay from its source in the San Bruno Mountain State and County Park. It flows southwest through the town of Colma and the cities of Daly City and South San Francisco to San Francisco Bay. Though Colma Creek flows primarily underground along the majority of the town of Colma, there are open channels of the Creek and the town has opportunities for a linear park, pedestrian walkways and sitting areas along the edge of the channels.

Though the town of Colma residents historically had enjoyed park and recreational facilities provided by San Mateo County or the city of Daly City, beginning in the late 1980's, the town of Colma began an active process of acquiring and improving public recreation properties in the town. It's publicly owned recreation and community facilities currently include the facilities listed in **Table 4.13-1: Park and Recreation Facilities** and shown in ***Figure 4.13-2: Parks and Recreation Facilities*** below:

Table 4.13.1: Parks and Recreation Facilities

Facility Name	Acres	Amenities
Bark Park	0.11	Dog park with a water station, gravel track and grass area.
Colma Community Center and Historical Park	2	Restored train station, blacksmith shop, and freight station
Sterling Park Recreation Center	0.75	Picnic area with barbecue pit, half-court basketball court, and children's playground

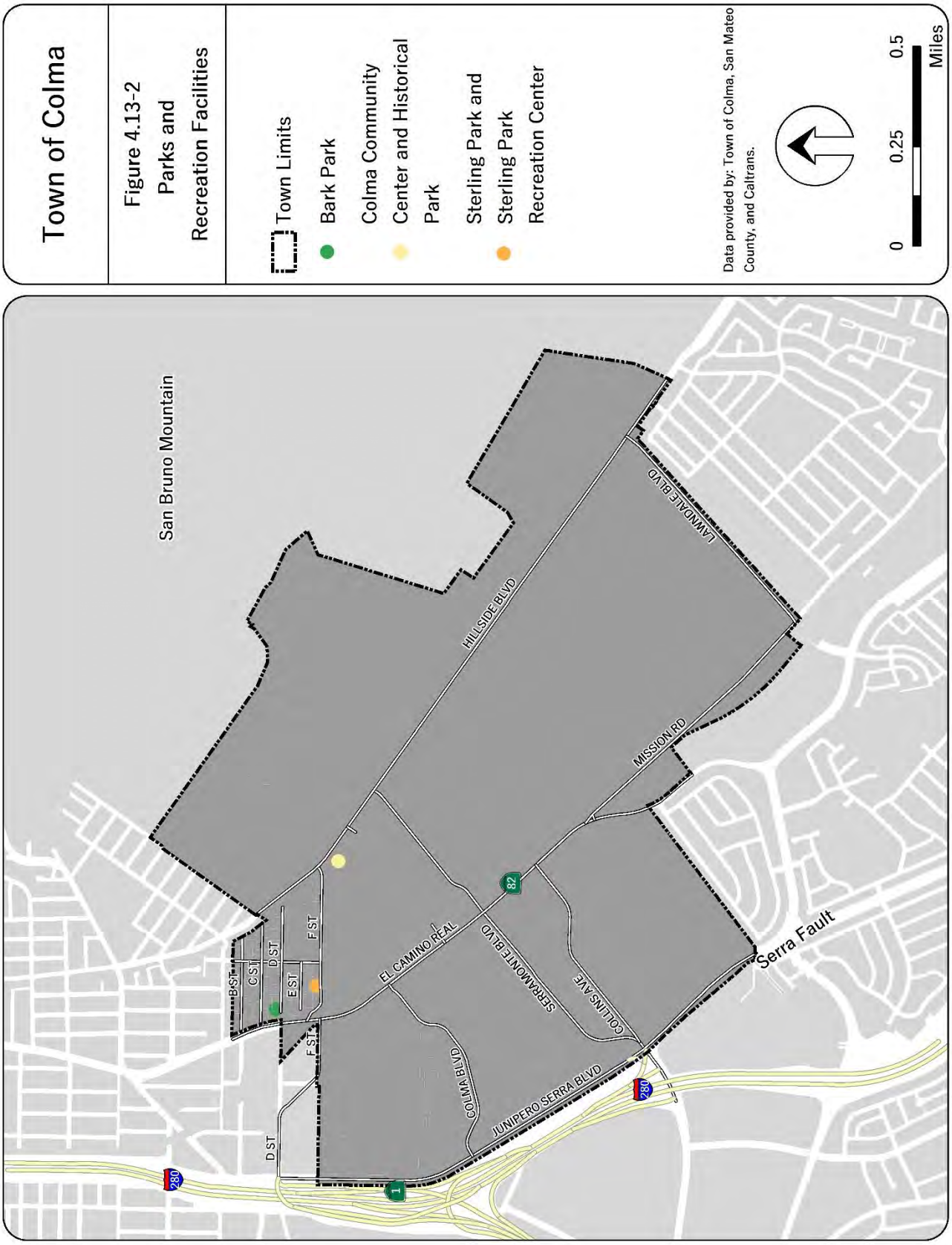
Source: Town of Colma. 2020. Town of Colma Existing Conditions Report, Public Utilities, Facilities, and Services.

Colma Community Center and Historical Park

The town has acquired approximately two acres at the southwest corner of F Street and Hillside Boulevard for a community park. The Colma Community Center was constructed to provide additional recreational and community-oriented opportunities to the residents of the town. It provides dining facilities for up to 150 people and is used for community events, private parties, meetings and the town's Recreation Services Department office. A small lending library is included, as well as a full catering kitchen and a small conference room. The remainder of the site is used for off-street parking and public outdoor areas, picnic areas, open space, gardens and walkways. The historically significant former Olivet Cemetery office has been converted to house the Colma Historical Association museum and offices. It also houses the historic Colma Train Station, which was acquired by the town when the station building was displaced by the BART extension to the town. The park also includes a restored blacksmith shop and freight station. A vintage caboose or funeral car may also be acquired for the park as part of the historic train station theme.

Sterling Park and Sterling Park Recreation Center

Sterling Park is located on the west side of the Sterling Park Residential neighborhood. The site is made up of two parcels and can be accessed from E Street or F Street. In 2002, Sterling Park was expanded and improved to incorporate additional open lawn areas, a skateboard park, walking paths and fountain. However, the town has now converted the skateboard park to expand the lawn area and walking paths. The half-court basketball court, bocce ball court, and playground were constructed on the other parcel, around the recreation center. In 2019, the bocce ball court was removed to expand the playground area. The park now includes amenities for both youths and adult residents including the town's Recreation Center, picnic tables and barbecues, a half-court basketball court, children's playground, an open lawn area with walking paths, and a four-station par course. Many of the town's events are held at this site, including the annual town picnic and summer youth programs.


Town of Colma
Figure 4.13-2
Parks and
Recreation Facilities
Town Limits
Bark Park
Colma Community
Center and Historical
Park
Sterling Park and
Sterling Park
Recreation Center
Data provided by: Town of Colma, San Mateo
County, and Caltrans.
0
0.25
0.5
Miles
San Bruno Mountain
HILLSIDE BLVD
LAWNDALE BLVD
MISSION RD
EL CAMINO REAL
SERRAMONTE BLVD
COLLINS AVE
COLMA BLVD
JUNIPERO SERRA BLVD
Serra Fault
B ST
C ST
D ST
E ST
F ST
D ST
F ST
280
1
82
280

Bark Park

The town of Colma's Dog Park, known as the Bark Park, is located on the west end of D Street in the Sterling Park Residential Neighborhood. The fully enclosed park is approximately 0.11 acre and is great for small to medium size dogs. The park features a water station, gravel track and grass area.

4.13.4.2 REGULATORY FRAMEWORK

FEDERAL

The California Parklands Act

Although a recreation element is not mandated by law to be included in a General Plan, recreation resources are to be considered in the Open Space Element of a General Plan (Government Code Section §65560). The California Parklands Act of 1980 (Pub. Res. Code Section 5096.141-5096.143) identifies "the public interest for the state to acquire, develop, and restore areas for recreation…and to aid local governments of the state in acquiring, developing and restoring such areas." The California Parklands Act also identifies the necessity of local agencies to exercise vigilance to see that the parks, recreation areas, and recreational facilities they now have are not lost to other uses (California Parklands Act, 1980).

STATE

Quimby Act

Local governments in California provide a critical role in the effort to set aside parkland and open space for recreational purposes. California cities and counties have been authorized since the passage of the 1975 Quimby Act (California Government Code §66477), to pass ordinances requiring that developers set aside land, donate conservation easements, or pay in-lieu fees for park improvements. The Act states that the dedication requirement of parkland can be a minimum of 3 acres per thousand residents or more, up to 5 acres per thousand residents if the existing ratio is greater than the minimum standard. Revenues generated through in lieu fees collected and the Quimby Act cannot be used for the operation and maintenance of park facilities. In 1982, the Act was substantially amended. The amendments further defined acceptable uses of or restrictions on Quimby funds, provided acreage/population standards and formulas for determining the exaction, and indicated that the exactions must be closely tied (nexus) to a project's impacts as identified through studies required by the California Environmental Quality Act (CEQA). Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities.

California Open Space Code

California State planning law (Government Code Section §65560) provides a structure for the preservation of open space by requiring every city and county in the state to prepare, adopt, and submit to the Secretary of the Resources Agency a "local open-space plan for the comprehensive and long-range preservation and conservation of open-space land within its jurisdiction."

Government Code Section §65910

California Government Code **Section §65910** requires that every California County must adopt an open space zoning ordinance. Section 2800 of the County Zoning Ordinance meets this regulation.

Preservation of Public Parks

The following is taken from the Public Resources Code (PRC) Division 5 Chapter 2.5 Preservation of Public Park, "no city, city and county, county, public district, or agency of the state, including any division, department or agency of the state government, or public utility, shall acquire (by purchase, exchange, condemnation, or otherwise) any real property, which property is in use as a public park at the time of such acquisition, for the purpose of utilizing such property for any nonpark purpose, unless the acquiring entity pays or transfers to the legislative body of the entity operating the park sufficient compensation or land, or both, as required by the provisions of this chapter to enable the operating entity to replace the park land and the facilities thereon.

San Mateo County Comprehensive Bicycle and Pedestrian Plan

The City/County Association of Governments of San Mateo County (C/CAG), with support from the San Mateo County Transportation Authority (SMCTA) have developed the San Mateo County Comprehensive Bicycle and Pedestrian Plan (CBPP) to addresses the planning, design, funding, and implementation of bicycle and pedestrian projects of countywide significance.

LOCAL

El Camino Real Bicycle and Pedestrian Improvement Plan

The Town of Colma has received a grant from the Caltrans' Sustainable Communities Program, funded through Road Maintenance & Rehabilitation Account (RMRA) – SB1, to improve safety and mobility for people who walk and bike along El Camino Real (ECR). Currently, the Town is developing the El Camino Real Bicycle and Pedestrian Improvement Plan. The Plan will evaluate existing conditions along ECR from the County of San Mateo/Town of Colma border to the City of South San Francisco/Town of Colma border, addressing bicycle, pedestrian and public transportation connectivity deficiencies. The Plan will develop a conceptual strategy to incorporate various improvements to enhance mobility, accessibility and connectivity for all modes of transportation along the ECR corridor.

Town of Colma Municipal Code Chapter 2.07

Chapter 2.07 of the Town of Colma Municipal Code limits the types of activities, equipment, and number of people, and sets hours for public access. It applies to the Town's parks, recreation centers, the golf center, playgrounds, fields and open spaces. In addition, this code also stipulates permitting requirements for special events.

4.13.4.3 IMPACT ANALYSIS AND MITIGATION MEASURES

Standards of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. Recreation impacts are considered to be significant if implementation of the project considered would result in any of the following:

- The project would 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.
- The project would include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

- The project would result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, or need new or physically altered park facilities, the construction and maintenance of which could cause significant environmental impacts.

METHODOLOGY

Evaluation of potential recreation impacts of the proposed Town of Colma General Plan Update was based primarily on information gathered from the Existing Conditions Report and Open Space/Conservation Element. A detailed list of resources used in the completion of the analysis in this section can be found under References located at the end of the section. Implementation of the proposed project was compared to the existing conditions to determine the impacts due to recreation.

IMPACTS

Impact 4.13.4: Implementation of the proposed General Plan Update has the potential to increase the use of existing neighborhood and regional facilities or could require the construction of new recreational facilities. Any such changes would not result in substantial or increased physical deterioration of existing facilities or the construction of new facilities which might have an adverse physical effect on the environment (***Less than Significant***).

The 2040 GPU proposes updates the town's existing planning areas, simplifying the town's existing planning areas into five new planning areas that are consistent with the present condition of the town and the vision of the City Council. In addition, the proposed GPU introduces new land uses such a medium density residential land use that is consistent with current developments and a commercial overlay over vacant and underutilized cemetery land east of Hillside Boulevard. The 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively.

Implementation of the proposed General Plan Update is expected to result in a total 2,269 people within the Planning Area at buildout (2040). This represents an increase of approximately 765 persons over existing conditions within the Planning Area. Any increases in the town's future population could therefore increase the use of existing neighborhood and regional parks and recreational facilities and result in eventual deterioration of such existing facilities.

Since the town is limited on space to add new public park and/or recreational facilities, the creation of such additional recreational facilities would be a challenge to the town. The town, through its 2040 GPU, is however committed to providing public park and recreation facilities that meet the needs of its residents. Since the town does not have the capacity to create additional recreational facilities, this commitment may require the town to creatively utilize its existing facilities or to enter into development agreements with neighboring jurisdictions to allow for the creation and maintenance of walkways, trails and bike facilities. The construction (or expansion of existing recreational facilities) would be subject to its own environmental review pursuant to CEQA and State law. Typical environmental impacts regarding the construction and operation of parks and recreational facilities include noise (during construction and associated with playfields and playgrounds), air quality (during the construction of the facility), biological resources (depending on location), historic/cultural resources (depending on location), public services and utilities (demand for police and fire protection, water, and wastewater service), and traffic on a local neighborhood level.

Proposed General Plan Update Policies

The following proposed General Plan policies address parks and recreation land:

Policy OSC-1-2: **Flexible Open Space Land Uses.** Allow for the use of open space and future cemetery lands for commercial nursery, farming, or other uses which provide a community benefit.

Policy OSC-1-4: **Pedestrian Trails, Bikeways Walkways.** Expand and improve pedestrian trails, bikeways, and walkways to connect trails and allow access to open space land and regional trail facilities.

Policy OSC-1-5: **Colma Creek Trail.** Coordinate with the City of South San Francisco to provide continuous pedestrian access from the Colma BART station along El Camino Real to the southern border of the town.

Policy OSC-2-1: **Open Space for Recreation Use**. Develop and maintain open spaces and recreation areas that are conveniently located, properly designed, and well-maintained to serve the recreation needs and healthy living of the entire community.

Policy OSC-2-2: **Recreation Requirements for New Developments**. Require dedication of improved land, or payment of a fee in lieu of, for park and recreation land for all residential uses.

Policy OSC-2-3: **Expansion of Recreation Space**. Acquire and enhance properties within Colma for recreation and public use if opportunities become available.

Policy OSC-4-7: **Colma Creek Bank Setback**. Protect and enhance areas of Colma Creek for riparian habitat, linear park opportunities, and aesthetic value.

Policy OSC-4-8: **Colma Creek Enhancements**. Enhance Colma Creek where possible by concrete channel removal, adding landscaping, public pathways, and sitting areas.

Implementation of the policies described above would further reduce the Project's impacts to **less than significant** and no mitigation measures are required.

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This section of the Draft Program Environmental Impact Report (Draft PEIR; DPEIR) describes the existing transportation system within the Town of Colma General Plan Planning Area (Planning Area). This section also identifies the potential impacts of implementing the proposed project on such resources as well as the appropriate proposed General Plan policies that reduce the identified impacts.

In accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code Sections §21000, et seq.) and the State CEQA Guidelines (14 California Code Regulations, Section §15000, et seq.), this Draft PEIR evaluates the Town of Colma's 2040 General Plan Update's (GPU) related impacts, general assumptions, and mitigation needs that can be identified in the analysis. The reader is referred to the individual technical sections of the Draft PEIR Sections 4.1 to 4.16, regarding the specific assumptions and methodologies used in the analysis for that technical subject.

4.14.1 EXISTING SETTINGS

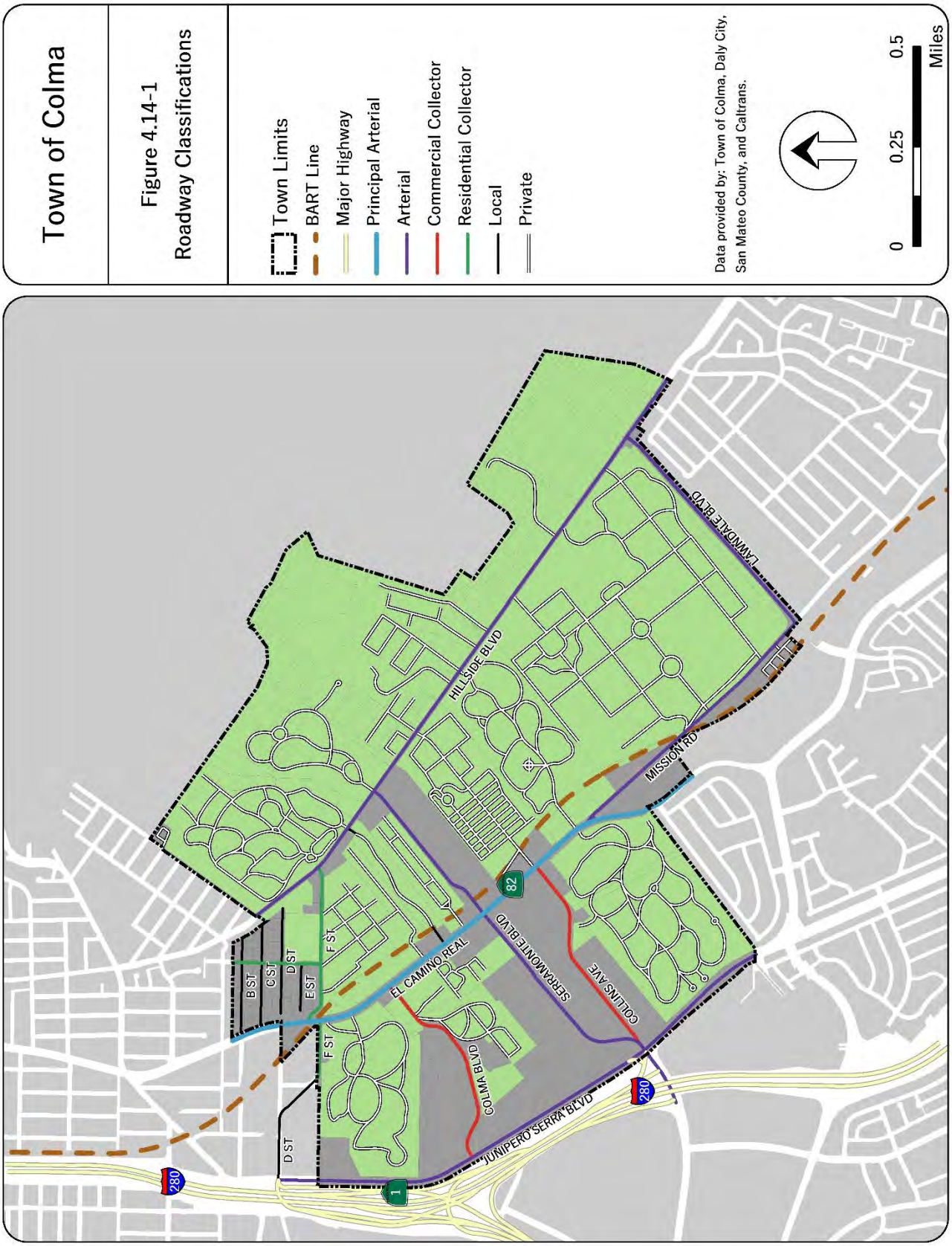
STREETS AND HIGHWAYS

Located along a major vehicular and truck route (El Camino Real; State Highway 82) as well as the San Francisco Bay Area's transit network (Bay Area Rapid Transit; BART), the town of Colma's transportation system serves local as well as regional transportation needs. The street system within the town is structured around State Highway 82, (El Camino Real) and Interstate Highway 280 (I-280), (Junipero Serra Freeway) which carry traffic into, and out of town. The internal street system consists of arterial streets, collector streets and local streets. Usable road width, sight distance, and travel speed generally decrease as one moves from major highways to the local streets.

Roadways serve two primary functions: mobility and property access. Higher and reliable speeds are desirable for mobility, while lower speeds are more desirable for property access and bicycle and pedestrian safety, particularly in residential areas. A functional classification system provides a hierarchy of streets to meet both access and mobility needs. Arterials emphasize high mobility for through traffic, local streets emphasize property access, and collectors provide a balance between both functions. Standard functional classifications are defined by the Federal Highways Administration (FHWA) and maintained for California in California Department of Transportation's (Caltrans) California Road System (CRS) maps for urban areas are:

- Principal Arterial, Interstate
- Principal Arterial, Other Freeways
- Principal Arterial, Other
- Minor Arterial
- Collector
- Local

Arterials are designed to carry heavy traffic volumes at various speeds depending on the classifications. Collector streets are set up to divert traffic from local streets to a locality's arterial network, while local streets provide access within and between neighborhoods and broader roadway systems. The town of Colma uses a modified version of these classifications for its streets. ***Figure 4.14-1: Roadway Classifications*** shows a map of the modified classifications for the town of Colma.


Town of Colma
Figure 4.14-1
Roadway Classifications
Town Limits
BART Line
Major Highway
Principal Arterial
Arterial
Commercial Collector
Residential Collector
Local
Private
Data provided by: Town of Colma, Daly City, San Mateo County, and Caltrans.
0
0.25
0.5
Miles
B ST
C ST
D ST
E ST
F ST
F ST
D ST
EL CAMINO REAL
COLMA BLVD
SERRAMONTE BLVD
COLLINS AVE
HILLSIDE BLVD
MISSION RD
LAWNDALE BLVD
JUNIPERO SERRA BLVD
280
1
82
280

REGIONAL ROAD SYSTEM

The town of Colma is served by one north-south freeway, while Interstate 280 (I-280). State Route 82 (SR 82)/El Camino Real is a major non-freeway regional route. These State highway facilities (shown in ***Figure 4.14-1***) are maintained and operated by Caltrans and are federally designated as Principal Arterials. However, the town maintains landscape improvements along these routes.

Interstate 280

Interstate 280 (I-280) is a north-south freeway connecting the City of San Francisco to the north with the City of San Jose to the south, generally serving the western side of the developed portions of the San Francisco Bay Peninsula. I-280 provides access to the town of Colma at three locations: Hickey Boulevard, Serramonte Boulevard and D Street at Junipero Serra Boulevard. Hickey Boulevard is a full interchange with on-and off-ramps for both northbound and southbound traffic. The Serramonte Boulevard interchange provides a northbound on-ramp and a southbound off-ramp only. A northbound off-ramp exists in the vicinity of D Street at Junipero Serra Boulevard in the city of Daly City.

There are weaving conflicts between the Serramonte Boulevard on-ramp traffic and the I-280 traffic accessing the D Street (Eastmoor) and Highway 1 off-ramps just west of Colma near the Colma BART station. These conflicts could be reduced by constructing a fly-over for Highway 1 traffic. In addition, weaving conflicts occur at the Serramonte Boulevard exit due to the short merge lane for those entering or exiting the I-280 freeway.

El Camino Real (State Route 82)

El Camino Real (State Route 82) is a state highway and Principal Arterial which serves the central areas of many of the cities on the San Francisco Peninsula between the cities of San Francisco and San Jose. North of F Street, the road is referred to as Mission Street (in the city of Daly City) and south of F Street, through the town of Colma, it becomes El Camino Real.

Highway 82 bisects the town with three travel lanes in each direction, narrowing to two lanes in each direction south of the Mission Road intersection. Most of El Camino Real has a 28-foot wide landscaped median with an underground box culvert for drainage. There are overhead electric, telephone, and cable lines along both sides of the street starting just south of F Street, extending to the town's southern boundary.

On-street parking is allowed in many locations, with various time restrictions, including no-parking during overnight hours. The Town plans to designate parking spaces along El Camino Real and institute a one vehicle per space rule that reduce the number of recreational vehicles and box trucks that currently use the corridor for parking. Sidewalks have been installed along the entire east side of the roadway from the northern town limit to Mission Road, however the west side lacks sidewalks north of the Greek Cemetery driveway and south of Cypress Lawn (which transitions into the jurisdiction of the City of South San Francisco).

In 2019, the Town began a study of the El Camino Real corridor to assess safety and to create opportunities for bicyclists and pedestrians. This study is funded largely through a Caltrans planning grant. Left turns from Collins Avenue and from various cemetery entrance driveways onto El Camino Real can be dangerous at times due to the width of El Camino Real (three lanes in each direction) and the high speed of traffic. The wide median is important for the protection it provides to vehicles turning into businesses.

Likewise, access to parcels fronting El Camino Real south of Mission Road is potentially hazardous due to poor visibility caused by the curvature of the road, and the relatively high speed of traffic.

LOCAL ROAD SYSTEM

Principal Arterials

Arterial streets connect the town's residential, commercial and cemetery districts and provide a link to surrounding communities as shown in ***Figure 4.14-1***. Arterials also act as alternative north-south routes should the major highway system be blocked. Town of Colma streets classified as Principal Arterials include the following:

- **Junipero Serra Boulevard (JSB)**: JSB is a north/south arterial street extending from the City of Daly City, through the town of Colma, and into the City of South San Francisco. Traffic signals are located at Serramonte Boulevard, the entrance to the Serra Shopping Center, Southgate Avenue and Colma Boulevard. JSB has four lanes of traffic that travel in north-south directions, with occasional right-turning lanes. The traffic lanes are divided by raised landscape medians.

  A sidewalk exists along most of the east side of the street, along with bicycle paths that run the entire length of JSB within the Town of Colma. Sidewalks on the west side only exist at bus stop locations at Colma Boulevard and at the Serra Center driveway. On-street parking is prohibited along the entire length of JSB but is being considered for a small segment between Serramonte Boulevard and the Serra Center driveway.

- **Serramonte Boulevard**: Serramonte Boulevard is a four-lane arterial street extending from Saint Francis Boulevard in the City of Daly City to Hillside Boulevard in the town. There is a partial interchange with I-280, consisting of a southbound off-ramp and a northbound on-ramp. The town of Colma's major retail core, which includes auto dealerships and shopping centers, is centered on Serramonte Boulevard between Junipero Serra Boulevard and El Camino Real. There are sidewalks along both sides of Serramonte between Junipero Serra Boulevard and El Camino Real, and along the south side only from El Camino Real to Hillside Boulevard. The low level of pedestrian activity and the presence of an existing cemetery on the north side of the road minimizes the need to develop a sidewalk on both sides.

  Parking is not allowed along any portions of Serramonte Boulevard. The lack of left turn lanes to the many driveways along Serramonte Boulevard is a potential source of congestion. Loading and unloading of car carriers (for the dealerships along the Serramonte Boulevard) or other vehicles on the street is prohibited.

- **Mission Road**: Mission Road is a two-lane arterial road which connects El Camino Real in Colma to Chestnut Avenue in South San Francisco. Mission Road is used as an alternate to El Camino from many sections of the City of South San Francisco. Access to Mission Road from El Camino Real is controlled by a stop sign. Left turns from Mission Road into the south bound lane of El Camino Real are prohibited because of poor sight lines and fast-moving traffic; instead, motorists must make a U-turn at one of several median breaks on El Camino Real. On-street parking is allowed on both sides of Mission Road, although there are time restricted zones in most areas.

  Most of this route has sidewalks along both sides of the street, except in front of Holy Cross Cemetery. Auto repair, light industrial and residential uses in this area result in heavy demand for parking both on-and off-street.

- **Hillside/Sister Cities Boulevard**: Hillside Boulevard is a north-south arterial roadway connecting the City of Daly City near the San Francisco city limits, through the town of Colma, to Highway 101 in the City of South San Francisco (Hillside Boulevard becomes Sister Cities Boulevard in South San Francisco). Hillside Boulevard has been striped for two lanes through the Town. Traffic signals are

located at Olivet Parkway, Serramonte Boulevard, and Lawndale Boulevard. The intersections at F Street and at Hoffman Street are controlled by stop signs. Sidewalks are installed on both sides of Hillside Boulevard between Serramonte Boulevard and Hoffman Street.

- **Lawndale Boulevard**: Lawndale Boulevard is an east/west arterial connector between Hillside Boulevard and Mission Road. The name of the street changes to McLellan Drive, which makes the connection from Mission Road to the El Camino Real. Pacific Gas and Electric Company has installed gas and electric transmission lines the entire length of Lawndale Boulevard.

Collector Streets

Collector streets serve the important function of transferring traffic from local traffic generators such as shopping and employment areas to the arterials. Collector streets do not form a continuous system; otherwise, there would be a tendency to use them as arterials. The following streets have been designated as collector streets in the town of Colma (as shown in ***Figure 4.14-1***):

- **Collins Avenue**: Collins Avenue is a two-lane road which connects El Camino Real at its east end with Serramonte Boulevard at its west end. Collins Avenue descends from west to east and is bordered by a steep downslope along most of its north side. There is an existing sidewalk along Collins Avenue on the south side of the street. No sidewalk exists for most of the north side of the street. Parking is allowed only along the south side of the street, except for a segment close to El Camino Real.

  The eastern portion has a wider roadway, sidewalks, and parking lanes on both sides of the street in accordance with the Collins Avenue Plan Line specifications.

- **Colma Boulevard**: Colma Boulevard is a collector connecting Junipero Serra Boulevard with El Camino Real. It has two lanes in each direction but widens to four lanes in each direction at the west end for access to abutting commercial uses. No on-street parking is allowed. A sidewalk exists on the entire north side of the street. On the south side there is no sidewalk in front of the Greenlawn Cemetery.

- **F Street:** This street serves as a two-lane collector route at the north end of town. F Street provides access to the Sterling Park neighborhood between Hillside Boulevard and El Camino Real. As part of the Sterling Park Street Beautification Program, this segment has received improvements such as street trees, ornamental light fixtures, underground utilities, and special paving. West of El Camino Real, F Street turns northwest, passes by the Colma BART station and merges with D Street in the City of Daly City. D street leads to Junipero Serra Boulevard and an I-280 on-ramp. Two residential developments, Trestle Glen and a townhouse development, both in unincorporated San Mateo County, front F Street (the street being in the town limits).

- **Clark Avenue**: Clark Avenue is two-lane residential collector street running north/south between Fisher Street in the City of Daly City and F Street in the town of Colma. It is a principal route in and out of the Sterling Park residential area, particularly for residents on D and E Streets. Sidewalks are provided, and parking is allowed on both sides of the street.

Local Streets

Local streets comprise all the facilities not in one of the previously discussed higher street designations (shown in ***Figure 4.14-1***). These are typically interior neighborhood roadways and primarily permit direct access to abutting property and connections to the collector and arterial streets and offer the lowest level of vehicle mobility and usually do not include bus routes. Service to through traffic movements are usually deliberately discouraged.

"Paper" Streets

The Cypress Hills area (on the east side of Hillside Boulevard) has a series of public easements remaining from when the land was originally platted for development. Although the streets were never built, several lots within the platted area were sold speculatively. These lots, known as "in-holding" lots, have not been developed, but nevertheless the Town is obliged to retain the paper streets as a theoretical means of access. The paper streets remain on the County Assessor's maps.

Decommissioned Landfill/Park Access Road

Access to the decommissioned Hillside Landfill is provided by Sand Hill Road, a two-lane road which is privately owned.

BUS TRANSIT

San Mateo County Transit District (SAMTRANS)

San Mateo Transit District (SamTrans) provides bus service throughout San Mateo County with connections to the town of Colma, and cities of Daly City, and South San Francisco BART Stations, San Francisco International Airport, Peninsula Caltrain Stations, San Francisco Greyhound Depot, and Downtown San Francisco's TransBay Terminal. It also provides access to Santa Clara County Transit, with connections in Menlo Park and Palo Alto. Town of Colma residents can catch SamTrans Mainline Routes along El Camino Real or SamTrans Local Routes along El Camino Real, Hillside Boulevard (in city of Daly City) and Junipero Serra Boulevard. Senior citizens and disabled patrons may ride anywhere in the County for a reduced fare.

Paratransit Service

SamTrans provides two on-call, curb to curb service for disabled and elderly residents of San Mateo County. Redi-Wheels serves the bay side of San Mateo County, while RediCoast serves the coast side of San Mateo County. The town of Colma is served by Redi-Wheels. Redi-Wheels passengers must reserve trips one to seven days in advance or set up subscription services for regular trips. Additionally, paratransit customers may ride any fixed-route services for free.

Long Distance Bus Service

There is no scheduled intercity bus service (Greyhound or other carriers) serving the town of Colma. The closest long-distance bus stations are in the cities of San Francisco, Oakland or San Jose.

DEMAND RESPONSE TRANSIT

Airport Shuttle Services

Numerous airport shuttle services provide pickup and drop off service from a home or business in the town of Colma to and from San Francisco International Airport. These trips are arranged via a telephone or smartphone and booked in advance.

Taxis

Private taxi companies provide door-to-door private rides. These trips are arranged via a street hail, taxi stands, telephone orders and a smartphone app. The town of Colma is served by taxicab companies located in the cities of Pacifica and Daly City, as well as in the unincorporated areas around Daly City and South San Francisco.

Auto Dealer Shuttles

Many of the local auto dealers provide a shuttle service to customers who are having auto repair work done on their cars. These shuttles assist individuals who live or work in the town of Colma or neighboring communities.

Transportation Network Companies (TNCs)

Also known as ride-hail or ride share companies provide a variety of services ranging from door-to-door-private rides to shared trips with other passengers. These trips are arranged utilizing a smartphone app. These companies include Uber and Lyft.

RAIL

Bay Area Rapid Transit (BART)

The San Francisco Bay Area Rapid Transit district (BART) provides heavy-rail, regional transit service via five rail lines in the following four Bay Area counties: Alameda, Contra Costa, San Francisco, and San Mateo. There are two BART stations located just outside of the town limits. BART runs trains north and south through the town of Colma station. North bound trains pass through the cities of Daly City and San Francisco stations on their way to the East Bay (East Bay destinations include Richmond, Pittsburg/Baypoint/Antioch, Dublin and Fremont), and south bound trains pass through South San Francisco, San Bruno, and Millbrae stations on their way to San Francisco International Airport. Trains run Monday through Friday from 4:00 A.M. to midnight and on Saturday and Sunday from 6:00 A.M. to midnight. The town of Colma BART station is located at Mission Street and Albert M. Teglia Boulevard, just north of the town Limits.

Caltrain

Caltrain, operated by the Peninsula Corridor Joint Powers Board, provides passenger rail service to the Peninsula cities, extending from San Francisco to San Jose and Gilroy. Trains run Monday through Friday from 5:00 A.M. to midnight, Saturday from 7:00 A.M. to midnight, and Sunday from 8:00 A.M. to 10:00 P.M. The town of Colma's nearest Caltrain station is located approximately four miles away in South San Francisco.

AIRPORTS

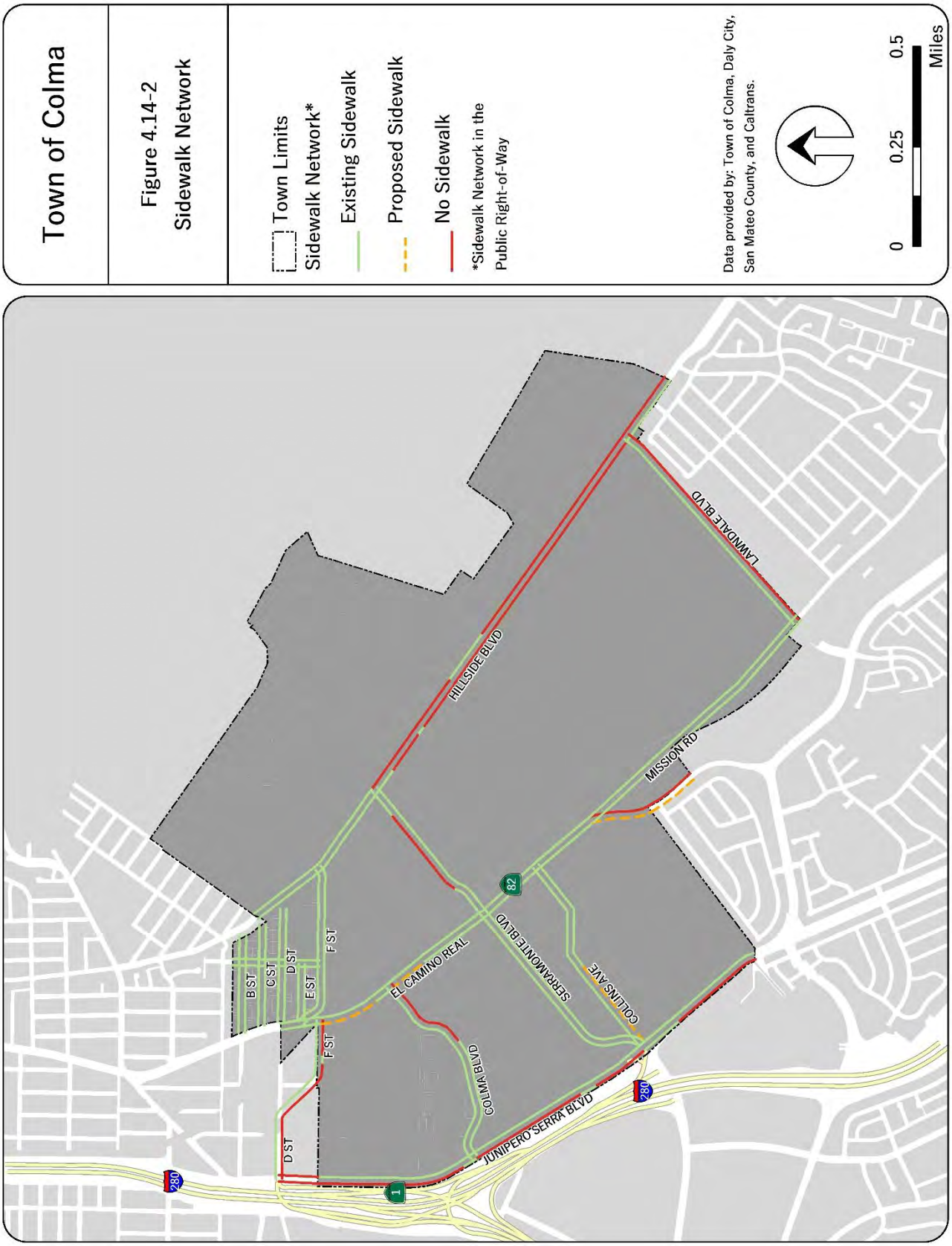
San Francisco International Airport

San Francisco International Airport (SFO) San Francisco International Airport is located approximately six miles from the town of Colma, east of Highway 101 and adjacent to the Cities of San Bruno and Millbrae. The airport is a major regional passenger and cargo air terminal and the seventh most active commercial airfield in the world. It can be reached by Town residents via private auto, SamTrans bus, and BART.

ACTIVE TRANSPORTATION

Pedestrian Facilities

Walking can be ideal for short, local trips for shopping, school, and recreation. Providing adequate facilities for pedestrians will help to ensure access to commercial, educational, recreational, and residential uses. Pedestrian facilities include sidewalks, paths, trails, curb ramps, and crossings. Amenities such as street furniture, pedestrian-scale lighting, and landscaping, serve to create an environment that is conducive to walking and is conformable and safe for pedestrians. Currently there are 3 major projects to improve pedestrian facilities. These projects are the El Camino Pedestrian and Bicycle Master Plan, Serramonte Boulevard and Collins Avenue Master Plan, and Mission Road Improvement Project. ***Figure 4.14-2: Sidewalk Network*** presents the existing sidewalk network in the town.

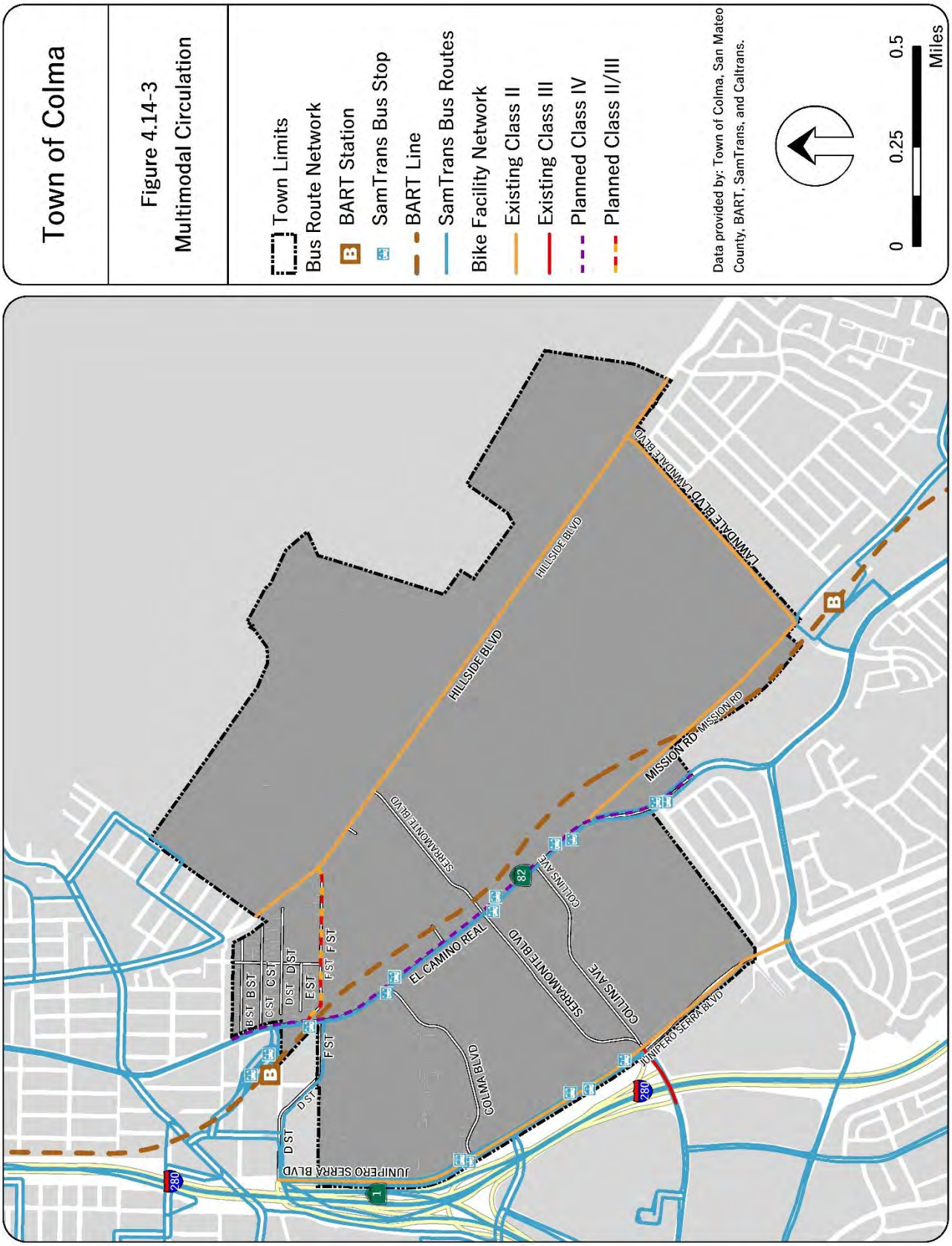

Town of Colma
Figure 4.14-2
Sidewalk Network
Town Limits
Sidewalk Network*
Existing Sidewalk
Proposed Sidewalk
No Sidewalk
*Sidewalk Network in the Public Right-of-Way
Data provided by: Town of Colma, Daly City, San Mateo County, and Caltrans.
0
0.25
0.5
Miles
280
1
82
B ST
C ST
D ST
E ST
F ST
F ST
D ST
EL CAMINO REAL
COLMA BLVD
SERRAMONTE BLVD
COLLINS AVE
JUNIPERO SERRA BLVD
HILLSIDE BLVD
MISSION RD
LAWNDALE BLVD

Bike Facilities

Bicycle facilities can be categorized by type:

- Class I Bikeway (Bike Path). A paved right-of-way for bicycle travel that is completely separated from any street or highway.
- Class II Bikeway (Bike Lane). A striped and stenciled lane for one-way bicycle travel on a street or highway.
- Class III Bikeway (Bike Route). A signed route along a street or highway where the bicyclist shares the right-of-way with motor vehicles.
- Unclassified Lanes or routes that would allow for bicycles but may not have any regular improvements or signage.

The town of Colma is currently reviewing possible bicycle improvements along El Camino Real as part of the El Camino Real Bicycle and Pedestrian Master Plan. Within the town of Colma, existing bikeways include Class II bike lanes and Class III signed bike routes. Class II bike lanes include Hillside Boulevard, Junipero Serra Boulevard, Lawndale Boulevard, and Mission Road segment from Lawndale to El Camino Real. An unclassified route has existed is for a portion of El Camino Real within Colma, between Mission Road and B Street, and F street between Hillside Boulevard and El Camino Real. **Figure 4.14-3: Multimodal Circulation** presents the existing multimodal circulation in the town.


Town of Colma
Figure 4.14-3
Multimodal Circulation
Town Limits
Bus Route Network
BART Station
SamTrans Bus Stop
BART Line
SamTrans Bus Routes
Bike Facility Network
Existing Class II
Existing Class III
Planned Class IV
Planned Class II/III
Data provided by: Town of Colma, San Mateo County, BART, SamTrans, and Caltrans.
0
0.25
0.5
Miles
B ST
C ST
D ST
E ST
F ST
JUNIPERO SERRA BLVD
EL CAMINO REAL
COLMA BLVD
SERRAMONTE BLVD
COLLINS AVE
HILLSIDE BLVD
MISSION RD
LAWNDALE BLVD
280
82
1

4.14.2 REGULATORY FRAMEWORK

FEDERAL

Americans with Disabilities Act

The 1990 Americans with Disabilities Act (ADA) is a wide-ranging civil rights law that prohibits, under certain circumstances, discrimination based on disability. Pedestrian facility design must comply with the accessibility standards identified in the ADA, which applies to all projects involving new or altered pedestrian facilities. The scoping and technical provisions for new construction and alterations identified in the ADA Accessibility Guidelines (Sections 4.3, 4.7 and 4.8) can be used to help design pedestrian facilities that are ADA compliant. For example, Title II-6.600 of the Technical Assistance Manual states, "When streets, roads, or highways are newly built or altered, they must have ramps or sloped areas whenever there are curbs or other barriers to entry from a sidewalk or path." Certain facilities, such as historic buildings, may be exempt from ADA requirements.

STATE

Senate Bill 743

On September 27, 2013, Senate Bill 743 (SB 743) was signed into law. The Legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the State had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of GHG, as required by the California Global Warming Solutions Act of 2006 (AB 32). Additionally, the Complete Streets Act (AB 1358), requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users. To further the State's commitment to the goals of SB 375, AB 32 and AB 1358, Senate Bill 743 adds Chapter 2.7, Modernization of Transportation Analysis for Transit-Oriented Infill Projects, to Division 13 (Section 21099) of the Public Resources Code.

SB 743 started a process that could fundamentally change transportation impact analysis as part of CEQA compliance. These changes will include the elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts in many parts of California (if not statewide). Further, parking impacts will not be considered significant impacts on the environment for select development projects within infill areas with nearby frequent transit service. SB 743 includes amendments that revises the definition of "in-fill opportunity zones" to allow cities and counties to opt out of traditional LOS standards established by congestion management programs (CMPs) and requires OPR to update the CEQA Guidelines and establish "criteria for determining the significance of transportation impacts of projects within transit priority areas. As part of the new CEQA Guidelines, the new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." OPR presented alternative metrics in a preliminary discussion draft in summer of 2014 and released a final advisory in December 2018. Key guidance includes:

- VMT is the most appropriate metric to evaluate a project's transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a "per rate" basis. Specifically, OPR recommends VMT per capita for residential projects and VMT per employee for office projects.

- OPR's recommended impact threshold for residential and office projects is VMT per capita fifteen percent below the city or regional average (whichever is applied). In other words, an office project that generates VMT per employee that is more than 85 percent of the regional VMT per employee could result in a significant impact. This threshold is in line with statewide greenhouse gas emission reduction targets.
- For retail projects, OPR recommends measuring the net decrease or increase in VMT in the study area with and without the project. The recommended impact threshold is any increase in total VMT.
- Lead agencies ultimately have the discretion to set or apply their own significance thresholds, provided they are based on significant evidence.
- Cities and counties still have the ability to use metrics such as LOS for other plans, studies, or network monitoring. However, LOS and similar metrics cannot constitute the sole basis for CEQA impacts.

Assembly Bill 1358

The California Complete Streets Act (Assembly Bill 1358) requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people, and disabled people, as well as motorists. Beginning January 2011, any substantive revision of the circulation element in the general plan of a California local government must include complete streets provisions.

California Department of Transportation (Caltrans)

California Department of Transportation (Caltrans) is responsible for planning, design, construction, and maintenance of all State highways. Caltrans' jurisdictional interest extends to improvements to these roadways at the interchange ramps serving area freeways. Any federally funded transportation improvements are subject to review by Caltrans staff and the California Transportation Commission. Caltrans does not have regulations regarding traffic LOS on state highway facilities, but it does have guidelines for traffic operations on these facilities. Caltrans recommends a target LOS at the threshold between LOS C and LOS D. If the location under existing conditions operates worse than the appropriate target LOS, then the existing LOS should be maintained. If a facility is measured to operate at LOS E or F, an impact would therefore be considered less than significant if the project would result in an equal or lesser LOS E or F. If measured in volume/capacity ratio, therefore, a project impact would be considered less than significant if it would result in a lesser volume/capacity ratio than without the project even if still operating at LOS E or F.

Metropolitan Transportation Commission (MTC)

The Metropolitan Transportation Commission (MTC) serves as the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area. MTC created and maintains the Metropolitan Transportation System (MTS), a multimodal system of highways, major arterials, transit services, rail lines, seaports, airports, and transfer hubs that are critical to regional transportation between the nine Bay Area counties. MTC is currently preparing Plan Bay Area, the combined Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) pursuant to Sustainable Communities and Climate Projection Act of 2008 (SB 375). While there are no specific performance criteria established in this document, the document will create a financing program for major interregional

improvements, emphasizing maintaining performance on existing roadways, and aiming to increase transit ridership and access to alternative transportation modes.

LOCAL

City/County Association of Governments of San Mateo County

The City/County Association of Governments of San Mateo County (C/CAG), with support from the San Mateo County Transportation Authority (SMCTA) have developed the San Mateo County Comprehensive Bicycle and Pedestrian Plan (CBPP) to addresses the planning, design, funding, and implementation of bicycle and pedestrian projects of countywide significance. The CBPP updates the prior San Mateo County Comprehensive Bicycle Route Plan (2000) and expands the earlier plan by adding a pedestrian component. New elements in the CBPP include:

- A policy framework to guide and evaluate implementation of the projects recommended by the CBPP.
- An updated Countywide Bikeway Network that incorporates projects completed to-date and new proposed projects identified by San Mateo County's cities, the County and the community.
- Detailed maps and tables of proposed bikeway projects to assist local implementing agencies in con-structing bikeways.
- An analysis of land use and demographics to identify areas with high pedestrian demand to assist local implementing agencies in identifying their most important pedestrian projects.
- Pedestrian Focus Areas and suggested prioritization criteria, which will guide countywide investment in pedestrian infrastructure.
- A companion document to assist local implementing agencies in developing education and promotion programs, and funding and designing bicycle and pedestrian facilities.

San Mateo County Congestion Management Program

The City/County Association of Governments of San Mateo County (C/CAG) acts as the Congestion Management Agency (CMA) for San Mateo County. C/CAG is required to prepare and adopt a Congestion Management Program (CMP) on a biennial basis. The purpose of the San Mateo County CMP is to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions. The most recent version of the San Mateo County CMP is the 2017 CMP, which is developed to be consistent with the Metropolitan Transportation Commission (MTC's) Plan Bay Area, provides updated program information and performance monitoring results for the CMP roadway system.

Town of Colma Systemic Safety Analysis Report (SSAR)

The Town of Colma is evaluating roadway safety throughout the community with the goal of making the streets safer for everyone. The report describes the Town's roadway network, crash trends and patterns, priority corridors, potential countermeasures, and benefit-cost ratios of viable projects scopes.

Colma Serramonte Boulevard-Collins Avenue Master Plan

The Colma Serramonte Collins Master Plan outlines a vision for this key commercial district and provides guidance for strategic improvements to circulation, streetscape, infrastructure, and aesthetics to improve the overall design and function of this important business community for the years to come. Specific objectives identified for the Master Plan include:

- Streetscape and Traffic Improvements. Carry out streetscape and traffic improvements to provide safe, accessible, attractive, and vibrant corridors with a cohesive design and aesthetic elements. Given the dominant nature of land uses—primarily automobile dealers— maintaining safe automobile access is vital to the continued success of the corridor.
- Economic Development. Support, retain and increase commercial business activities while fostering a dynamic and sustainable business district that can respond to changing market conditions.
- Land Use and Urban Design. Incorporate land use and urban design elements that sustain and enhance the function and unique identity of Serramonte Boulevard and Collins Avenue.
- Sustainability. Create design alternatives that promote sustainable development and green infrastructure along the corridor.

El Camino Real Bicycle and Pedestrian Improvement Plan

The Town of Colma received a grant from the Caltrans' Sustainable Communities Program, funded through Road Maintenance & Rehabilitation Account (RMRA) – SB1, to improve safety and mobility for people who walk and bike along El Camino Real (ECR). Currently, the Town is developing El Camino Real Bicycle and Pedestrian Improvement Plan. The Plan will evaluate existing conditions along ECR from the County of San Mateo/Colma border to South San Francisco/Colma border, addressing bicycle, pedestrian, and public transportation connectivity deficiencies. The Plan will develop a conceptual strategy to incorporate various improvements to enhance mobility, accessibility, and connectivity for all modes of transportation along the ECR corridor.

4.14.3 IMPACT ANALYSIS

Standards of Significance

Following Public Resources Code Sections §21083.2 and §21084.1, and Section §15064.5 and Appendix G of the State CEQA Guidelines, Transportation impacts are significant if implementation of the project considered would result in any of the following:

- Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities
- Would the project conflict or be inconsistent with CEQA Guidelines section §15064.3, subdivision (b)
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- Result in inadequate emergency access

METHODOLOGY

A detailed list of resources used in the completion of the analysis in this section can be found under References located at the end of the section. Implementation of the proposed project was compared to the existing conditions to determine the impacts due to transportation.

The Traffic Analysis: Existing and Future Conditions Analysis Memorandum (2020) (Traffic Analysis Memorandum) developed in support of the General Plan Update assesses how the study area's transportation system would operate with the implementation of the town of Colma 2040 General Plan Update. The General Plan Update Mobility Element's circulation map is shown in **Figure 4.14-1**. The potential impacts were identified based on a set of significance criteria based on the CEQA Guidelines.

The proposed General Plan Update could result in infill development in the town with a mix of uses, as noted below. It is noted that the proposed land uses represent the full town-wide buildout and include existing development in the town:

- Approximately 332 residential units;
- Approximately 35,000 to 179,000 square feet of office uses; and
- Approximately 993,500 to 1,044,500 square feet of commercial uses;

In total, the General Plan would result in an approximately 332 new housing units, 1,395 additional residents, approximately 1,223,500 square feet of new commercial uses, and an additional 889 employees within the town's boundaries. Weekday daily, AM peak hour, and PM peak hour volume forecasts for the General Plan were developed using the C/CAG travel demand model.

VMT Thresholds

As part of the new CEQA Guidelines updated for SB 743, the new criteria to replace LOS "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses," per Public Resources Code section §21099. OPR released a final advisory in December 2018, which provided guidance for implementing VMT analysis as the most appropriate metric to evaluate a project's transportation impact. Therefore, the Traffic Analysis Memorandum assesses VMT (as opposed to LOS) to be consistent with SB 743 guidance as of July 1, 2020.

The town of Colma has not yet adopted jurisdiction-specific guidelines on the appropriate metrics and thresholds of significance for SB 743-consistent VMT analysis. Therefore, this study assesses the changes in VMT per person between Cumulative (2040), No Project (Current General Plan) and Cumulative (2040) Plus Plan (Proposed General Plan Update) to determine if the Plan would result in an increase in VMT per person in the town. This approach is consistent with the VMT analysis guidance established by OPR and the California Legislature's intent. Given that the General Plan Update consists of a land use and mobility plan with proposed changes at the town wide level, a threshold of no increase from the previous Plan is appropriate to consider the effect of the Plan on the environment. In particular, the General Plan Update includes increases in residential, office, retail, and other land uses within the town. A threshold of no increase in VMT per capita and VMT per employee from the currently adopted General Plan indicates that the General Plan Update would maintain travel characteristics within the town and not result in longer travel distances.

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on the environment associated with transportation and circulation if it will:

- Increase VMT per person above No Project conditions;

- 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;
- 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;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access; and/or
- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Consistent with OPR guidance, the C/CAG travel demand model was utilized to estimate the following metrics for comparison purposes:

- Residential VMT per person (Home-based trip VMT per resident in the town)
- Commuter VMT per person (Work-based trip VMT per employee in the town)

CMP Analysis

For the town of Colma, the CMP roadway system comprises of SR 82 (El Camino Real) from F Street to Mission Road. Baseline Level of Service (LOS) Standards were adopted for each of the roadway segments and intersections on the system – the Baseline LOS standard for SR 82 is LOS E. The CMP process consists of four steps. First, congested roadway segments are identified. Second, demand management strategies, such as carpooling, are considered, and analyzed for each roadway segment to determine their feasibility and potential for reducing congestion. Third, if demand management strategies are not deemed sufficient to reduce congestion, then other improvements such as signal retiming, public transit, and intelligent transportation systems are considered and analyzed. Fourth, and finally, if the alternatives do not appear sufficient to reduce congestion, then capacity expansion is allowable.

For the CMP process, the following scenarios were considered:

- Existing ("No Project") Scenario – the baseline model outputs were used in this scenario.
- Future ("No Project") Scenario – the model outputs from the currently adopted General Plan were used in this scenario.
- Future ("Plus Project") Scenario – the model outputs from the General Plan Update were used in this scenario.

Four performance measures were selected for the 1997 CMP and retained for subsequent CMPs. These measures will be evaluated for peak commute periods when congestion levels are at their highest. The four measures are:

1. Level of Service
2. Travel Times for Single-Occupant Automobiles, Carpools, and Transit
3. Pedestrian and Bicycle Improvements
4. Ridership/Person Throughput for Transit

Roadway level of service will be measured with vehicle volumes, to determine volume-to-capacity ratios, or floating car runs, to determine travel speeds during the AM and PM peak period. The CMP level of

service criteria for arterials was based on volume-to-capacity ratios from Appendix B – Traffic Level of Service Calculation Methods of CMP report. **Table 4.14.1: CMP Analysis Results for SR 82 (El Camino Real)** presents the CMP analysis for SR 82 (El Camino Real) from F Street to Mission Road in the Town of Colma. The results from in **Table 4.14.1** below show no impacts with the future (2040) proposed General Plan scenario.

Table 4.14.1 – CMP Analysis Results for SR 82 (El Camino Real)

Direction	Capacity (Number of Lanes)	Existing Volume (v/c)	Future No Project Volume (v/c)	Future Plus Project Volume (v/c)	Change in v/c ratio	LOS (Future No Project)	LOS (Future Plus Project)	Impact?
SR 82 (El Camino Real) from F Street to Mission Road								
AM Peak Hour								
Northbound	2,550 (3)	817 (0.32)	1,172 (0.46)	1,192 (0.47)	0.01	A	A	No
Southbound	2,550 (3)	1,723 (0.68)	2,238 (0.88)	2,252 (0.88)	0.00	D	D	No
PM Peak Hour								
Northbound	2,550 (3)	1,725 (0.68)	2,292 (0.90)	2,307 (0.90)	0.00	D	D	No
Southbound	2,550 (3)	1,159 (0.45)	2,000 (0.78)	2,032 (0.80)	0.02	C	C	No

Source: C/CAG Countywide Model, Kittelson & Associates, Inc.

Traffic Analysis

As part of the Traffic Analysis Memorandum, operations and capacity analysis of intersections throughout and the town were conducted to determine locations that may require improvements to operate at acceptable levels of service by year 2040 based on town of Colma, Caltrans, and any other relevant jurisdictional standards. As land use projects throughout the town are approved and developed, the Town should continue to monitor conditions at these locations to determine the appropriate timing and/or level of improvement along these facilities, and implement improvements as required. Potential improvements are fully detailed in the Traffic Analysis Memorandum (Appendix E).

The Town should continue monitoring conditions at the following intersections to determine if and when improvements may be necessary:

- Serramonte Boulevard / Collins Avenue
- Serramonte Boulevard / Serra Center Driveway
- Hillside Boulevard / F Street
- El Camino Real / Serramonte Boulevard
- Junipero Serra Boulevard / Serramonte Boulevard / Interstate 280 On-Ramp

IMPACTS

Impact 4.14.1 Implementation of the proposed General Plan Update would not result in conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities (***Less than Significant***)

Implementation of the proposed General Plan Update could lead to increases in the town of Colma's population and employment, resulting in an associated increase in the demand for transit services offered by BART and SamTrans. While there are no established standards regarding transit levels of service that have been adopted by the Town or transit agencies, the GPU includes policies that support transit-oriented development patterns, strengthen ties between the pedestrian and bicycle networks to transit, promote enhancements to transit facilities, and support increased transit coverage and frequencies in the Town of Colma.

Additionally, implementation of the GPU would improve the existing bicycle and pedestrian circulation infrastructure and require future development to provide multimodal circulation improvements. Increases in the town's population and employment that could result under implementation of the GPU would also likely lead to increases in pedestrian and bicycle travel beyond current levels.

The Mobility Element developed as part of the General Plan Update contains several policies that support access to and the performance of transit, bicycle, and pedestrian facilities. These applicable policies are listed below. Further, the GPU includes mixed-use development that is supportive of non-automotive modes.

Proposed General Plan Update Policies

The following General Plan Update policies address the GPU's potential conflict with a program, plan, ordinance or policy addressing the town's circulation system:

Policy M-1.2: **Capital Improvement Prioritization**. Maintain and upgrade exiting rights-of-way and ensure that the needs of non-motorized travelers are considered in planning, programing, and design of improvements.

Policy M-2-4: **Multi-Modal Impact Fee**. Consider establishing a transportation impact fee for new development tied to performance measures to generate funds for improving all modes of transportation.

Policy M-3-2: **El Camino Real.** Ensure that El Camino Real retains its distinct character, while encouraging improvements which support increased multi-modal use.

Policy M-3-4: **Transit Funding.** Seek joint transportation and transit funding opportunities with adjoining jurisdictions or agencies to improve transit access in and around Colma**.**

Policy M-3-5: **Transportation Gaps.** Eliminate gaps in the regional active transportation network in Colma.

Policy M-4-1: **Transit Stops**. Support the installation of transit stop amenities including shelters, benches, real-time information panels, lighting, bike parking, and bike sharing stations.

Policy M-4-2: **Reliable Transportation Services**. Encourage SamTrans and other public transit providers to provide service on regular schedules along El Camino Real, arterial streets, and, as feasible, major collectors; support these transportation services to increase the mobility of seniors, the disabled, and others who depend on public transportation.

Policy M-4.3: **Consult with SamTrans**. Encourage and support various public transit agencies and companies, ride-sharing programs, and other incentive programs that provide residents and visitors with transportation choices other than the private automobile.

Policy M-4.3: **Encourage Transportation Options.** Encourage and support various public transit agencies and companies, ride-sharing programs, and other incentive programs that provide residents and visitors with transportation choices other than the private automobile.

Policy M-4.4: **Transit Oriented Development**. Promote the development of multi-modal mixed-use development at sites surrounding the Colma BART station, where feasible along Mission Road, and at the Town Center site.

Policy M-5-1: **Complete Streets.** Incorporate Complete Streets infrastructure elements into new streets, street retrofits and certain maintenance projects to encourage multiple modes of travel, based on the modal priorities in Table M-2, as appropriate to the context and determined reasonable and practicable by the Town.

Policy M-5-2: **Design for All Travel Modes.** Plan, design, and construct transportation projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists, people with mobility challenges, and persons of all ages and abilities.

Policy M-5-3: **Bicycle Connection Coordination.** Coordinate with BART, South San Francisco, Daly City, Caltrans, and San Mateo County to plan and implement bicycle and pedestrian improvements which connect with improvements to BART facilities and regional networks.

Policy M-5-4: **Accessibility and Universal Design.** Prioritize implementation of pedestrian facilities that improve accessibility consistent with guidelines established by the Americans with Disabilities Act (ADA), allowing mobility-impaired users, such as the disabled and seniors, to travel safely and effectively within and beyond the town.

Policy M-5.5: **Design of New Development.** Require new development to incorporate design that prioritizes safe pedestrian and bicycle travel and accommodate senior citizens, people with mobility challenges, and children.

Policy M-8-1: **Parking Standards**. Reevaluate minimum parking standards to account for emerging mobility trends, such as shared mobility, micromobility, autonomous vehicles, and future technology changes. The Consider reducing parking requirements for mixed-use developments.

The proposed General Plan policies above address the GPU's conflict with a program, plan, ordinance or policy regarding the town's circulation system and further reduces any impacts to a level of **less than significant** and no mitigation is required.

Impact 4.14.2 General Plan implementation would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (***Less than Significant***)

The town of Colma maintains improvement standards that guide the construction of new transportation facilities to minimize design hazards for all users of the system. Through the Town's environmental review process, future land use proposals that would add traffic to streets not designed to current standards would be carefully evaluated. If needed, appropriate mitigation measures would be identified, and the project would be conditioned to construct or provide funding for an improvement that would minimize or

eliminate the hazard. Typical improvements include shoulder widening, adding turn pockets, adding sidewalks or crosswalks, realigning sharp curves, prohibiting certain turning movements, and signalizing intersections, among other options. New and upgraded roadways needed to accommodate new development will be designed according to applicable Federal, State, and local design standards.

The types of uses included within the town as part of the GPU are generally similar to existing and surrounding uses and thereby are compatible with the existing uses in the Planning Area. Development and infrastructure projects in the town of Colma would be required to comply with the General Plan, Municipal Code, and applicable State and local regulations. In addition, the Mobility Element developed as part of the General Plan Update contains policies in support of roadway network safety and reducing design hazards. These applicable policies are listed below.

Proposed General Plan Update Policies

The following proposed General Plan policies address hazards due to design features**:**

Policy M-1-1: **Vision Zero.** Eliminate traffic fatalities and reduce the number of non-fatal collisions by 50 percent by 2040.

Policy M-1-2: **Capital Improvement Prioritization.** Maintain and upgrade exiting rights-of-way and ensure that the needs of non-motorized travelers are considered in planning, programing, and design of improvements.

Policy M-5-1: **Complete Streets.** Incorporate Complete Streets infrastructure elements into new streets, street retrofits and certain maintenance projects to encourage multiple modes of travel, based on the modal priorities in Table M-2, as appropriate to the context and determined reasonable and practicable by the Town.

Policy M-5-2: **Design for All Travel Modes.** Plan, design, and construct transportation projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists, people with mobility challenges, and persons of all ages and abilities.

Policy M-5-3: **Bicycle Connection Coordination.** Coordinate with BART, South San Francisco, Daly City, Caltrans, and San Mateo County to plan and implement bicycle and pedestrian improvements which connect with improvements to BART facilities and regional networks.

Policy M-5-4: **Accessibility and Universal Design.** Prioritize implementation of pedestrian facilities that improve accessibility consistent with guidelines established by the Americans with Disabilities Act (ADA), allowing mobility-impaired users, such as the disabled and seniors, to travel safely and effectively within and beyond the town.

Policy M-5-5: **Design of New Development.** Require new development to incorporate design that prioritizes safe pedestrian and bicycle travel and accommodate senior citizens, people with mobility challenges, and children.

Implementation of the policies described above would reduce hazards due to design features of.
Therefore, this impact is **less than significant** and no further mitigation is required**.**

Impact 4.14.3: The proposed General Plan Update would not result in inadequate emergency access (***Less than Significant***).

Implementation of the proposed General Plan Update would result in increased development which would increase the number of users on the town's transportation system. There will be a need to ensure that adequate emergency access provisions are made to accommodate increased population and growth. However, it should be noted that the Plan is a programmatic-level document, and emergency accessibility is typically assessed at the project-level. Adequacy of emergency access associated with future development projects would be analyzed and evaluated in detail through this future environmental review process. Additionally, the Mobility Element developed as part of the General Plan update contains policies in support of emergency access along local roads. These applicable policies are listed below.

Proposed General Plan Update Policies

The following proposed General Plan policies address emergency access:

Policy M-4-6: **Design of New Development.** Require new development to incorporate design that considers emergency access and prioritizes safe pedestrian and bicycle travel and accommodates senior citizens, people with mobility challenges, and children.

Policy M-4-7: **Emergency Services.** Prioritize emergency service needs when developing transportation plans and making transportation network changes.

Implementation of the policies described above would ensure impacts relating to emergency circulation and access are **less than significant** and no mitigation measures are required.

Impact 4.14.4: General Plan implementation would increase VMT per person above No Project conditions ***(Less than Significant).***

The residential and employee VMT under the Current General Plan and the Proposed General Plan Update for the town of Colma are shown in **Table 4.14.2: Existing and Future VMT per Resident and Employee**. As shown in the table, the General Plan Update is expected to increase VMT per resident above No Project/Previous General Plan conditions. Home-based VMT per resident is expected to increase by 10% while work-based VMT per employee is expected to decrease by approximately 5% under the General Plan Update. This change in VMT could be attributed to the increasing amounts of residents living within the town of Colma under the Proposed General Plan Update and residents needing to travel further for employment opportunities or other needs given the additional residents. The commute VMT reduction may be explained by increased employment opportunities within the town with the Proposed General Plan Update and better jobs housing balance for those who live and work in the town. For example, the increase of office, retail, and other uses within the town would decrease the need for the town's residents to travel long distances inside and outside the town for their employment or other needs, resulting in shorter vehicular travel distances per capita. However, due to the relatively higher increase in population compared to employment, some residents will need to travel outside the town to reach their employment destinations which may explain the higher home-based VMT per person.

Table 4.14.2: Existing and Future VMT per Resident and Employee

2020	Existing	1,519	4,070	16,090	10.59	58,196	14.30
2040	No Project	2,269	4,315	21,337	9.40	62,260	14.43
2040	Plus Project	2,914	4,959	30,172	10.35	68,191	13.75
Total Change	2040 No Project - 2020	750	245	5,248	-1.19	4,064	0.13
	2040 Project - 2020	1395	889	14,083	-0.24	9,995	-0.55
	2040 Project - 2040 No Project	645	644	8,835	0.95	5,931	-0.68
% Change	2040 No Project - 2020	49%	6%	33%	-11%	7%	1%
	2040 Project - 2020	92%	22%	88%	-2%	17%	-4%
	2040 Project - 2040 No Project	28%	15%	41%	10%	10%	-5%

Source: C/CAG Model, Kittelson & Associates, Inc., 2020.

As shown in **Table 4.14.2**, the Proposed General Plan update is expected to increase VMT per person above No Project conditions (an increase of 10%, from 9.40 to 10.35). Therefore, the VMT-related impacts of the Plan would be considered **significant**.

The General Plan includes policies designed to ensure a VMT threshold is established and Transportation Demand Management (TDM) measures are provided. See the relevant policies that mitigate potential VMT impacts below. If these VMT and TDM polices are implemented, then the VMT impact could be considered **less than significant with implementation of mitigation**.

Proposed General Plan Update Policies

The following proposed General Plan policies address vehicle miles traveled**:**

Policy M-2-1: **Reduce Vehicle Miles Traveled.** Require new development projects to achieve a reduction in VMT per capita or VMT per service population compared to both baseline VMT performance conditions and General Plan 2040 VMT performance conditions. The Town will regularly monitor baseline VMT to provide updated benchmarks for project applicants. Encourage use of VMT reduction strategies and methods to encourage non-automobile travel.

Policy M-2-2: **Other Traffic Flow Benchmarks.** Establish additional traffic flow benchmarks, such as vehicle-hours of travel and safety-related metrics, in order to evaluate and monitor changes in traffic flow over time.

Policy M-2-3: **VMT Transportation Performance Measures.** Update the Town's transportation measures and thresholds to use VMT standards for traffic impact analysis rather than LOS.

Policy M-2-6: **Development Review Requirements.** Require proposed development projects that could result in increased traffic to include improvements that assure LOS levels do not fall below the established minimum standard. Ensure that improvements are coordinated with roadway improvements programmed for funding through transportation-related impact fees and that the operational benefits of large-scale, automobile capacity-focused improvements are balanced against the induced VMT resulting from the improvements.

Policy M-7-1: **TDM Program.** Continue to participate in the TDM Program as outlined by the San Mateo City/County Association of Governments (C/CAG).

Policy M-7-2: **TDM Program for New Development.** Require major development proposals to include a detailed, verifiable TDM program for consideration by the Town during the review of the development application.

Policy M-7-3: **Vehicle Trip Reduction.** Support vehicle trip reduction strategies, including building safer and more inviting transportation networks, supporting connections to high frequency and regional transit, implementing TDM programs, and integrating land use and transportation decisions.

Implementation of the policies described above would mitigate impacts from increased vehicle miles traveled to **less than significant** and there are no mitigation measures required

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In accordance with the California Environmental Quality Act (CEQA) (Cal. Pub. Resources Code Sections §21000, et seq.) and the State CEQA Guidelines (14 Cal. Code Regs., Section §15000, et seq.), this Draft Program Environmental Impact Report (Draft PEIR; DPEIR) evaluates the Town of Colma's 2040 General Plan Update's related impacts, general assumptions, and mitigation needs that can be identified in the analysis. The reader is referred to the individual technical sections of the Draft PEIR Sections 4.1 to 4.16, regarding the specific assumptions and methodologies used in the analysis for that particular technical subject.

4.15.1 EXISTING SETTINGS

LOCAL

Water Service

Water service is provided to the town by California Water Service Company (Cal Water). The town of Colma is within Cal Water's South San Francisco District, which provides water from a combination of groundwater as well as purchased water sources. The purchased water is acquired from the San Francisco Water Department, whose sources are the Hetch Hetchy System, the Tuolumne Basin, and individual local sources. A new treatment plant for the groundwater supply opened in 1997. The supply and storage capacity of water reservoirs is adequate to meet the present needs and foreseeable growth of Colma as projected in the Housing Element.

The town of Colma is located above a ground water aquifer associated with local geology. Well water is the primary source of irrigation water used by the cemeteries in the town. The City and County of San Francisco, acting under the jurisdiction of its Public Utilities Commission, owns land and easements for its water transmission lines through the town. The main right-of-way, from the southern edge of Cypress Lawn Cemetery on the south, to the northern edge of Woodlawn Cemetery on the north, has a consistent open space designation through the town recognizing the fact that the subsurface waterlines prevent structures from being built.

Based on the expected increase in population in the greater San Francisco region, the demand for water is expected to increase moderately in the next ten years. Therefore, water conservation is becoming more essential. Although the town of Colma imposes a very small demand on Hetch Hetchy and the other resources, the town is a part of a regional effort to manage groundwater for drought conditions and emergencies.

Sewer Service

The town's existing sewer system is mapped on **Figure 4.15-1: Sewer System**. Extensions to this system are possible to any areas of the town requiring new service due to development. Currently, the town, through joint powers agreements, uses the South San Francisco -San Bruno Joint Wastewater Treatment Facility and the North San Mateo County Sanitation District Treatment Plant. The collection system in town is, therefore, segmented into these service areas.

The northern part of town is served by 10-inch, 8-inch, and 6-inch lines which connect to a 10-inch force main located along the unincorporated portion of A Street. A sewer pump station is located at F Street. The Colma Creek Branch of the South San Francisco sewer system is located along Mission Road near the Holy Cross cemetery. The central and southern part of the town is served by this gravity flow system.

North San Mateo County Sanitation District Treatment Plant

The North San Mateo County Sanitation District Treatment Plant is located near John Daly Boulevard and Lake Merced Boulevard in Daly City. Through an agreement with the Sanitation District, the town of Colma is allowed the treatment of 490,000 gpd of wastewater with annual growth increments not to exceed 30,000 gpd. Wastewater at the plant is given secondary treatment and then discharged into the Pacific Ocean. Wastewater solids are transported offsite for land disposal.

South San Francisco Water Quality Control Plant

The South San Francisco Water Quality Plant is located on Belle Air Road in South San Francisco. Located adjacent to San Francisco Bay on Colma Creek, the facility provides secondary wastewater treatment for the cities of South San Francisco, San Bruno, and the town of Colma. The average dry weather flow through the facility is 9 million gallons per day (mgd). Peak wet weather flows can exceed 60 mgd. Through an agreement with South San Francisco and San Bruno, the town has purchased the right to contribute maximum flows up to 450,000 gallons per day (gpd) to the shared plant. The Town will be amending this agreement soon since actual flows are near or exceed this capacity.

Power and Energy Use

The town of Colma's principal sources of power are from natural gas and electricity transmitted by Pacific Gas and Electric Company (P.G.& E.). Power is supplied to the town by Peninsula Clean Energy, except for a very few properties that have opted out of service by Peninsula Clean energy in favor of P.G. & E. The town's commercial businesses use a large majority of the energy within the town of Colma. Residential energy use accounts for a relatively small percentage of energy use within the town.

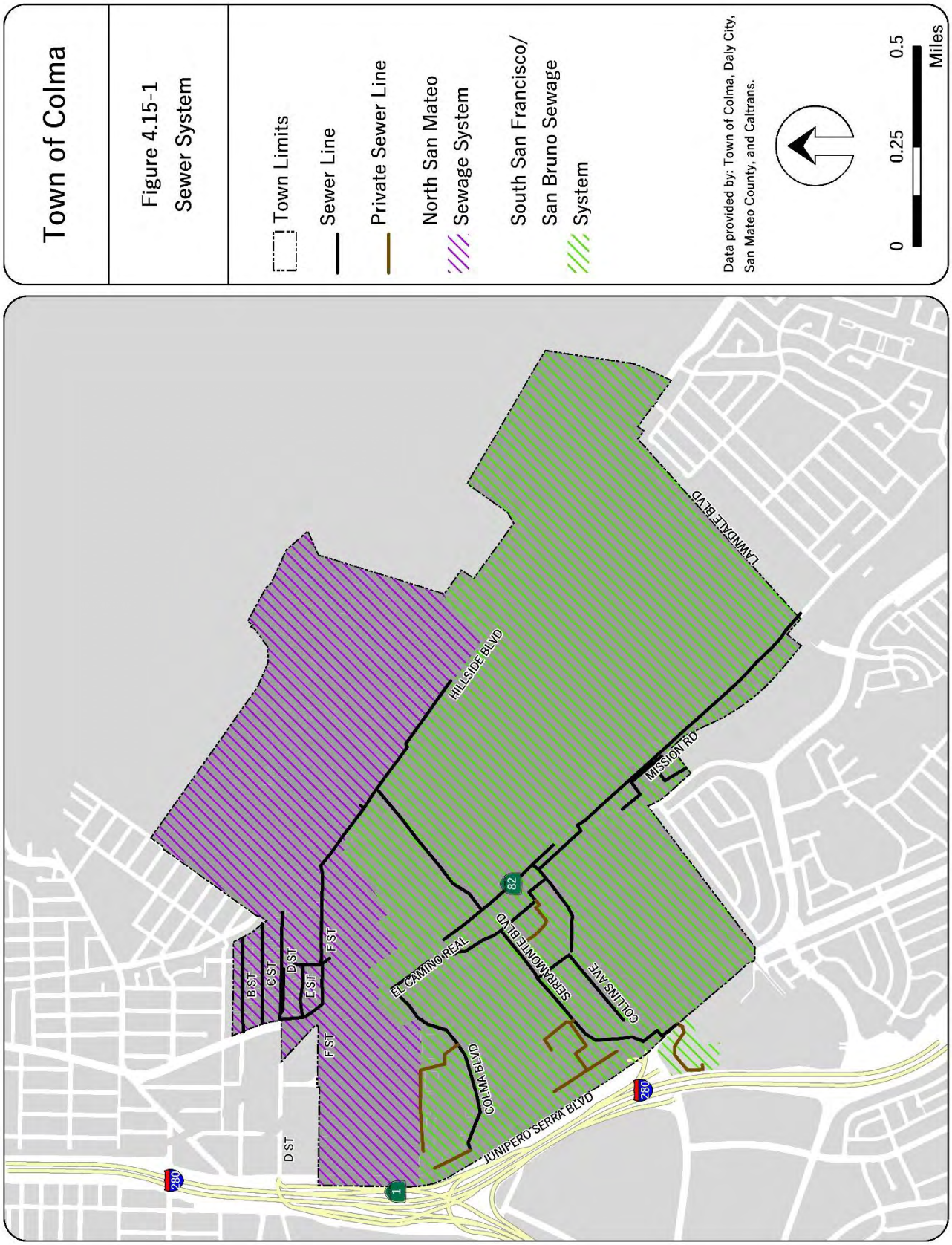
Telephone and Communications

Local and nearby telephone communication is provided to the town of Colma residents by Verizon. Long distance telephone service is provided by numerous companies as selected by local users. Internet phone and cable service is provided primarily by Comcast. Additional television cable service for subscribers in Colma includes AT&T and DirectTV. Commercial communication structures such as towers, antenna and equipment buildings are only allowed in commercial and open space districts subject to a Use Permit and then only when not highly visible from public roads.

Utility Undergrounding

In all new construction, whether residential or commercial, power lines and telephone lines are required to be placed underground entirely or from the nearest existing pole. Service utility boxes and transformers must be screened from view by fencing and/or landscaping. In areas of existing development, utility lines should be placed underground in order to give the town of Colma's streets a neater appearance. One section that has been completed is Mission Street in Daly City to F Street in the town. This undergrounding should occur as funds become available or in conjunction with other public works projects. Here are some key segments:

1. El Camino Real - F Street to Serramonte Boulevard
2. El Camino Real - Serramonte Boulevard south to town boundary
3. Mission Road - El Camino Real to town boundary
4. Hillside Boulevard
5. Junipero Serra Boulevard
6. Collins Avenue
7. Serramonte Boulevard -El Camino Real to Hillside Boulevard


Town of Colma
Figure 4.15-1
Sewer System
Town Limits
Sewer Line
Private Sewer Line
North San Mateo Sewage System
South San Francisco/ San Bruno Sewage System
Data provided by: Town of Colma, Daly City, San Mateo County, and Caltrans.
0
0.25
0.5
Miles
280
1
D ST
B ST
C ST
D ST
E ST
F ST
F ST
EL CAMINO REAL
COLMA BLVD
JUNIPERO SERRA BLVD
82
SERRAMONTE BLVD
COLLINS AVE
280
HILLSIDE BLVD
MISSION RD
LAWNDALE BLVD

Storm Drain Facilities

All storm water runoff flows by gravity through open channels and culverts to Colma Creek. Once the creek leaves the town of Colma it continues most of the way in an open channel through South San Francisco and into the Bay.

Solid Waste Disposal Facilities

Solid waste produced in the town of Colma is collected by Republic Services at the city of Daly City. Garbage is collected once a week and, subscription to the service is mandatory in the town. The main solid waste disposal site for San Mateo County is the Ox Mountain Sanitary Landfill located north of Highway 92, three miles east of Half Moon Bay. The facility accepts all solid waste except hazardous materials. A private landfill site, operated by Calco, in the Cypress Hills area east of Hillside Boulevard in the town, closed in 2011.

Recycling

Republic Services provides curbside pickup for recyclables for residential customers. One bin is used for recyclables such as paper, cardboard, aluminum and metal, glass and plastic. In addition to these standard recyclables, electronics and universal (items such as light bulbs, batteries and ballasts that contain hazardous materials) recycling is offered for commercial customers. Residents with hazardous items such as batteries can take those items to a drop off location.

4.15.2 REGULATORY FRAMEWORK

FEDERAL

California Safe Drinking Water Act

The Safe Drinking Water Act (SDWA), administered by the US Environmental Protection Agency (USEPA) in coordination with the California Department of Public Health (CDPH), is the main Federal law that ensures the quality of drinking water. Under SDWA, USEPA sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards.

Clean Water Act Section 402

The primary goals of the Federal Clean Water Act, 33 USC §§ 1251, et seq. (CWA) are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for the management of water quality and the control of pollutant discharges. The CWA sets forth several objectives in order to achieve the above-mentioned goals. The CWA objectives include regulating pollutant and toxic pollutant discharges; providing for water quality which protects and fosters the propagation of fish, shellfish, and wildlife; developing waste treatment management plans; and developing and implementing programs for the control of non-point sources pollution.

The CWA provides the legal framework for several water quality regulations including NPDES, effluent limitations, water quality standards, pretreatment standards, anti-degradation policy, non-point source discharge programs, and wetlands protection. The State Water Resources Control Board (State Water Board) and nine Regional Water Quality Control Boards (Regional Water Boards; collectively the Water Boards) are authorized to implement the federal Clean Water Act in California. The State Water Board protects water quality by setting statewide policy, coordinating and supporting the Regional Water Boards, and reviewing petitions that contest Regional Water Board actions. Additionally, the State Water Board is

solely responsible for allocating surface water rights, regulating public drinking water systems, and administering financial assistance programs.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) Program is a federal program that has been delegated to the State of California for implementation through the State Water Board and the nine Regional Water Quality Control Boards. In California, NPDES permits are also referred to as waste discharge requirements (WDRs) that regulate discharges to waters of the United States.

Since its introduction in 1972, the NPDES Program has been responsible for significant improvements to our nation's and state's water quality.

Local agencies in San Mateo County are required to reduce surface water drainage pollution runoff and establish control measures in development projects, which provide specific guidelines on design measures for runoff of pollutants of concern, source controls, stormwater treatment measures, hydromodification management, and construction site controls.

Raker Act

SFPUC was granted the rights to the water resources of the Tuolumne River in 1913 by the Raker Act. This was an act of the United States Congress that allowed the construction of the O'Shaughnessy Dam in the Hetch Hetchy Valley in Yosemite National Park. The Act specifies that because the source of water and power was on public land, no private profit could be derived from the development.

REGIONAL

Senate Bill 610

Senate Bill (SB) 610 (Section 21151.9 of the Public Resources Code and Section 10910 et seq. of the Water Code) requires the preparation of water supply assessments (WSA) for large developments (e.g., for projects of 500 or more residential units; 500,000 square feet of retail commercial space; or 250,000 square feet of office commercial space). These assessments, prepared by public water systems responsible for service, address whether adequate existing or projected water supplies are available to serve proposed projects, in addition to urban and agricultural demands and other anticipated development in the service area in which the project is located.

Senate Bill X7-7

In November 2009, the California State legislature passed, and the Governor approved, a comprehensive package of water legislation also known as the Statewide Water Conservation Act of 2009, including Senate Bill (SB) X7-7 addressing water conservation. In general, SB X7-7 requires a 20 percent reduction in per capita urban water use by 2020, with an interim 10 percent target in 2015. The legislation requires urban water users to develop consistent water use targets and to use those targets in their UWMPs. SB X7-7 also requires certain agricultural water suppliers to implement a variety of water conservation and management practices and to submit Agricultural Water Management Plans.

Senate Bill 1016

Senate Bill (SB) 1016 requires that the 50 percent solid waste diversion requirement established by AB 939 be expressed in pounds per person per day. SB 1016 changed the CalRecycle review process for each municipality's IWMP. The CalRecycle Board reviews a jurisdiction's diversion rate compliance in accordance with a specified schedule. Beginning January 1, 2018, the Board will be required to review a jurisdiction's source reduction and recycling element and hazardous waste element every two years.

Assembly Bill 939

Assembly Bill (AB 939), the Integrated Waste Management Act, mandates that each jurisdiction reduce the amount of waste entering landfills each year. This state law requires each jurisdiction in California to divert at least 50 percent of its waste away from landfills by 2000, whether through waste reduction, recycling or other means. This is beneficial in lengthening the lifespan of available mineral resources by recycling materials from demolished buildings, roadways or other facilities. AB 939 also transferred all landfill and recycling responsibilities to the California Department of Resources, Recycling, and Recovery (CalRecycle) authority. Additionally, the legislature and Governor Brown, through enactment of AB 341, set a goal of 75 percent recycling, composting, or source reduction of solid waste by 2020.

California Department of Resources, Recycling, and Recovery

CalRecycle oversees, manages, and monitors waste generated in California. It provides limited grants and loans to help California cities, counties, businesses, and organizations meet the State waste reduction, reuse, and recycling goals. It also provides funds to clean up solid waste disposal sites and co-disposal sites, including facilities that accept hazardous waste substances and non-hazardous waste. CalRecycle develops, manages, and enforces waste disposal and recycling regulations, including AB 939 and SB 1016.

Porter-Cologne Water Quality Control Act

The State of California is authorized to administer Federal or State-enacted laws regulating water pollution in the state. The Porter-Cologne Water Quality Control Act of 1969 (Water Code §§ 13000, et seq.) includes provisions to address requirements of the CWA. These provisions include NPDES permitting, dredge and fill programs, and civil and administrative penalties. The Porter-Cologne Act is broad in scope and addresses issues relating to the conservation, control, and use of the water resources of the State. Additionally, the Porter-Cologne Act states that the quality of all the waters of the state (including groundwater and surface water) must be protected for the use and enjoyment by the people of the state.

The SWRCB and its nine RWQCBs are agencies under the umbrella of the California Environmental Protection Agency (CalEPA). The SWRCB has the principal responsibility for the development and implementation of California water quality policy and must develop programmatic water quality control procedures to be followed by the RWQCBs. The Town of Colma is in the jurisdiction of the San Francisco Bay RWQCB.

The Porter-Cologne Water Quality Control Act defines what is considered pollution, contamination, or nuisance. Briefly defined, pollution means an alteration of water quality such that it unreasonably affects the beneficial uses of water (for drinking, agricultural supply, or industrial uses). Contamination means an impairment of water quality to the degree that it creates a hazard to the public health. Nuisance is defined as anything that is injurious to health, offensive to the senses, or an obstruction to property use, and which affects a considerable number of people.

California Model Water Efficient Landscape Ordinance

The Model Water Efficient Landscape Ordinance for the State of California was adopted by the Office of Administrative Law in September 2009, and requires local agencies to implement water efficiency measures as part of its review of landscaping plans. Local agencies can either adopt the Model Water Efficient Landscape Ordinance or incorporate provisions of the ordinance into its own code requirements for landscaping. For new landscaping projects of 2,500 square feet or more, the applicant is required to submit a detailed "Landscape Documentation Package" in conjunction with their building permits that discusses water efficiency, soil management, and landscape design elements.

State Water Resources Control Board (Hydro)

The SWRCB, in coordination with nine RWQCBs, performs functions related to water quality, including issuance and oversight of wastewater discharge permits (e.g., NPDES), other programs regulating stormwater runoff, and underground and above-ground storage tanks. The SWRCB has also issued statewide waste discharge requirements for sanitary sewer systems, which include requirements for development of a sewer system management plan (SSMP).

Title 22 of California Code of Regulations

Title 22 regulates the use of reclaimed wastewater. In most cases, only disinfected tertiary water may be used on food crops where the recycled water would come into contact with the edible portion of the crop. Standards are also prescribed for the use of treated wastewater for irrigation of parks, playgrounds, landscaping, and other non-agricultural irrigation. Regulation of reclaimed water is governed by the nine RWQCBs and the California Department of Public Health (CDPH).

LOCAL

Town of Colma Municipal Code Subchapter 3.04

Town of Colma Municipal Code Subchapter 3.04 includes regulations on sewer and the discharge of water and waste. The ordinance is intended to regulate and control the quantity and quality of sewage and industrial wastes and other substances and provide for source control of sewage, industrial waste, and other substances. The subchapter allows the town to enforce these areas with fees and charges.

Town of Colma Municipal Code Subchapter 3.05

Town of Colma Municipal Code Subchapter 3.05 includes regulations on the collection and disposal of solid waste. The intent of the ordinance is to allow the town to select a franchise waste hauler to improve recycling rates, improve reporting to CalRecycle and comply with state recycling laws, and reduce waste to the landfill. The Ordinance includes standards for waste hauling and prohibits illegal dumping.

4.15.3 IMPACT ANALYSIS AND MITIGATION MEASURES

Standards of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. Wildfire impacts are considered to be significant if implementation of the project considered would result in any of the following:

- 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?
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
- 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?
- 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?

- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

METHODOLOGY

The following analysis was based on background research and coordination with utility providers and the background information they provided to the town of Colma.

It should be noted that the 2040 GPU proposes few updates to the town's existing planning areas, simplifying the town's existing planning areas into five new planning areas that are consistent with the present condition of the town and the vision of the City Council. In addition, the proposed GPU introduces new land uses such a medium density residential land use that is consistent with current developments and a commercial overlay over vacant and underutilized cemetery land east of Hillside Boulevard. The 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster's site, respectively.

IMPACTS

Impact 4.15.1 The proposed General Plan Update would not require, or result in, the construction or expansion of new water, new storm water drainage, wastewater treatment facilities or expansion of existing facilities and entitlements, the construction of which could cause significant environmental effects (***Less than Significant***).

As mentioned previously, implementation of the Town of Colma's 2040 General Update has the potential to result in additional population and the need for future residential, commercial and office uses in the Planning Area. This would in turn generate additional demand for water, storm drainage, and wastewater demand and services. The GPU buildout is projected to add 328 residential units and 1,028,500 square feet of commercial and office uses in the town. California Water Service Company (Cal water) projects an increase of approximately 2000 single family residential homes and 980 commercial accounts for the South San Francisco District, which includes the town of Colma, by the Planning Area buildout year of 2040. However, the town of Colma utilizes water conservation efforts and the proposed GPU contains policies that would reduce water usage and waste.

Similarly, while future development or redevelopment activities under the 2040 General Plan Update has the potential to increase impervious surfaces and stormwater runoff, generate increased stormwater volumes and affect infiltration of water to existing storm drainage systems in the town.

The town does not have its own wastewater treatment facilities and is under agreements with the North San Mateo County Sanitation District Treatment Plant and the South San Francisco Water Quality Control Plant for such services. While wastewater treatment capacity is projected to be adequate by the North San Mateo County Sanitation District Treatment Plant, new construction in certain areas in town may require the need to construct a sewer lift station. As a part of the town's review process, projects are routed to the wastewater treatment districts to determine if a sewer capacity study is required. The sewer capacity study determines if the sewer lift station is required. The South San Francisco Water Quality Control Plant is unable to determine if there will be an impact to their infrastructure without specific project locations and proposed uses. Since there is no project, South San Francisco Water Quality Control Plant will continue to

review project applications for proposed projects within the town and determine if capacity is adequate at that time. Project conditions may be imposed to upgrade existing infrastructure to support proposed projects.

Proposed General Plan Update Policies

The following proposed General Plan policies address water, sewer and wastewater uses in the town:

Policy OSC-4-1: **Comply with Water Quality Regulations.** Continue to comply with all State and federal regulations for water quality.

Policy OSC-4-2: **Participation in the San Mateo County Stormwater Pollution Prevention Program (SMCWPPP).** Continue to be an active member agency of the SMCWPPP to reduce pollution from being conveyed through the storm water system to the San Francisco Bay.

Policy OSC-4-3: **Reclaimed Water.** Pursue opportunities to install water recycling infrastructure for Town-owned and cemetery landscape areas.

Policy OSC-4-6: **Stormwater Runoff.** Require large-scale projects (over 0.5 acres) to channel surface and roof runoff to on-site detention facilities to facilitate groundwater recharge, reduce stormwater pollution, and mitigate flooding of Colma Creek.

Policy OSC-4.-9: **Water Quality and Conservation Public Information.** Continue to support and coordinate with the Countywide Stormwater Program, Cal Water, and the San Francisco Public Utilities Commission (SFPUC) on their public outreach and education campaigns to conserve and maintain water quality.

Policy CS-3-4: **Stormwater Detention.** Require new developments over one half acre in size to construct on-site storm water detention facilities which contribute runoff to Colma Creek in order to store the difference in runoff between the 10-year pre-development storm (original natural state) and the 100-year post-development storm. Any stormwater release should be at the 10-year predevelopment rate.

Policy LU-2-4: **Low Impact Development.** Regulate new development and construction to minimize pollutant and sediment concentrations in receiving waters and ensure that surface water meets or exceeds applicable regulatory water quality standards. Require new development to incorporate Low Impact Development features that treat and reduce surface runoff volumes.

Policy LU-2-6: **Green Infrastructure.** Encourage green infrastructure installations that rely on natural processes for stormwater treatment/drainage, groundwater recharge and flood control.

Policy LU-4-2: **Adequacy to Serve New and Existing Developments.** The Town shall continue to ensure that new and existing developments can be adequately served by municipal services and facilities in accordance with Town standards.

Policy LU-4-3: **New Development Fair Share.** The Town shall regularly evaluate and update development impact fees to ensure that new development pays its fair share of providing new public facilities and services and/or the costs necessary to improve or expand infrastructure to serve them, including street improvements, parks, wastewater, stormwater drainage, and other public services.

Policy LU-4-4: **Capital Improvement Program (CIP).** The City shall continue to fund maintenance, improvements, and expansion of town infrastructure, including sewer lines and street infrastructure through a multi-year Capital Improvement

While there would be no significant need for the construction of new water and wastewater facilities, implementation of the above policies would further assist in reducing the Town of Colma's 2040 GPU impacts to wastewater to a **less than significant** level and no mitigation is required

Impact 4.15.2 Implementation of the proposed General Plan Update for the town would not exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board and may 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 (***Less than Significant***).

The town of Colma's proposed 2040 General Plan Update has the potential to result in additional population growth and development or redevelopment activities in the town that would generate additional wastewater. This would result in the increased demand, collection, transport and treatment of wastewater needs over current levels. This, in turn, would generate additional wastewater needs over existing levels, for the town. According to the town's Sanitary Sewer System Management Plan (SSMP), there are approximately 33,600 lineal feet of sewer mains that serve the town's wastewater system.

The town of Colma's collection system is divided into the northern portion of the town which is connected to and serviced by the North San Mateo County Sanitation District, and the southern portion of the collection system which is connected to the City of South San Francisco. Correspondence with these providers in February 2021 have indicated that the North San Mateo County Sanitation District Treatment Plant will have adequate capacity however, new construction in certain areas in town may require the need to construct a sewer lift station. In addition, the South San Francisco Water Quality Control Plant is unable to determine if there will be an impact to their infrastructure without specific project locations and proposed uses but will continue to review project applications for proposed projects within the town and determine if capacity is adequate at that time.

Additionally, current State regulations would require that the town comply with existing wastewater quality standards and that any future new development or infill projects be reviewed by the appropriate wastewater district to ensure that new projects would not exceed their wastewater conveyance and treatment capacities.

Proposed General Plan Update Policies

The following proposed General Plan policies address the town's wastewater treatment needs:

Policy LU-4-1: **Maintaining Adequate Public Infrastructure and Facilities.** The Town shall adequately maintain public infrastructure to ensure the provision of safe and reliable infrastructure to meet the town's current and future needs, including facilitating upgrades to the utility infrastructure necessary for improved and emerging technologies.

Policy LU-4-2: **Adequacy to Serve New and Existing Developments.** The Town shall continue to ensure that new and existing developments can be adequately served by municipal services and facilities in accordance with Town standards.

Policy LU-4-3: **New Development Fair Share.** The Town shall regularly evaluate and update development impact fees to ensure that new development pays its fair share of providing new public facilities and services and/or the costs necessary to improve or expand infrastructure to serve them, including street improvements, parks, wastewater, stormwater drainage, and other public services.

Policy LU-4-4: **Capital Improvement Program (CIP).** The City shall continue to fund maintenance, improvements, and expansion of town infrastructure, including sewer lines and street infrastructure through a multi-year Capital Improvement Program (CIP).

Wastewater treatment demand resulting from the 2040 General Plan Update would be accommodated by the town of Colm's existing wastewater service providers, and no additional new wastewater facilities would be required to serve the town. In addition, implementation of the above policies would further assist in reducing the Town of Colma's 2040 GPU impacts to wastewater to a **less than significant** level and no mitigation is required.

Impact 4.15.3 Any future new or infill development projects under the proposed General Plan Update would be served by a landfill with sufficient permitted capacity and would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, so as to accommodate the 2040 GPU's solid waste disposal needs (***Less than Significant***).

As previously mentioned, the implementation of the proposed General Plan Update has the potential to allow for future development and infill projects that could result in additional solid waste generation over existing levels for the town. This waste would eventually be deposited at the local landfill, which could result in the landfill's current being reduced at a faster rate. Currently, Republic Services, the town's franchise waste hauler, hauls waste to the Los Trancos (Ox Mountain) landfill located in Half Moon Bay. As of December 31, 2019 the Ox Mountain landfill had 18,206,200 cubic yards of remaining capacity. The site is projected to reach its permitted capacity in 2039. Additionally, future land use activities developed under the 2040 GPU would be required to comply with all local, state, and federal statutes and regulations related to solid waste.

Policies LU-4-1 to LU-4-4 ensure that new developments can be supported by public infrastructure and mitigate impacts to landfill capacity. The 2040 General Plan Update's impacts to solid waste would be reduced by ensuring that the town has access to landfill waste site(s) with sufficient services and capacity. Implementation of the above policies would assist in reducing the Town of Colma's 2040 GPU impacts to solid waste to a **less than significant** level and no mitigation is required

REFERENCES

Documents

Town of Colma General Plan, General Plan Existing Conditions Report § (2020)

Town of Colma General Plan, Town of Colma General Plan § (1999)

Town of Colma, Town of Colma Municipal Code. (2019)

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Wemmer Andrew. Environmental Compliance Supervisor, City of South San Francisco. Personal Communication (E-mail). Krystal Sanchez, CSG Consultants Inc. September 8, 2020; Jonathan Kwan, CSG Consultants Inc., February 10, 2021 (via email); February 16 (via phone message).

This section of the Draft Program Environmental Impact Report (Draft PEIR; DPEIR) describes the existing wildfire risks within the Town of Colma General Plan Planning Area (Planning Area). This section also identifies the potential impacts of implementing the proposed project on such resources as well as the appropriate proposed 2040 General Plan Update policies that reduce any identified impacts.

4.16.1 EXISTING SETTINGS

REGIONAL

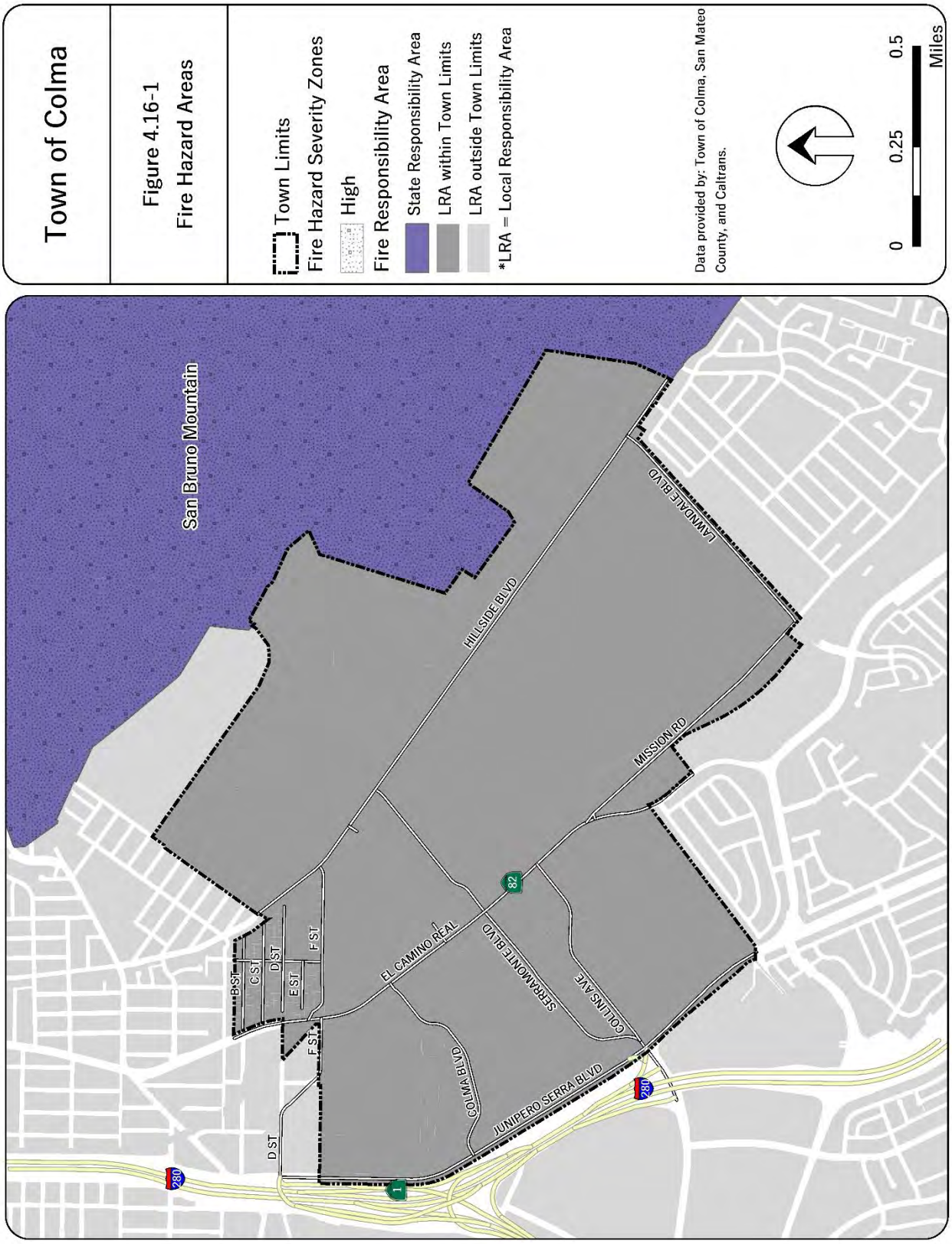
A wildfire is defined as a non-structural fire in undeveloped area with the potential to spread to an urban area. The fire season in California is starting earlier and ending later each year, with climate change considered to be a key factor for this phenomenon. The length of fire season is estimated to have increased by 75 days across the Sierras and seems to correspond with an increase in the forest fires across the state (CalFire, 2020).

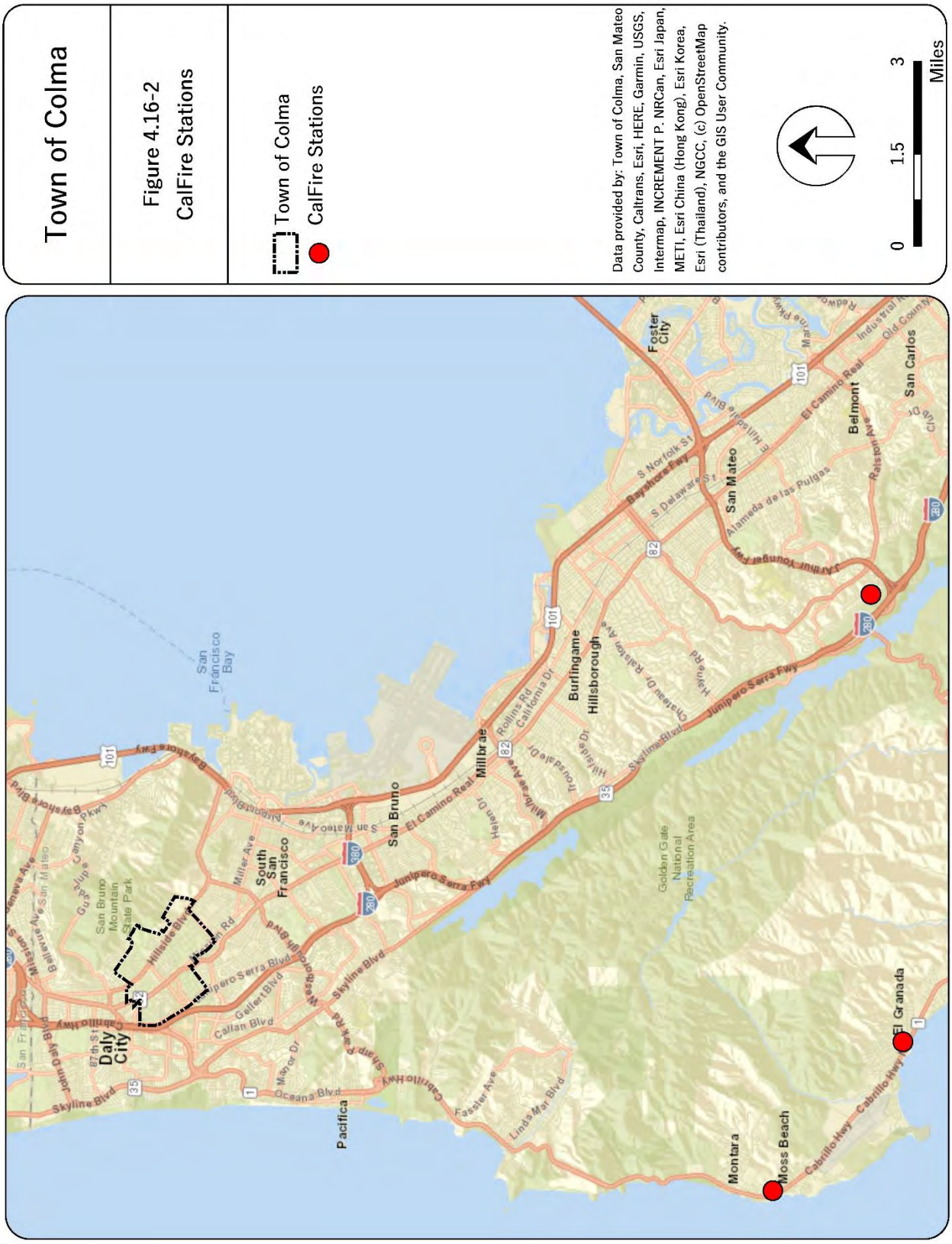
Fires are typically classified by type and intensity. Fire types may include understory fires, crown fires, surface fires, and broadcast fires, among others. Fire intensity, or severity, is the heat energy released by a fire either during a smoldering or raging fire event (California Department of Forestry and Fire Protection, 2020).

The California Department of Forestry and Fire Protection (Cal Fire) has mapped areas of significant fire hazards in the state through its Fire and Resources Assessment Program (FRAP). These maps place areas of the state into different Fire Hazard Severity Zones (FHSZ) based on a hazard scoring system using subjective criteria for fuels, fire history, terrain influences, housing density, and occurrence of severe fire weather. Typically, these classifications include Non-Wildland, Non-Urban, Moderate, High and Very High . As part of this mapping system, land where Cal Fire is responsible for wildland fire protection and generally located in unincorporated areas is classified as a State Responsibility Area (SRA). Where local fire protection agencies, such as the town of Colma's Fire Protection District (CFPD), are responsible for wildfire protection, the land is classified as a Local Responsibility Area (LRA) (California Department of Forestry and Fire Protection, 2020).

The closest Very High Fire Hazard Severity (VHFHSZ) to the town of Colma is the San Bruno State Mountain Park. CAL FIRE has rated the San Bruno Mountain Park and the adjacent undeveloped areas of the town, as areas of high fire hazard (***Figure 4.16-1: Fire Hazard Areas***). However, when considering fire hazard threat to people, CAL FIRE rated the San Bruno Mountain and surrounding areas an extreme fire hazard (California Department of Forestry and Fire Protection, 2020). CAL FIRE responds to wildland fires from several fire stations, depending on their proximity and availability. The closest station to the project area is at 20 Tower Road in the City of Belmont (***Figure 4.16-2: CalFire Stations***).

Fire Safe Councils throughout California educate homeowners about community wildfire preparedness activities while working with local fire officials to design and implement projects that increase the wildfire survivability of their communities. Many Fire Safe Councils have successfully implemented such projects as hazardous-fuel-reduction projects, Community Wildfire Protection Planning, and homeowner training. The closest Fire Council to the town of Colma is the Fire Safe Council of San Mateo County located in the city of Half Moon Bay (California Department of Forestry and Fire Protection, 2020).


Town of Colma
Figure 4.16-1
Fire Hazard Areas
Town Limits
Fire Hazard Severity Zones
High
Fire Responsibility Area
State Responsibility Area
LRA within Town Limits
LRA outside Town Limits
*LRA = Local Responsibility Area
Data provided by: Town of Colma, San Mateo County, and Caltrans.
0
0.25
0.5
Miles
San Bruno Mountain
HILLSIDE BLVD
LAWNDALE BLVD
MISSION RD
EL CAMINO REAL
SERRAMONTE BLVD
COLLINS AVE
COLMA BLVD
JUNIPERO SERRA BLVD
B ST
C ST
D ST
E ST
F ST
82
280
1


Town of Colma
Figure 4.16-2
CalFire Stations
Town of Colma
CalFire Stations
Data provided by: Town of Colma, San Mateo County, Caltrans, Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community.
0
1.5
3
Miles
Daly City
Pacifica
South San Francisco
San Bruno
Millbrae
Burlingame
Hillsborough
San Mateo
Foster City
Belmont
San Carlos
Montara
Moss Beach
El Granada
San Francisco Bay
Golden Gate National Recreation Area
San Bruno Mountain State Park
Bayshore Fwy
Junipero Serra Fwy
El Camino Real
Skyline Blvd
Cabrillo Hwy
Hillside Blvd
Mission St
Geneva Ave
Alemany Blvd
Bayshore Blvd
Guadalupe Canyon Pkwy
Miller Ave
Callan Blvd
Gellert Blvd
Westborough Blvd
Mayor Dr
Oceana Blvd
Sharp Park Rd
Fassler Ave
Linda Mar Blvd
Rollins Rd
California Dr
Trousdale Dr
Hillside Dr
Chateau Dr
Ralston Ave
Hayne Rd
Helen Dr
S Norfolk St
S Delaware St
Alameda de las Pulgas
Arthur Younger Fwy
Industrial Rd
Old County Rd
Redwood Shores Pkwy
Marine Pkwy
101
82
35
280
380
1

LOCAL

Cal Fire currently identifies the town of Colma as a Local Responsibility Area and non-Very High Fire Severity Zone. However, the Planning Area is near lands classified as very high fire hazard severity zones, such as San Bruno Mountain Park and the unincorporated areas of San Mateo County (***Figure 4.16-1***).

The town of Colma Fire Protection District (CFPD) provides fire protection to the town and surrounding unincorporated areas, through one fire station with 36 members. The town of Colma Fire Station is located just north of town at 50 Reiner Street, near San Pedro Road. Though the fire station in not located within the town limits, should the unincorporated area where the Colma Fire Station is located be annexed into the city of Daly City, the facility would continue to provide fire protection services to the town of Colma.

The station is manned by 36 part time, paid on-call fire fighters and three salaried full-time personnel (Chief, Deputy Fire Marshal and Staff Captain). The fire district has a paramedic on duty 24 hours a day ready to respond to any call for medical assistance. In addition, all the members are certified as fully trained firefighters able to mitigate any emergency.

Equipment available to the Fire District includes three engines each with 1,500 gallons per minute (gpm) pumping capacity, one reserve engine rated at 1,000 gallons per minute (gpm), one 75-foot aerial ladder truck and one squad truck. The Colma Fire Protection District currently has an average response time of two to four minutes to sites in the town of Colma. The time it takes to respond to an emergency is important because of the critical care period (seven to eight minutes) needed for physical health emergencies, and of the increasing intensity and spread of fire.

The required peak load water supply is the amount of water necessary to suppress fire in a structure during peak water use periods. The Colma Fire Protection District and Uniform Fire Code requires that all structures have fire flows of no less than 1500 gpm.

The town's fire protection services are evaluated by the Insurance Service Office (ISO), whose ratings establish the fire insurance rates paid by residents and businesses. ISO rating is partially based on such factors as available water supply, manpower and equipment. Colma Fire District's ISO rating is V on a scale of I-X (best to worst) which is an improvement from their previous rating of VI (US FS).

The Colma Fire has mutual aid agreements with the cities of Daly City, San Bruno, Pacifica, South San Francisco and Brisbane. The Fire Protection District's Mutual Aid Agreements provide additional fire protection support and for rapid response to structural fires in the District, when requested. When additional assistance is needed by the Colma Fire Protection District or Police Department, the San Mateo County, Central and South strike teams or County offices may be called in to assist the town.

4.16.2 REGULATORY FRAMEWORK

FEDERAL

Federal Emergency Management Agency Regulation

The primary mission of the Federal Emergency Management Agency (FEMA) is to reduce the loss of life and property and protect the nation from all hazards, including natural disasters, acts of terrorism, and other human-made disasters, by leading and supporting the nation in a risk-based, comprehensive emergency management system of preparedness protection, response, recovery, and mitigation.

The town of Colma is under the jurisdiction of FEMA Region 9, which covers Arizona, California, Hawaii, Nevada, Guam, American Samoa, Commonwealth of Northern Mariana Islands, Republic of Marshall

Islands, Federated State of Micronesia, and more than 150 sovereign tribal entities. In Southern California, FEMA Region 9 specifically plans for hazards such as major earthquakes and wildfires.

National Fire Plan

The Department of the Interior's National Fire Plan is intended to ensure an appropriate federal response to severe wildland fires, reduce fire impacts to rural communities, and ensure sufficient firefighting capacity in the future. The Rural Fire Assistance program is funded to enhance the fire protection capabilities of rural fire districts and safe and effective fire suppression in the wildland/urban interface. The program promotes close coordination among local, state, tribal, and federal firefighting resources by conducting training, equipment purchase, and prevention activities on a cost-shared basis.

STATE

Assembly Bill 301

Assembly Bill 301 was enacted to amend Section 4213.1 of, and to add Section 4213.2 to, the Public Resources Code related to fire prevention. Section 4213.1 requires CAL FIRE to notify an owner of property, through Fire Prevention Fee billing process, that if selling the habitable structure or structures, a division of the fee may be negotiated as one of the terms of sale. Section 4213.2 allows the owner of a property with one or more habitable structures subject to the fee, if selling the property, to negotiate a division of the fee as one of the terms of the sale. However, payment of the total fee liability remains the responsibility of the person who owns the habitable structure on July 1 of the year the fee is due.

State California Department of Forestry and Fire Protection

California Fire (Cal Fire) protects the people of California from fires, responds to emergencies, and protects and enhances forest, range, and watershed values providing social, economic, and environmental benefits to rural and urban citizens. Cal Fire's firefighters, fire engines, and aircraft respond to an average of more than 5,600 wildland fires each year. The Office of the State Fire Marshal supports Cal Fire's mission by focusing on fire prevention. It provides support through a wide variety of fire safety responsibilities including regulating buildings in which people live, congregate, or are confined; controlling substances and products which may, in and of themselves, or by their misuse, cause injuries, death, and destruction by fire; providing statewide direction for fire prevention in wildland areas; regulating hazardous liquid pipelines; reviewing regulations and building standards; and providing training and education in fire protection methods and responsibilities.

California Fire Plan

The California Fire Plan is the state's road map for reducing the risk of wildfire. By placing the emphasis on what needs to be done long before a fire starts, the Fire Plan looks to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health. This a cooperative effort between the State Board of Forestry and Fire Protection and the California Department of Forestry and Fire Protection (CAL FIRE).

California Governor's Office of Emergency Services (OES)

Cal OES is the Emergency Management Authority (EMA) for the State of California. The California Governor's Office of Emergency Services (Cal OES) began as the State War Council in 1943. With an increasing emphasis on emergency management, it officially became OES in 1970. On July 1, 2013, Governor Edmund G. Brown Jr.'s Reorganization Plan #2 eliminated the California Emergency Management Agency (Cal EMA); restored its powers, purposes, and responsibilities to Cal OES; and also

merged it with the Office of Public Safety Communications. Cal OES' mission statement is the following: "Protect lives and property, build capabilities, and support our communities for a resilient California." OES goals include:

- Goal 1: Anticipate and enhance prevention and detection capabilities to protect our State from all hazards and threats.
- Goal 2: Strengthen California's ability to plan, prepare for, and provide resources to mitigate the impacts of disasters, emergencies, crimes, and terrorist events.
- Goal 3: Effectively respond to and recover from both human-caused and natural disasters.
- Goal 4: Enhance the administration and delivery of all state and federal funding, and maintain fiscal and program integrity.
- Goal 5: Develop a united and innovative workforce that is trained, experienced, knowledgeable, and ready to adapt and respond.
- Goal 6: Strengthen capabilities in public safety

California Public Resources Code Section 4290

The California Public Resources Code (PRC) Section 4290 was adopted to establish minimum wildfire protection standards in conjunction with building, construction, and development in State Responsibility Areas. Under PRC Section 4290, the future design and construction of structures, subdivisions, and developments in SRAs must provide for basic emergency access and specified perimeter wildfire-protection measures. These measures provide for road standards for emergency access; signing and building numbering; water supply reserves; and fuel breaks and greenbelts.

California Public Resources Code Section 4119

The California Public Resources Code (PRC) Section 4119 authorizes USFS, BLM, and CAL FIRE to inspect properties to determine whether they comply with state forest and fire laws, regulations, or use permits. After completing the inspection, the inspector should note all violations in writing on the Interagency Inspection Form and set a definite time limit for compliance.

California Public Resources Code Section 4291

The California Public Resources Code (PRC) Section 4291 applies to a person who owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area; lands covered by forest, brush, or grass; or land that is covered with flammable material. Section 4291 requires maintaining defensible space of 100 feet from each side of the structure, but not beyond the property line. The amount of fuel modification necessary must account for the flammability of the structure as affected by building material, building standards, location, and type of vegetation.

California Fire Code

The California Fire Code is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The California Fire Code establishes minimum requirements to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings. The California Fire Code also contains requirements related to emergency planning and preparedness, fire service features, building services and systems, fire resistance–rated construction, fire protection systems,

and construction requirements for existing buildings, as well as specialized standards for specific types of facilities and materials.

State Fire Regulations

Fire regulations for California are established in Sections 13000 et seq. of the California Health and Services Code and include regulations for structural standards (similar to those identified in the California Building Code); fire protection and public notification systems; fire protection devices such as extinguishers and smoke alarms; standards for high-rise structures and childcare facilities; and fire suppression training. The State Fire Marshal is responsible for enforcement of these established regulations and building standards for all state-owned buildings, state-occupied buildings, and state institutions within California.

California Disaster Assistance Act (CDAA)

The California Disaster Assistance Act (CDAA; CCR Title 19, Chapter 6) authorizes the Director of the California Governor's Office of Emergency Services (Cal OES) to administer a disaster assistance program that provides financial assistance from the state for costs incurred by local governments as a result of a disaster event. Funding for the repair, restoration, or replacement of public real property damaged or destroyed by a disaster is made available when the Director concurs with a local emergency proclamation requesting state disaster assistance.

California Building Code

CCR Title 24, Part 2, Section 701A.3.2 (New Buildings Located in Any Fire Hazard Severity Zone) requires that new buildings located in any Fire Hazard Severity Zone within SRAs, any local agency Very-High Fire Hazard Severity Zone, or any Wildland-Urban Interface Fire Area designated by the enforcing agency for which an application for a building permit is submitted.

4.16.3 IMPACT ANALYSIS AND MITIGATION MEASURES

Standards of Significance

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. Wildfire impacts are considered to be significant if implementation of the project considered would result in any of the following:

- Substantially impair an adopted emergency response plan or emergency evacuation plan.
- Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
- 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.
- 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.

METHODOLOGY

Evaluation of potential wildfire impacts of the proposed Town of Colma General Plan Update was based primarily on information gathered from the US Wildland Fire Assessment System (WFAS) and the United States Department of Agriculture and Forest Service. A detailed list of resources used in the completion of the analysis in this section can be found under References located at the end of the section. Implementation of the proposed project was compared to the existing conditions to determine the impacts due to wildfire risk.

IMPACTS

Impair an Adopted Emergency Response Plan or expose Town's Occupants to Wildfire Risks

Impact 4.16.1 Implementation of the proposed General Plan Update would not result in substantially impairing an adopted emergency response plan or emergency evacuation plan, nor would it result in project occupants being exposed to pollutants concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors that exacerbate wildfire risks (***Less than Significant***).

Implementation of the proposed General Plan Update would result in project occupants to be exposed to pollutants concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors that exacerbate wildfire risks. While the town of Colma is limited in its land area for future development which can only be focused on limited residential development as well as commercial redevelopment on existing sites within the town, the 2040 GPU does propose new land uses such a medium density residential land use that is consistent with current developments as well as a commercial overlay over vacant and underutilized cemetery land east of Hillside Boulevard. The 2040 GPU would allow for an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively.

However, any future development would be required to comply with the town's Local Hazard Mitigation Plan (Plan) as well as any criteria under the County of San Mateo's Emergency Operations Services. The town is covered under the services by the Colma Fire Protection District. Though the District has a number of fire stations in close proximity to the town, Fire Station 85 is located approximately less than a mile to the town's northern boundary. Future development projects would have to comply with Action items specifically related to Actions C-1, C-3, C-6, C-7, C-11 and C-20 (San Mateo County Hazard Mitigation Plan, 2016). Additionally, fire safety codes, emergency access routes and evacuation procedures are already addressed in the town's Local hazard Mitigation Plan and emergency operators (Town staff, fire and police staff). Construction and operation of new residential or commercial development within the town would nominally increase the demand for fire protection in the town. Thus the Proposed Project would not impair an adopted emergency response plan or emergency evacuation plan, or would it expose project occupants to uncontrolled wildfire risks.

Proposed General Plan Update Policies

The following proposed General Plan policies address emergency **response plans and actions:**

Policy CS-2-2: **Development in Hazardous Areas**. Prohibit development, including any land alteration, grading for roads and structural development, in areas of slope instability unless the appropriate mitigation measures are taken.

Policy CS-2-3: **Unsafe Buildings**. Encourage seismic retrofits of existing buildings based on the recommendations of a licensed engineer or architect. Prioritize working with owners of buildings whose loss would impact the greatest number of people and/or particularly vulnerable groups such as seniors, children, or low-income households.

Policy CS-4-1: **Alternate EOC**. Establish an alternative Emergency Operations Center (EOC) to be used in the event the existing EOC is not operational during a fire event.

Policy CS-7-1: **Hazard Mitigation Plan.** Implement, maintain and update the Local Hazard Mitigation Plan which is part of the larger County Hazard Mitigation Plan.

Policy CS-7-2: **Emergency Management Plan.** Continue to participate with San Mateo County's Mutual Aid Programs and Plans for community emergency preparedness.

Policy CS-7-3: **Promote Emergency Preparedness.** Utilize multiple information channels to educate residents and businesses of the Town's emergency operations procedure.

Policy CS-7-4: **Collaborative Planning.** Improve inter-jurisdictional and interagency cooperation with regard to hazard prevention and emergency response through town participation in and initiation of coordination meetings and exercises.

Policy CS-7-5: **Evacuation Routes.** Utilize emergency evacuation routes established by the Town and ensure that all residential areas of Colma maintain access to at least two routes for evacuation..

Implementation of the policies described above would reduce the environmental impacts to **less than significant** and no mitigation is required.

Impact 4.16.2 Implementation of the proposed General Plan Update would not 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 (***No Impact***).

The town of Colma is fairly developed with residential and commercial uses. Existing cemetery land in the town account for approximately 75% of the town's land area, leaving approximately 25% of the town's 1.91 acreages to residential, office, and commercial uses. The types of future GPU las uses would include an additional 11 residential units in the Sterling Park Planning Area; 20 infill residential units, 15,000 square feet of commercial uses, and 5,000 square feet of office uses in the Mission Road Planning Area; 315,000 square feet of commercial uses within the Hillside Boulevard Planning Area; 310,000 square feet of commercial uses and 10,000 square feet of office uses in the Commercial Core Planning Area; and, 20,000 square of office uses, 352,500 square feet of commercial uses, and 42 residential units, 240 residential units, and 15 residential units at the Bocci Center, Town Center and Sandblaster site, respectively.

Any new development would therefore be incorporated into the town's existing infrastructure such as roads, emergency water sources, power lines and other utilities. Maintenance of these existing infrastructure would continue as per the town's typical maintenance of its facilities. Therefore

implementation of the GPU would not require the installation of any new infrastructure and this would have **no impact**, nor require mitigation measures.

Impact 4.16.3 Implementation of the proposed General Plan Update would not 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 (***No Impact***).

The town of Colma Is not located on a slope or downstream from any rivers or streams. The Colma Creek mainly runs underground through the town and there are no water bodies located with the town limits. Therefore implementation of the 2040 GPU would not expose people or structure to any impacts from downslope or downstream flooding. There would be **no impact** and no mitigation measures are required

REFERENCES

Documents

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5.0 CEQA REQUIRED TOPICS

California Environmental Quality Act (CEQA) guidelines require an Environmental Impact Report (EIR) to evaluate a project's effects in relationship to broader changes occurring, or that are foreseeable to occur, in the surrounding environment. This section of the Town of Colma's 2040 General Plan Update (2040 GPU) Program EIR (PEIR) presents a summary of the impacts of the proposed General Plan Update on several subject areas specifically required by CEQA. These findings are based on the analysis provided in Section 4: Settings, Impacts, and Mitigation Measures.

Growth-inducing impacts, such as those associated with increases in employment, has the potential to impact housing and related demand in surrounding jurisdictions over an extended time period. Such future demands are difficult to ascertain with any certainty since future economic and population trends may be influenced by unforeseeable events, such as natural disasters and business development cycles. Long-term changes in economic and population growth are often regional, or even global in nature and are not influenced solely by changes or policies related to a single city or development project. Further, just because a jurisdiction has the potential to create growth in housing or employment, this does not necessarily automatically lead to growth. Future investment in development/redevelopment activities and the regulatory authority of local governments, result in the growth-inducing potential of a jurisdiction.

5.1 GROWTH-INDUCING IMPACTS

As required under CEQA, this DPEIR must examine the potential growth-inducing impacts of the proposed town of Colma's 2040 General Plan Update. A growth-inducing impact is defined by the CEQA Guidelines as: *The way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which could remove obstacles to population growth…It is not assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment.*

Based on Government Code Section 65300, the proposed 2040 General Plan Update (GPU) is intended to serve as the overall plan for the physical development of the town of Colma. While the 2040 GPU does not specifically propose any development/redevelopment projects, it does regulate future population and economic growth of the town that could lead to indirect growth-inducing effects. Implementation of the 2040 GPU could refine existing land use designations in the town as it establishes new policies to direct and manage future development. In addition, the GPU could induce further population growth and job expansion in the town of Colma, as well as indirectly inducing growth if it were to remove an obstacle to additional growth and development, such as removing a constraint on a required public service, such as sewer service.

5.1.1 COMPONENTS OF GROWTH

The timing, magnitude, and location of land development and population growth in a community or region are based on various interrelated land use and economic variables. Typical main variables include regional economic trends, market demand for residential and non-residential uses, land availability and cost, the availability and quality of transportation facilities and public services, proximity to employment centers, the supply and cost of housing, and regulatory policies or conditions. Since a community's general plan defines the location, type, and intensity of growth, it is the primary means of regulating development and growth in California.

A project can have direct and/or indirect growth inducement potential. Direct growth inducement could result if a project, for example, involved construction of new housing. A project could have indirect growth inducement potential if it established substantial new permanent employment opportunities (e.g.,

commercial, industrial, or governmental enterprises) or if it could involve a construction effort with substantial short-term employment opportunities that could indirectly stimulate the need for additional housing and services to support the new employment demand. Similarly, a project could indirectly induce growth if it could remove an obstacle to additional growth and development, such as removing a constraint on a required public service. A project providing an increased water supply in an area where water service historically limited growth could be considered growth inducing.

The CEQA Guidelines further explain that the environmental effects of induced growth are considered indirect impacts of the proposed action. These indirect impacts or secondary effects of growth may result in significant, adverse environmental impacts. Potential secondary effects of growth include increased demand on other community and public services and infrastructure, increased traffic and noise, and adverse environmental impacts such as degradation of air and water quality, degradation or loss of plant and animal habitat, and conversion of agricultural and open space land to developed uses.

Growth inducement may constitute an adverse impact if the growth is not consistent with or accommodated by the land use plans and growth management plans and policies for the area affected. Local land use plans provide for land use development patterns and growth policies that allow for the orderly expansion of urban development supported by adequate urban public services, such as water supply, roadway infrastructure, sewer service, and solid waste service.

5.1.2 SECONDARY EFFECTS OF GROWTH

Based on Government Code Section §65300, the proposed Project is intended to serve as the overall plan for the physical development of the town of Colma. While the town's 2040 GPU does not propose any specific development projects, it does regulate future population and growth of the Planning Area that could result in indirect growth-inducing effects. Since this DPEIR discusses the environmental effects associated with the implementation of the proposed 2040 GPU, the environmental effects of growth, especially on lands beyond the town's proposed Planning Area could be similar to those associated with the proposed project evaluated in Sections 4.1 through 4.16.

5.1.3 SIGNIFICANT AND UNAVOIDABLE IMPACTS

State CEQA Guidelines Section §15126.2(b) requires an EIR to discuss unavoidable significant environmental effects, including those that cannot be mitigated to a less than significant level. As discussed in Sections 4.1 through 4.16, the following impacts would be considered significant and unavoidable impacts:

4.2 Air Quality

Impact 4.2.2 The project would result in a cumulatively considerable net increase of any criteria pollutants for which the project region is in non-attainment under applicable federal or State ambient air quality standard (***Significant and Unavoidable***).

Impact 4.2.3 The project could expose sensitive receptors to substantial pollutant concentrations (***Significant and Unavoidable***).

4.7 Cultural and Tribal Resources

Impact 4.4.1 Future development to implement the proposed project could potentially cause a direct substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines Section §15064.5 (***Significant and Unavoidable***).

Impact 4.4.2 Future development to implement the proposed General Plan Update could result in the potential disturbance of cultural resources (i.e., prehistoric archaeological sites, historical archaeological sites, and isolated artifacts and features) within the Planning Area (***Significant and Unavoidable***).

Impact 4.4.3 The proposed project would cause a substantial adverse change in the significance of a TCR as defined in Public Resources Code Section §21074 or §5020.1(k) (***Significant and Unavoidable***).

Impact 4.4.4 Adoption of the proposed General Plan Update could result in the potential disturbance of human remains, including those interred outside of cemeteries within the Planning Area (***Significant and Unavoidable***).

4.7 Greenhouse Gas

Impact 4.7.1 Implementation of the proposed project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment (***Significant and Unavoidable***).

5.1.4 IMPACTS FOUND NOT TO BE SIGNIFICANT

State CEQA Guidelines (14 Cal Code Regs, Section §15000, et. seq.) require that an environmental impact report provide a brief explanation as to why various possible significant impacts were determined to be not significant. The significance of an impact is evaluated in relation to the significance criteria under each section of Chapter 4 of this DPEIR. The following therefore are impacts that, either do not exist or have no significant adverse impact on the environment for the proposed project. A summary of all impacts is provided in the Executive Summary of this Program EIR. The following issues were not included in the detailed analysis of this project because these resources either do not exist or are not impacted by the proposed Plan, and no comments were received regarding these topics in response to the Town of Colma's 2040 GPU PEIR Notice of Preparation.

5.2 *AGRICULTURAL RESOURCES*

5.2.1 REGIONAL AGRICULTURAL RESOURCES

San, Mateo County

San Mateo County (County) is in the middle of a continuous urban area stretching from San Jose (Santa Clara County) in the south to San Francisco County in the north. San Mateo County is one of nine counties which significantly contribute to the economy of the San Francisco Bay Area[1]. The coastal Santa Cruz Mountain range bisects San Mateo County, leaving the western portion of the County to more rural uses such as agriculture, game preserve, watershed, parks, and undeveloped lands. In contrast, the densely populated eastern half of the County contains most of its major transportation arteries including Interstate 280, Highway 101, State Route 1, the Dumbarton and San Mateo Bridges, San Francisco International Airport and the deep-water port of Redwood City.

The United States Department of Agriculture's (USDA) 2017 Census of Agriculture for San Mateo County shows that there are currently 241 farms in the County, spanning across approximately 45,972 acres of land. San Mateo County is best known for producing top-quality brussels sprouts, pumpkins and artichokes. In

[1] The Bay Area is defined by the Association of Bay Area Governments (ABAG) to include the nine counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, Sonoma, and San Francisco. https://en.wikipedia.org/wiki/San_Francisco_Bay_Area. Accessed March 1, 2020

2018, the gross production value of organic commodities grew to $10.6 million, an increase of 5.7 percent from the prior year. Despite being a leading producer of some top-quality vegetables in 2018, San Mateo County's top crops were indoor grown cut flowers and potted plants. According to the 2018 Agricultural Crop Report done by the Department of Agriculture/Weights and Measures for the County, increases in both group and individual commodities whose value increased include Indoor Floral and Nursery Crops, which went up by $5.3 million to total $87.9 million.

5.2.2 LOCAL AGRICULTURAL RESOURCES

Town of Colma

The town of Colma is a small community recognized for its large expanses of cemetery land. Prior to the town's cemetery development, the town of Colma was used for agricultural production, primarily providing produce to the growing City of San Francisco. Agricultural uses were generally limited to small-scale farms and greenhouse activities. The town of Colma and the surrounding area are urbanized and has one zoning designation for memorial park, agriculture, and recreation. The town does not have areas zoned as forest land or timberland, or timberland zoned as Timberland Production. According to the Farmland Mapping and Monitoring Program of the California Resources Agency, the town of Colma is designated as Urban and Built Up. No land in the town is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Urban and Built-Up Land is defined as "occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. The major components of the total open space resource in the town of Colma (about 75% of the total land area) is land owned by cemeteries that is used for memorial parks, agriculture or general open space. The largest landholding of land that is not in use for cemetery use is owned by the Archdiocese of San Francisco. The land is located east of Hillside Boulevard and is primarily used for several wholesale nurseries, in-ground agriculture and landscape contractors.

5.2.3 IMPACT CONCLUSION

The town of Colma does not encompass any Prime Farmland, Unique Farmland, Farmland of Statewide Importance, forest land, or timberland. Therefore, there would be no impacts to Agricultural Resources from the proposed General Plan Update.

5.3 *MINERAL RESOURCES*

5.3.1 REGIONAL MINERAL RESOURCES

The California Department of Conservation Reclamation Surface Mining and Reclamation Act of 1975 (Section 2710), also known as SMARA, provides a comprehensive surface mining and reclamation policy that permits the continued mining of minerals, as well as the protection and subsequent beneficial use of the mined and reclaimed land. The purpose of SMARA is to ensure that adverse environmental effects are prevented or minimized and that mined lands are reclaimed to a usable condition and readily adaptable for alternative land uses. As such, the California Geological Survey and the State Mining and Geology Board are the state agencies responsible for the classification and designation of areas containing, or potentially containing, significant mineral resources. Areas known as Mineral Resource Zones (MRZs) are classified based on geologic factors, without regard to existing land use and land ownership. The areas are categorized into four general classifications (MRZ-1 through MRZ-4) and are defined as follows:

MRZ-1 Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.

MRZ-2 Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.

MRZ-3 Areas containing mineral deposits, the significance of which cannot be evaluated from available data.

MRZ-4 Areas where available data is inadequate for assignment to any other MRZ.

San, Mateo County

The State Division of Mines Reclamation has classified or designated six areas in the San Mateo County as containing regionally significant mineral resources. The following are the 6 mines listed:

- Guadalupe Valley Quarry- primary product is sand/gravel and reclamation is in progress
- Marine Oyster Shell Mining- primary product is seashells and reclamation has not started
- Pilarcitos Quarry- primary product is sand/gravel and reclamation has not started
- Langley Hill Quarry- primary product is sand/gravel and reclamation has not started
- Pescadero Quarry- closed and reclamation in progress

5.3.2 LOCAL MINERAL RESOURCES

Town of Colma

Colma sand is a well-known construction resource, and had been previously mined from the Hillside Landfill, which closed in 2012.

5.3.3 IMPACT CONCLUSION

The State Division of Mines and Geology has not classified or designated any areas in the town of Colma as containing regionally significant mineral resources. Therefore there would be no impacts to Mineral Resources from the proposed General Plan Update.

5.4 CUMULATIVE IMPACTS ANALYSIS

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) evaluates a proposed project's cumulative impacts in relationship to foreseeable changes that could occur with other past, present, or planned developments, as well as foreseeable development projects in the surrounding environment. Under CEQA, the discussion of cumulative impacts should focus on the severity of the impacts and the likelihood of their occurrence. According to CEQA Guidelines Section 15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "Cumulatively considerable" means that the additional effects of a project are considered to be considerable when evaluated in connection with the effects of past projects, other current projects, and probable future projects (as defined by Section 15130).

In addition, Section 15130(b) identifies that the following three elements are necessary for an adequate cumulative analysis. For the purposes of the PEIR, the cumulative impacts analysis is based on section (a) below:

a. A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or,

b. A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated

regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

c. A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and, a reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

SECTION 4.1 Aesthetics

The town of Colma's 2040 General Plan Update has the potential to change the visual character of the town. Since the town of Colma is mostly built out, future development or addition of new residential and commercial uses, even under cumulative circumstances, would be located on infill sites, underutilized sites, or redevelopment of existing sites. While such structures could impact views from surrounding jurisdictions, overall impacts related to aesthetics would be minimal and limited in a cumulative context.

Although the GPU anticipates additional housing and commercial uses over the 20-year General Plan horizon, as mentioned, all future development is anticipated to be developed on vacant or underutilized sites within the town limits. Since the town is limited to infill and redevelopment growth for future residential, commercial or office uses, compact development near the center of town is encouraged and would protect the existing visual character of the town while not visually impacting existing cemetery and open space uses. Infill development would be encouraged so as to be aesthetically pleasing as well as compatible to surrounding land uses, particularly in the central area of the town of Colma. This would, in turn, assist in creating minimal aesthetic contrasts with the existing uses in terms of scale, color, form or overall visual character of the area. Further, though new infill development and redevelopment projects may result in taller or larger buildings than what currently exists in the town, the 2040 GPU's policies has the potential to reduce any impacts and ensure compatible development.

Implementation of the proposed GPU would result in new infill development or redevelopment of existing properties that may add to the potential sources or glare and night-time lighting. These new development areas could result in new light sources which intensifies daytime glare and nighttime lighting levels. However, the 2040 GPU contains numerous polices related to the protection of aesthetic resources in the Planning Area and future projects would have to be consistent with the 2040 General Plan's policies and minimize effects for light and glare.

Therefore, the impact to aesthetics would be ***less than cumulatively considerable***.

SECTION 4.2 Air Quality

Emissions of pollutants are not confined to the town's boundaries but are dispersed throughout and accounted for by air basin. Therefore, the cumulative area for air quality impacts is the San Francisco Bay Area Air Basin (SFBAAB). California is divided into air basins for the purpose of managing the air resources of the state based on meteorological and geographic conditions. Like greenhouse gas (GHG) emissions impacts, air quality impacts are regional in nature as no single project generates enough emissions that would cause an air basin to be designated as a nonattainment area. Construction emissions generated by cumulative development associated with buildout of the proposed project could exceed Bay Area Air Quality Management District's (BAAQMD) project-level significance thresholds and would contribute to the nonattainment designations of the SFBAAB. The SFBAAB is currently designated a nonattainment area for California and National O_3, California and National $PM_{2.5}$, and California PM_{10} AAQS. However the 2010 Clean Air Plan, prepared by BAAQMD contains numerous control measures that seek to reduce air pollution in the San Francisco Bay Area by promoting, for example, mixed use development, compact

development that reduces vehicle emissions, and projects that reduce exposure from stationary and mobile source pollutants.

The 2040 GPU does contain goals and policies that promote higher density mixed used development as well as ensuring that future development projects would comply with regional efforts to reduce air quality emissions throughout the Bay Area. However, in combination with past, present, and reasonably foreseeable projects elsewhere within the SFBAAB, the proposed project, proposed 2040 GPU's contribution to cumulative air quality impacts would result in a ***significant and unavoidable*** impact.

SECTION 4.3 Biological Resources

The cumulative area for impacts to biological resources is the Planning Area as well as surrounding jurisdictions. On a cumulative level, the change in land uses can potentially contribute to a loss of potential habitat for special-status species that currently inhabit the area or could inhabit the area in the future. In addition to potential direct impacts on biological resources from project implementation, the increased human presence can cause potential indirect impacts that could result in direct mortality, habitat loss, deterioration of habitat suitability, and avoidance of habitat. The wildlife species associated with each habitat will likely be affected as well.

However, as discussed in Section 4.3, with the majority of the land reserved for cemetery uses, the town is generally built out. The majority of new development will come from in-fill sites or redevelopment of underutilized sites and would not occur within any potential biological features or habitat located within the town. In addition, the Conservation and Natural Resources Element of the General Plan establishes policies and programs to protect and conserve special status species and their habitat. Therefore, the project would have a ***less than cumulatively considerable impact*** on biological resources.

SECTION 4.4 Cultural and Tribal Resources

Historical Resources

The cumulative area for impacts to cultural and tribal resources is the Planning Area as well as surrounding jurisdictions. Therefore, the Planning Area and the surrounding areas of San Mateo County as a whole must be considered for the purpose of evaluating land use conversion issues associated with cultural and tribal resources on a cumulative level. The jurisdictional boundaries of the town form the geographic context in which to analyze cumulative impacts to historical resources. Compliance with the goals and policies in the town's GPU related to historical resources will be necessary for its implementation. Mitigation Measures CUL-1 and CUL-2 will apply to historical resources inadvertently discovered during construction activities. Future development projects will have to demonstrate that the project includes adequate measures to mitigate potentially significant impacts to historical resources in accordance with CEQA, and the preservation of resources outlined in the town's GPU, thereby reducing cumulative impacts of historical resources to a less than significant level. Therefore, the proposed project would have a ***less than cumulatively considerable*** impact to historical resources.

Archaeological Resources

The San Francisco Bay Area provides the geographic context for the cumulative impacts analysis of archaeological resources. Though evidence of human occupation exists throughout the San Francisco Peninsula region, there are no known archaeological sites within ¼ mi. of the GPU project area. Throughout this region, many archaeological sites do exist that contain artifacts and features of value in reconstructing cultural patterns of early indigenous people. Construction activities associated with implementation of the GPU and future development projects have the potential to impact unknown archaeological resources and may present a significant cumulative impact to those resources. However, Mitigation Measures CUL-1 and

CUL-3, as outlined above, would apply to archaeological resources inadvertently discovered during construction activities and would reduce potential impacts to a less than significant level. Therefore, implementation of the proposed project would have a ***less than cumulatively considerable*** impact to archaeological resources.

Tribal Cultural Resources

The San Francisco Bay region provides the geographic context for the cumulative impacts analysis to Tribal Cultural Resources (TCRs). Impacts would be cumulative if the project, in combination with cumulative development, contributed to the permanent loss of TCRs on a regional scale. The cumulative context for TCRs is the ancestral land affiliated with the Ohlone or Costanoan group of Native Americans.

The town's GPU includes goals and policies for preserving and protecting TCRs. Specifically, these measures include requesting information and tribal contacts from the NAHC, as well as outreach and consultation. Compliance with the goals and policies in the town's GPU related to TCRs will be necessary for its implementation and to demonstrate that the project includes adequate measures to mitigate potentially significant impacts to resources in accordance with CEQA and AB 52. Mitigation Measures CUL-1 and CUL-3 will apply to the identification of tribal cultural resources inadvertently discovered during construction activities. Following the town's request for information from tribal representatives with regard to the GPU, there are no known TCRs within the GPU Planning Area, and thus a direct affect to known TCRs would not occur; however, past development within the regional San Francisco Bay tribal affiliated areas has caused undeveloped land to convert to urban land uses over time, thereby changing the landscape and context in which TCRs exist and resulting in their overall reduction. Future development of currently undeveloped land could contribute to further reduction of unknown or previously unrecorded TCRs in the San Francisco Bay region and cumulative effects could be ***cumulatively significant and unavoidable***.

Human Remains

The San Francisco Bay region provides the geographic context for cumulative impacts analysis of human remains. The numerous archaeological sites in the San Francisco Bay region indicate that prehistoric early human occupation occurred throughout. Additionally, historic-era occupation of the area increases the possibility that humans could be interred outside formal cemeteries. Cumulative development projects could encounter unknown, interred human remains during construction activities, which would result in a significant cumulative impact. Unidentified human remains, whether as part of a prehistoric burial, an archaeological site, or an isolated occurrence, could be present below the ground surface. Mitigation Measures CUL-1 and CUL-4, which include compliance with Health and Safety Code Section 7050.5 and PRC Section 5097.98, apply to the identification of human remains inadvertently discovered during construction activities. These measures would provide an opportunity to minimize disturbance and appropriately treat human remains discovered. These measures would reduce the impacts of inadvertent discoveries of human remains to a less than significant level. Therefore, the proposed project would have a ***less than cumulatively considerable*** impact to human remains.

SECTION 4.5 Energy

The California Energy Commission oversees the achievement of the State's ambitious climate and energy goals and ensures that the State's energy systems remain accessible, reliable, safe and affordable through planning and policy implementation. Therefore, the cumulative area of analysis for energy impacts is the State of California.

The implementation of the GPU could result in the addition of 765 people, 328 housing units and 1,028,500 square feet of commercial and office developments. The addition of population and buildings has the potential to have an adverse impact on the environment by using more energy. However, California is transitioning its electricity system to one that relies increasingly on clean energy sources and increasing energy efficiency through building code updates. The 2019 Building Energy Efficiency Standards improve upon the 2016 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. In addition, the population and anticipated growth in the town of Colma is small in comparison to the growth in San Mateo County and the state of California. Therefore, the impact to energy is ***less than cumulatively considerable***.

SECTION 4.6 Geology

The cumulative area for geology impacts is the Planning Area as well as surrounding jurisdictions. Potential infill projects within the town and any future development projects with the Bay Area has the potential to bring additional people and structures to this area. There is always a chance that a fault located anywhere in the cumulative area could rupture and impact the town. The relative risk to safety from potential ground shaking within San Mateo County varies by location, geologic conditions and the source of the triggering event. Additionally, construction, grading, excavation, removal of vegetation and loading activities could temporarily increase runoff, erosion, and sedimentation.

While cumulative impacts to geology and soils may occur in the region as individual projects are constructed, the town's General Plan policies and programs, along with state and federal regulations, reduce the risk to people in the region. Considering the programs and policies from the proposed General Plan Update and state and federal regulations, the overall impact of the proposed General Plan Update to geology and soils would be less than significant and the project's cumulative contribution to geology and soils impacts would be ***less than cumulatively considerable***.

SECTION 4.7 Greenhouse Gas Emissions

Greenhouse Gas Emissions (GHG emissions) have the potential to adversely affect the environment because, on a cumulative basis, they contribute to global climate change. In turn, global climate change has the potential to result in rising sea levels, which can inundate low-lying areas; affect rain and snow fall, leading to changes in water supply; and affect habitat, leading to adverse effects on biological and other resources. Since GHG emissions come from many different sources in both current and expected future activities in a growing community, identification and reduction of GHG emissions is an important consideration in long-range planning efforts.

The town of Colma has updated its Climate Action Plan (CAP) so as to strive for reductions in GHGs over the 20 year horizon of the 2040 GPU. The town's updated CAP provides guidance to the town's future development/redevelopment and includes guidance for new development so as to attempt to reduce any future project's contribution to climate change. As discussed under Impact 4.7.1, implementation of the proposed project would result in a small, 1 percent increase in GHG emissions in horizon year 2040 from existing baseline and would not meet the long-term GHG reduction goal under Executive Order S-03-05. Implementation of Mitigation Measure GHG-1 would ensure that the town is tracking and monitoring the town's GHG emissions in order to chart a trajectory to achieve the long-term year 2050 GHG reduction goal set by Executive Order S-03-05. It should be noted though that no one single emitter of GHGs is solely capable of triggering global climate change on its own. Therefore, the incremental addition to cumulative global GHG impacts of the proposed 2040 GPU buildout would be ***significant and unavoidable.***

SECTION 4.8 Hazards

The land use policies in the proposed town of Colma's 2040 General Plan Update would provide direction for growth within the town limits, while the San Mateo County General Plan policies provides direction for growth outside the town limits, but within the Planning Area boundaries. Thus, the cumulative area for hazard impacts is the Planning Area as well as surrounding jurisdictions.

Development in the region identified in Section 4.0 would change the intensity of land uses in the town. In particular, the implementation of the 2040 General Plan Update would provide additional housing, employment, shopping, and recreational opportunities. Growth in the town could lead to increased noise, risk of flooding, risk of fire, and transport of hazardous materials on the state highways and interstates as well as that also serve the town. In addition, development elsewhere in the region could have a greater effect on the transport and accidental release of hazardous materials.

However, considering the town's General Plan Update policies and programs, and state and federal regulations to reduce impacts related to hazards and the transport of hazardous materials as discussed in Section 4.8, the overall impact would be less than significant and the project's contribution to cumulative hazards and human health impacts would be ***less than cumulatively considerable***.

SECTION 4.9 Hydrology

All of the surface drainage in the town of Colma's boundaries ultimately flows into Colma Creek, through the city of South San Francisco, and out into the San Francisco Bay. Therefore, the cumulative area of hydrology impacts is the Colma Creek watershed and San Francisco Bay. While the town of Colma is limited in its land area for future development, future development is anticipated to utilize infill and underutilized sites at higher densities and intensities for both residential and commercial projects. The implementation of the 2040 GPU may also increase construction that results in runoff and the introduction of additional pollutants to runoff. These future development/redevelopment projects have the potential to impact groundwater recharge, impact water quality and alter drainage patterns, among others. However, future developments are required to include stormwater treatment measures that would retain and treat runoff if 5,000 square feet or greater, of land area is affected. This improves water quality by removing pollutants, allows for ground water recharge opportunities on developed sites and mitigates the impact of development on vacant sites. In addition, any future development/redevelopment project in the town would be required by the San Mateo Countywide Water Pollution Prevention Program (SMCWPP) to comply with the NPDES Stormwater Discharge Permit, all local stormwater permit requirements. Compliance with water quality regulations, including the implementation of best management practices at construction sites would prevent erosion and tracking would mitigate construction runoff impacts. Therefore, impacts to hydrology would be ***less than cumulatively considerable***.

SECTION 4.10 Land Use

The cumulative area for land use impacts is the Planning Area as well as surrounding jurisdictions. Typically, a cumulative impact on land use may result from projects that would destroy an established community by the construction of new roadways, highways or infrastructure, or plans and policies (in the cumulative context) that would conflict with existing plans at a cumulative level. While the 2040 GPU would increase land use intensities within the town and anticipated adding more residences and businesses within the town boundaries by 2040, the GPU itself does not propose any specific developments. GPU policies ensure that new developments and redevelopment projects would be designed to be compatible in use and character, are compatible with existing neighborhoods, and comply with zoning regulations. In addition GPU policies ensure that the developments are compatible with other adopted land use plans and regulations. Therefore, the cumulative impacts to land use are ***less than cumulatively considerable***.

SECTION 4.11 Noise

Ambient noise levels within the town of Colma and its surrounding cities and counties have the potential to increase temporarily due to the construction of new development. Thus, the cumulative area for noise impacts is the Planning Area as well as surrounding jurisdictions.

Construction noise impacts typically result from noise generated by the operation of heavy equipment on a project site, as well as from trucks arriving to and departing from the site, which would be an intermittent source of noise. Typical project construction activities normally include demolition, grading/excavation, installation of utilities, and erection of the building. Equipment used in these activities typically include bulldozers, excavators, graders, backhoes, concrete trucks, loaders, and heavy-duty trucks.

Implementation of the town of Colma's 2040 General Plan Update has the potential to result in a number of future developments and redevelopment within the Planning Area. Construction within the Planning Area as well in those jurisdictions around the town, has the potential to expose people and buildings to high levels of ground-borne vibration. Although vibration levels from construction activities rarely reach the level of causing building damage, construction-related vibration has the potential to cause annoyance at nearby sensitive receivers. The effects of construction vibration vary depending on the intensity of the construction activities, local soil type, and distance to/land use type of nearby receptors. Construction vibration impacts would occur from the operation of heavy equipment on a project site. In general, site work and demolition activities typically generate the highest levels of vibration throughout a construction project.

However, it should be noted that the town is primarily built out and future development would be limited to infill sites or as redevelopment on developed but underutilized sites. Buildout of the 2040 GPU, in relation to cumulative buildout in the areas surrounding the town would not result in substantial increase in noise levels. Therefore, cumulative noise impacts associated with the General Plan Update are ***less than cumulatively considerable***.

SECTION 4.12 Population and Housing

The cumulative area for population and housing impacts is the Planning Area as well as surrounding jurisdictions. The 2040 GPU would increase land use intensities within the town and would add more residences within the town boundaries by 2040. Given that population and housing impacts are cumulative in nature, and that residents do not always work where they live in the regional area, the general region surrounding the town, including all of San Mateo County and parts of the city and county of San Francisco, Santa Clara County, and Alameda County must be considered when evaluating cumulative land use impacts. Population growth is not, in itself, an environmental impact; however, the direct and indirect effects related to population growth can lead to physical environmental effects.

While the GPU has the potential to increase the intensity of land uses in the town and increase the potential growth of the town, the 2040 GPU in itself are not expected to induce substantial population growth in a cumulative context. GPU policies also encourage mixed use developments and developments around transit-oriented corridors, mitigating some of the impacts of growth. In addition, GPU policies ensure that land uses are compatible with each other and are consistent with zoning, resulting in compatible communities. Therefore, the cumulative impacts to population growth are ***less than cumulatively considerable***.

SECTION 4.13 Public Services and Recreation

The cumulative area for impacts to public services and recreation is the Planning Area as well as surrounding jurisdictions. The proposed town of Colma's 2040 General Plan Update has the potential add 765 people, 328 housing units and 1,028,500 square feet of commercial and office developments, that may require more public resources. The town estimated that two additional police officers would be required under the GPU Buildout; the number of firefighters is more difficult to estimate since the town operates solely on volunteer fire fighting resources. The town's existing fire protection and emergency medical services, police services, and recreation services primarily serve the town but people outside of the town could also use those resources, therefore the project area and the surrounding areas of unincorporated San Mateo County, Daly City, and South San Francisco should be considered for the purpose of evaluating impacts related to public services and recreation.

In regard to fire protection, police and emergency medical services, the proposed GPU does not identify the location of any new stations within the town's boundaries to expand existing services. Should the future residential and commercial uses in the town of Colma require additional fire protection, police, or medical services, these would be addressed in the appropriate project-level environmental document prepared at that time.

Any increases in the town's future population could increase the use of existing neighborhood and regional parks and recreational facilities. Since the town is limited on space to add new public park and/or recreational facilities, the creation of such additional recreational facilities would be a challenge to the town. The town is however committed to providing public park and recreation facilities that meet the needs of its residents. This commitment may require the town to creatively utilize its existing facilities or to enter into development agreements with neighboring jurisdictions to allow for the creation and maintenance of walkways, trails and bike facilities. The construction (or expansion of existing recreational facilities) would be subject to its own environmental review pursuant to CEQA and State law.

While the potential growth at buildout would impact existing resources and services, policies in the proposed GPU would ensure that public services are funded to continue to provide services to the town. Therefore, the cumulative impact to Public Services and Recreation is ***less than cumulatively considerable***.

SECTION 4.14 Transportation

As discussed in Section 4.14, the transportation analysis assesses impacts between No Project (Current General Plan) and Cumulative (2040) Plus Plan (Proposed General Plan Update) to determine if the implementation of the GPU would result in a cumulative increase in VMT and congestion. In addition, impacts to emergency access are reviewed on the same level. Therefore, the cumulative area for transportation impacts is the regional transportation system.

As noted in Impact Statements 4.14.2, 4.14.2 and 4.14.3, the implementation of the GPU would increase VMT per person and congestion over No Project Conditions. However, implementation of GPU policies would mitigate the impacts to these areas and therefore, impacts to transportation are ***less than cumulatively considerable***.

SECTION 4.15 Utilities

Under buildout conditions, additional development allowed by the proposed 2040 GPU would increase demand for water, wastewater conveyance, solid waste disposal, energy and telecommunications facilities. As described Section 4.15, each utility covers different areas and therefore varies in terms of area of cumulative impact. Therefore, the cumulative area for impacts to utilities is the service areas of the Cal Water South San Francisco Bayshore Water District (water supply), North San Mateo County Sanitation District Treatment Plant and South San Francisco Water Quality Control Plant (wastewater treatment), Pacific Gas and Electric and Peninsula Clean Energy (energy) and Ox Mountain Landfill.

The increased development and population allowed by the proposed GPU would increase the demand of each resource and impact each of the utilities. However, as discussed in Section 4.15, proposed GPU policies are included to ensure that utility supplies are adequate and have a mechanism for expansion when needed. Therefore, the impacts to utilities are ***less than cumulatively considerable.***

SECTION 4.16 Wildfires

The town is built out and does not include any fire hazard severity zones within the boundaries. However, directly east of the town boundaries, lands that include San Bruno Mountain are classified as very high fire hazard severity zones. Therefore, the cumulative area for wildfire impacts is the Planning Area as well as surrounding jurisdictions.

As discussed in Section 4.16, future developments would only nominally increase the demand for fire protection in the town due to the small geography of the planning area, the fact that there is no fire hazard severity zone in the town, and the regulations that new development and redevelopment projects are required to meet. Therefore, the impacts to wildfires are ***less than cumulatively considerable***.

6.1 CEQA REQUIREMENTS

The California Environmental Quality Act (CEQA) mandates that an Environmental Impact Report (EIR) analyze alternatives to the proposed Project. The intent of this is such that the range of alternatives under consideration addresses most of the basic objectives of the Project and evaluates the comparative merits of the alternatives (State CEQA Guidelines, Section §15126.6[a]). An EIR does not need to consider every conceivable alternative to a project, nor is it required to consider any infeasible alternatives. Rather, the document should only focus on those alternatives that are capable of avoiding or substantially lessening any significant effects of the project (CEQA Guidelines Section §15126.6[b]).

According to the State CEQA Guidelines, an EIR need only examine a range of alternatives that could feasibly meet most of the basic objectives of the project. Therefore the range of alternative "shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects" (CEQA Guidelines Section §15126.6(c). However, not all possible alternatives need to be analyzed. An EIR must "set forth only those alternatives necessary to permit a reasoned choice." CEQA Guidelines, Section §15126.6(f).) The CEQA Guidelines provide a definition for a "range of reasonable alternatives" and, thus limit the number and type of alternatives that need to be evaluated in an EIR.

The State CEQA Guidelines also specify that though the alternatives discussion should not be remote and speculative, it does not require the discussion to be presented in the same level of detail as the evaluation of environmental impacts from the proposed project. This is particularly relevant for general plans and other program EIRs than for project level EIRs. Though the impacts of the alternatives may be discussed "in less detail than the significant effects of the project proposed" (CEQA Guidelines Section §15126.6(d)), the CEQA Guidelines do require the analysis to identify the environmentally superior alternative. Further, the analysis must also include an analysis of the No Project alternative so that the Lead Agency may compare the impacts of approving the project versus not approving it.

6.2 ALTERNATIVES UNDER CONSIDERATION

In accordance with the provisions of State CEQA Guidelines Section §15126.6, the following alternatives to the proposed project were evaluated. This section describes and evaluates two alternatives, the Residential Focused (RF) Alternative and the No Project Alternative and compares them to the proposed 2040 General Plan Update.

In accordance with the provisions of State CEQA Guidelines Section §15126.6, the following alternatives to the proposed project were evaluated. These alternatives were compared to the proposed project and its significant environmental impacts identified in Sections 4.1 through 4.16.

- Alternative 1 – No Project Alternative
- Alternative 2 – Residential Focused Alternative

Alternative 1: No Project Alternative

CEQA, through case law, requires that the "no project" alternatives be evaluated so as to allow the Lead Agency to compare the potential impacts of approving the project versus not approving it. Under State CEQA Guidelines §15126.6(e)(2), "the No Project Alternative shall discuss the existing conditions at the time the notice of preparation is published…as well as what would be reasonably expected to occur in the

foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."

The No Project analysis discusses both the existing conditions at the time the NOP is published as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved. Therefore under Alternative 1, the town would continue to implement the current (1999) General Plan, with no Climate Action Plan (CAP) in effect and with no changes made to update any of the Land Use, Open Space, Conservation, Noise, Circulation and Historical Resources Elements or the Land Use Map. It assumes that the existing General Plan would continue to guide development in the Planning Area, without directly resulting in new development. In the case of this alternative, the proposed 2040 General Plan Update would not be approved and the existing 1999 Town of Colma General Plan, would continue as the primary guiding document for growth and development within the town.

The 1999 General Plan Planning Area includes a total of 1225 acres and is the same as the town boundary and its sphere of influence (SOI). Buildout of the existing 1999 General Plan or No Project Alternative would result in approximately 680 housing units, a population of 2,310, and a total of 4,315 jobs within the Planning Area, expected to occur by year 2040 **Table 6.0-1: Comparison of Alternatives at Buildout**. In comparison, the proposed 2040 General Plan Update would increase the population to approximately 2,854 and housing units to 845. In relation to the proposed 2040 GPU, the No Project Alternative:

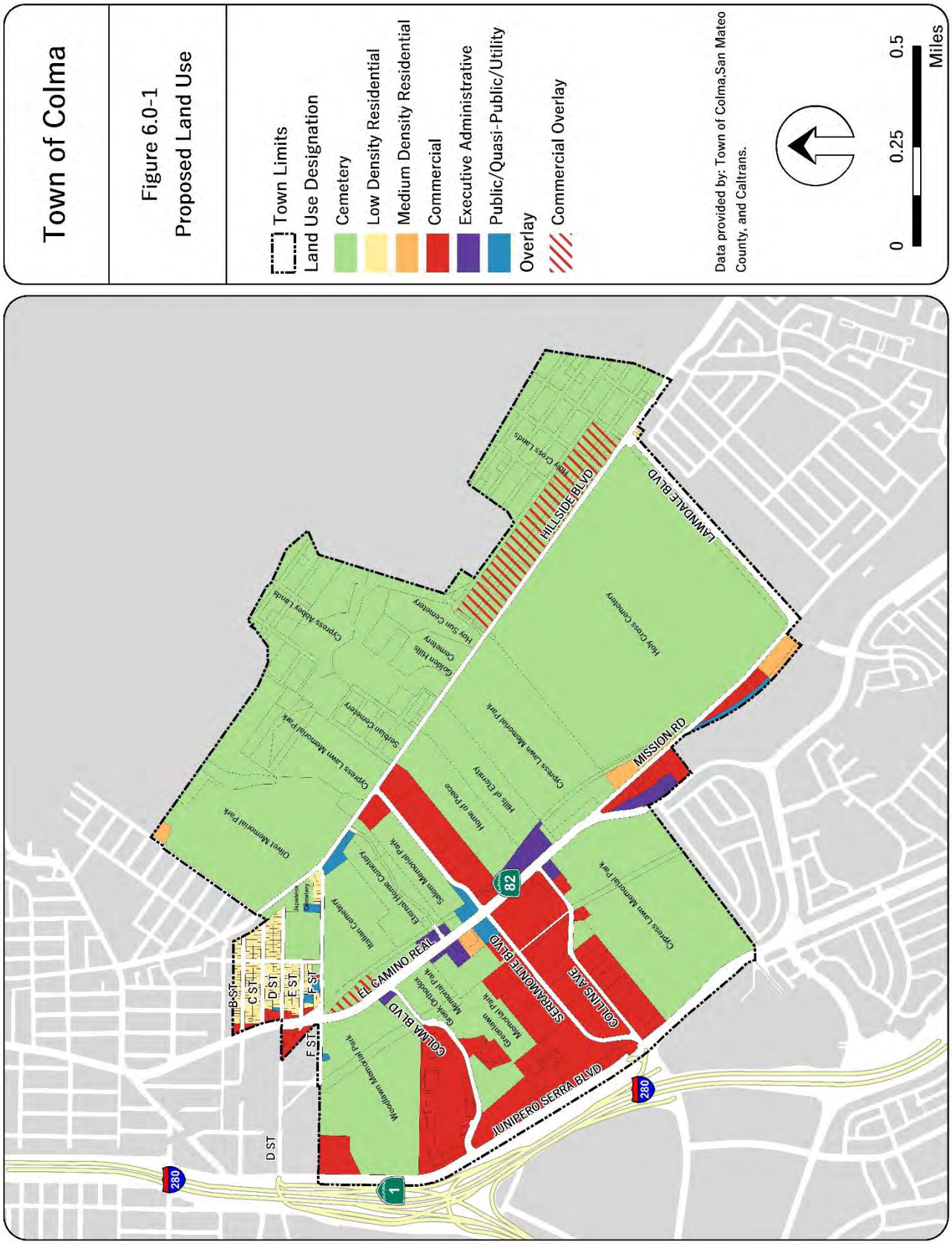
- Has different land uses— both in mix and location;
- Has lower allowable land use densities/intensities;
- Prohibits residential development in various commercially zoned areas;
- Does not promote mixed-use development to the same extent as in the Proposed Project;
- Does not have a Medium Density Residential land use designation. Medium Density land uses such as multifamily developments are allowed on properties with a Commercial designation;
- Has reduced alternate modes of transportation.

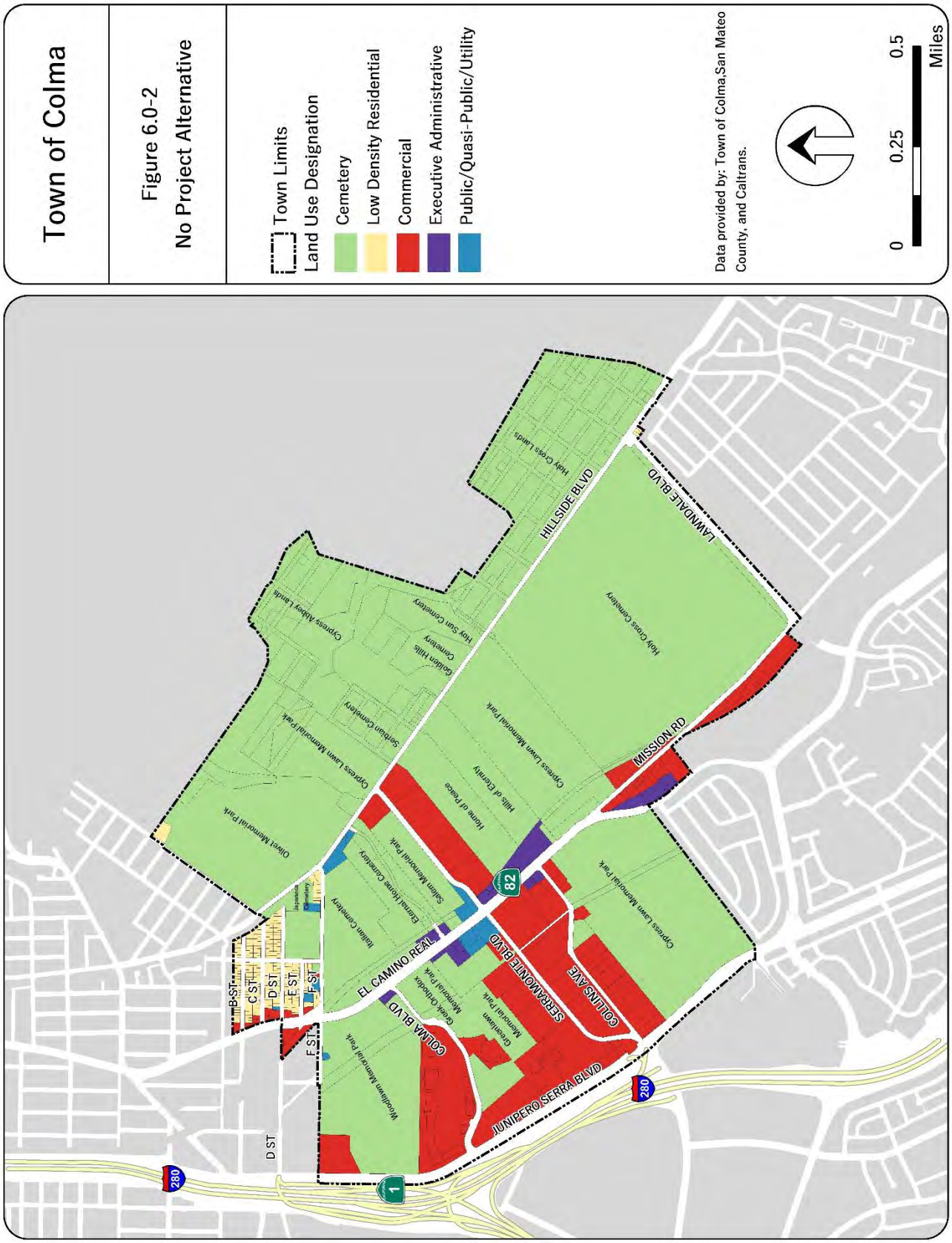
Table 6.0-1 Comparison of Alternatives at Buildout

	Existing (2019)	**Proposed General Plan**	**Alternative 1: No Project**	**Alternative 2: Residential Focused**
Housing Units	450	845	680	893
Households	434	815	660	862
Population	1,512	2,852	2,310	3,017

Notes:

1. *No Project Housing Units, Households and Population projections are from the 2015 Housing Element. No Project Jobs data is from Plan Bay Area 2040 Projections.*
2. *Proposed GPU buildout Housing Units were projected by the Colma Planning Department based on opportunity sites and developable sites.*
3. *The RF Alternative assumes an additional 20% (48) housing units at the Town Center site.*
4. *All households are estimated as 96.5% of the total housing units, assuming a 3.5 percent vacancy rate.*
5. *All Buildout population was calculated assuming 3.5 persons per household*


Town of Colma
Figure 6.0-1
Proposed Land Use
Town Limits
Land Use Designation
Cemetery
Low Density Residential
Medium Density Residential
Commercial
Executive Administrative
Public/Quasi-Public/Utility
Overlay
Commercial Overlay
Data provided by: Town of Colma,San Mateo County, and Caltrans.
0
0.25
0.5
Miles
HILLSIDE BLVD
LAWNDALE BLVD
MISSION RD
COLLINS AVE
SERRAMONTE BLVD
EL CAMINO REAL
COLMA BLVD
JUNIPERO SERRA BLVD
D ST
B ST
C ST
D ST
E ST
F ST
F ST
280
1
82
280
Holy Cross Lands
Holy Cross Cemetery
Cypress Lawn Memorial Park
Hills of Eternity
Home of Peace
Golden Hills Cemetery
Holy Sun Cemetery
Cypress Abbey Lands
Italian Cemetery
Eternal Home Cemetery
Salem Memorial Park
Greek Orthodox Memorial Park
Greenlawn Memorial Park
Woodlawn Memorial Park
Olivet Memorial Park
Japanese Cemetery


Town of Colma
Figure 6.0-2
No Project Alternative
Town Limits
Land Use Designation
Cemetery
Low Density Residential
Commercial
Executive Administrative
Public/Quasi-Public/Utility
Data provided by: Town of Colma,San Mateo County, and Caltrans.
0
0.25
0.5
Miles
Holy Cross Lands
HILLSIDE BLVD
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Holy Sun Cemetery
Golden Hills Cemetery
Sebian Cemetery
Cypress Lawn Memorial Park
Olivet Memorial Park
MISSION RD
Hills of Eternity
Home of Peace
Cypress Lawn Memorial Park
Eternal Home Cemetery
Italian Cemetery
Salem Memorial Park
82
EL CAMINO REAL
COLLINS AVE
SERRAMONTE BLVD
Greek Orthodox Memorial Park
Greenlawn Memorial Park
COLMA BLVD
Woodlawn Memorial Park
JUNIPERO SERRA BLVD
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C ST
B ST

Alternative 2: Residential Focused Alternative

This alternative provides an increased number of residential units and maintains/decreases future commercial land use development that already exist within the town. This alternative assumes that the Town Center opportunity site would be developed to include 20% more residential units than the proposed General Plan, resulting in 48 additional units. It also assumes that by constructing more residential uses at the site, the available space for commercial uses would be further limited at the site. This alternative also assumes that more residential development could occur elsewhere on El Camino Real, closer to the Colma BART station, and that less residential development may occur at the Town Center site.

The Residential Focused Alternative and the Proposed Project both emphasize development within the El Camino Real Corridor. Both seek to provide new community amenities, improved local and regional connectivity, as well as enhanced economic activity. Given the large number of jobs in comparison to the town's population, this alternative could potentially lower the total vehicle miles traveled by providing housing to those that work in the area.

The Residential Focused Alternative and the Proposed Project are based on similar assumptions of buildout of opportunity sites and sites designated with a commercial overlay within the Planning Area. Opportunity sites consist of sites that are currently vacant or underutilized. What distinguishes the Residential Focused Alternative is its revision of land use density to promote more residential units in the potential mixed-use environment around the town center.

ALTERNATIVES CONSIDERED BUT NOT SELECTED FOR ANALYSIS

The following alternatives were considered but not selected for analysis:

Off-Site Alternative

Off-site alternatives are generally evaluated in an effort to avoid, lessen, or eliminate the significant impacts of a project by considering the proposed development in an entirely different location. To be feasible, development of off-site locations should satisfy the project's purpose and meet most of the project's basic objectives. Given the nature of the proposed project (updating the town's existing General Plan), it would not be pertinent or possible to consider an off-site alternative since that would need to include a long-range plan for the town; the project site (town of Colma) cannot be relocated since the town's boundaries are already established; and any off-site alternative that considers another location would not meet the basic project objectives and future development for the town. Therefore, an off-site alternative is considered infeasible pursuant to State CEQA guidelines §15126.6(c) and is being rejected as a potentially feasible project alternative.

6.3 COMPARATIVE ANALYSIS

As required under State CEQA Guidelines Section §15126.6, the discussion below compares each alternative with the significant environmental impacts resulting from the proposed project that were identified in environmental issue areas in Section 4.0 of this PEIR.

AESTHETICS

Differences in aesthetics between the proposed project and the Residential Focused Alternative are relatively minor and relate to the intensity of the future residential and commercial development/redevelopment of infill sites in the town. Compared to the Residential Focused Alternative, proposed project (2040 General Plan Update) would allow for increased height and intensified residential

land uses along El Camino Real. The increased height would be allowed at select opportunity sites where topography, setbacks, and existing developments would reduce the impacts of the additional height. There may be more effects from light and glare under these two alternatives than under the No Project Alternative. However, the proposed project and the Residential Focused Alternative would essentially include policies that would reduce impacts on aesthetics and light and glare issues with new design standards and policies.

The No Project Alternative would result in less development compared to the Residential Focused Alternative or the proposed project. Therefore, this alternative will lead to fewer obstructions to views, fewer sources of light and glare, and less construction activity. Therefore, while the No Project Alternative would result in less development than that under the proposed project or the Residential Focused Alternative, it would potentially result in lower quality design or have other aesthetic-related impacts. This has the potential to result in greater impacts under the No Project Alternative than under the proposed project or even the Residential Focused Alternative.

AIR QUALITY

The air quality impacts between the proposed project, No Project Alternative and the Residential Focused Alternative, would be similar and the degree of the impact is related to the amount of development and population at buildout. Therefore, the Residential Focused Alternative would have the most air quality impacts, followed by the proposed project and then the No Project Alternative. It is possible that the Residential Focused Alternative as well as the proposed project would have more construction and operation under future project and therefore generate more criteria pollutants that could exceed the BAAQMD thresholds. However, potential future development associated with the proposed General Plan are included in BAAQMD projections, and future development accommodated under the proposed General Plan would not hinder BAAQMD thresholds. The Residential Focused Alternative, while anticipating slightly more growth and possibly in a geographically different area than under the proposed project or No Project Alternative, has not been considered under the BAAQMD's growth projections for the town or its related air quality impacts. Air quality impacts to current as well as future businesses and residences under the No Project Alternative would be similar to those under the proposed project, but less than either the Residential Focused Alternative or the proposed project. However, since more residences would be constructed under the Residential Focused Alternative than the proposed project or even under the No Project Alternative, construction emissions, exposure from TACs, exposure from operational emissions and all other related air quality emissions would be greater under the Residential Focused Alternative, than under the proposed project or the No Project Alternative.

BIOLOGICAL RESOURCES

While the Planning Area is mainly developed with urban uses, there are small areas of diversified wildlife population within the town. Since the town of Colma is located along the Pacific Flyway, migratory birds are often found in the town's open spaces related to cemetery uses. The proposed project, No Project Alternative and Residential Focused Alternative would focus future development on the few vacant and underutilized parcels that exist within the town of Colma. While the types of uses and intensity of future development would differ between the proposed project and the Residential Focused Alternative, the impacts to biological resources would be similar as these alternatives would result in approximately the same urban footprint. However, the No Project Alternative would result in less development than either the Residential Focused Alternative or the proposed project and has the potential to have less impacts to biological resources within the town.

CULTURAL AND TRIBAL RESOURCES

Cultural resources include buildings of historical importance, registered historic sites, and archaeological resources and tribal resources includes site features, places, cultural landscapes, sacred places, or objects that are of value to a tribe and is either on or eligible for the California Historic Register or local historic register. A previously completed cultural resource studies and the town's previous Historical Resources Element (1999) shows that no previously recorded archaeological resources, Cultural and Tribal resources or Native American remains are currently within the town limits. The town does have many historical resources (primarily in cemeteries) eligible for designation on the National Register. However, future ground disturbing activities associated with construction excavation under the proposed project, as well as the No Project alternative and the Residential Focused Alternative, could uncover unknown resources, and the potential impacts to cultural and tribal resources would depend on the location and amount of any future development. Since the No Project Alternative proposes less development than the proposed project or the Residential Focused Alternative, and therefore have a less potential to impact cultural and tribal resources.

ENERGY

The three scenarios, under the proposed project, the No Project Alternative and the Residential Focused Alternative, would increase the amount of development and population in town, which in turn would increase the demand for energy use under varying degrees. Compared to the No Project Alternative, the proposed GPU and the Residential Focused Alternative proposes more potential development and has the most potential to increase the population and demand for energy use and thus could have an adverse impact on the environment. Construction of future development, or even redevelopment projects has the potential to consume gasoline and diesel during the operation of heavy-duty construction equipment and vehicles. However, these would-be temporary consumption of energy, only related to project construction under future development projects. Moreover the 2040 GPU policies promote energy efficiency which reduces the amount of energy used per capita, and future development/redevelopment under the proposed project (2040 GPU) as well as the Residential Focused Alternative would be subject to these same energy saving policies and standards. Both the proposed project and the Residential Focused Alternative would also have to conform to the State of California's AB 32 Scoping Plan (for Greenhouse Gas emissions) and the Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6) and CALgreen Code (Title 24, Part 11). Therefore, the comparative energy and power use under the proposed project and the Residential Focused Alternative would be lower than under the No Project Alternative conditions.

While the No Project alternative may use less electricity overall, it would likely result in a higher energy use per capita for the reasons above. Since the No Project Alternative does not consider the sustainability plans or programs as under the proposed project or the Residential Focused Alternative, it would have greater impacts than the other two alternatives.

GEOLOGY

The town of Colma is located along the Serra Fault Zone and is approximately less than a mile east from the San Andreas Fault Zone. Therefore, the town has the potential to experience considerable ground shaking and rupture, in the event of an earthquake, particularly within the 2040 GPU's planning horizon. The current state and federal engineering and design regulations that minimize seismic and geologic impacts apply equally to all future development/redevelopments under the proposed project as well as

Alternative 1 and 2. Since all three of these alternatives have the potential to ultimately bring more people and businesses to the area, these future residences and businesses could be potentially exposed to seismic impacts from earthquakes and other geologic risks such as ground shaking and ground failure due to seismic activity, landslides, and soil expansion. Thus, the No Project Alternative, the proposed project and the Residential Focused Alternative all have the potential to expose people and businesses to seismic risks. The Residential Focused Alternative, as well as the proposed project have the potential to expose even more people to such risks since these propose more residential development, while the No Project Alternative would expose the least amount of people and businesses to potential geologic and seismic impacts.

GREENHOUSE GAS EMISSIONS

According to the town's Greenhouse Gas (GHG) Emissions Inventories, the majority of the town's GHG emissions come from transportation and energy use. Most of the on-road vehicles used for transportation burn fossil fuels such as gasoline or diesel which results in GHG emissions. Electric vehicles do not burn fossil fuels but GHGs may be emitted elsewhere, depending on the electric power source.. Most of the customers in town utilize 100% carbon-free electricity procured by Peninsula Clean Energy. Natural gas consumption is the main contributor to GHG emissions from energy use.

The amount of development or even redevelopment efforts would be greater under the Residential Focused Alternative than that under the proposed project or No Project Alternative, and so the GHG impacts from the Residential Focused Alternative would likely be greater than those under the proposed project or the No Project Alternative. The No Project Alternative would result in less development and overall population growth, and therefore, less demand for energy use and transportation. However, the No Project alternative would likely result in more emissions per person without updated policies or the town's compliance with the 2030 Climate Action Plan that would apply to the proposed project as well as the Residential Focused Alternative. Since the No Project Alternative would not have the same, if any, energy saving and conservation measures as those under the proposed project or even under the Residential Focused Alternative, its impacts to GHG is greater than those under the proposed project or Residential Focused Alternative

HAZARDOUS MATERIALS

The proposed project and the Residential Focused Alternative anticipate that both infill and underutilized sites in the town would be developed, though with varying degrees of residential and commercial uses. While these alternatives may facilitate more development than the No Project alternative, the town is generally built out and there are few industrial sites within the town boundaries. Future development would be restricted to higher density uses in limited areas of the town; and both the proposed project and the Residential Focused Alternative envisions more mixed-use development, particularly more residential development than the No Project Alternative. Such future development has the potential to increase exposure to possible hazardous materials, particularly as the town does have two open hazardous sites within its boundaries, one of which is the closed landfill (see ***Figure 4.8-1***). In general, impacts with regard to hazardous materials come in the form of development near existing land uses that handle hazardous materials, areas where hazardous materials are stored or transported or by redeveloping contaminated sites. Even though growth in the town under the proposed project and the Residential Focused Alternative would be greater than that anticipated under the No Project Alternative, any new development/redevelopment activities within the town of Colma would be required to follow the California Hazardous Waste Control Law, the Porter-Cologne Water Quality Act, other legislation as well as the 2040 GPU policies to lessen impacts from hazardous substances. .

HYDROLOGY

Urban development/redevelopment has the potential to increase impervious surfaces that could lead to increased runoff rates, water pollutants, flooding, and decreased groundwater recharge. Since the proposed project and the Residential Focused Alternative encourage more future development/redevelopment activities than under the No Project Alternative, these future development efforts would be in infill areas of the town, impacts to the town's hydrology would be limited. Though the No Project Alternative would result in the least amount of future development and therefore impact less amounts of impervious surfaces than the Residential Focused Alternative or the proposed project, all future construction activities would have to comply with the NPDES stormwater permits. Also, the proposed project and the Residential Focused Alternative would have to adhere to the 2040 GPU policies that encourage the incorporation of green infrastructure in site designs, manage runoff, and comply with water quality regulations. With green infrastructure, new developments would be designed to capture, treat, and retain runoff while promoting infiltration. Even though the 2040 GPU policies would not be in place to benefit new developments under the No Project Alternative, all new development is still required to comply with green infrastructure requirements. The No Project Alternative would result in less development thereby resulting in less of an overall impact to hydrology and flooding than the proposed project or the Residential Focused Alternative.

LAND USE AND PLANNING

Generally, the proposed GPU, RF Alternative and No Project Alternative are consistent in land use patterns, outside of a few minor land use designation changes. However, as with the proposed project, the Residential Focused Alternative, if adopted, would become the Planning Area's new guiding policy document for future land use planning as well as residential and commercial development.

The proposed 2040 GPU (proposed project) and the Residential Focused Alternative differ in the amount of residential and non-residential development assumed at buildout in the year 2040. The proposed project would result in more commercial development and less housing units compared to the Residential Focused Alternative, but more residential and non-residential development than the No Project Alternative. **Table 6.0-1** shows a comparison of housing units and population at full buildout of the proposed project, the No Project Alternative, and the Residential Focused Alternative. The proposed project and the Residential Focused Alternative would focus more on infill development and redevelopment of sites along El Camino Real, in order to encourage additional mixed-use housing opportunities at all income levels, while the No Project Alternative would continue existing trends with housing and commercial development within the town. While all three scenarios allow for more development and housing, the proposed project and the Residential Focused Alternative increases land use intensities and allows for more housing units and population growth. The proposed project results in 845 housing units compared to 887 in the Residential Focused Alternative and 680 in the No Project Alternative at buildout in 2040. The scale of future housing development is far below that under the proposed project and the Residential Focused Alternative. Therefore, the No Project Alternative has the least impacts from future growth and land use planning than either the No Project Alternative or the Residential Focused Alternative.

NOISE

The proposed project and the Residential Focused Alternative would result in increased land use intensity, and potentially more redevelopment of existing properties than under the No Project Alternative. However, the proposed project, the No Project Alternative and the Residential Focused Alternative would result in similar short-term noise impacts, particularly with short-term construction noise levels and on

longer activity days since the type of activities (excavation, removal of site debris, building construction etc.). It should be noted that the duration of construction noise under the No Project Alternative would be different and potentially less than that under the proposed project and the Residential Focused Alternative since the No Project Alternative would involve less development activities. Conversely, due to its greater development targets, construction noise impacts under the Residential Focused Alternative would be greater than those under Alternative 1 or even the proposed project.

Roadway noise is the largest contributor to noise impacts in the town and all three scenarios would increase existing traffic and thus ambient noise levels between now and buildout in 2040. Though these future increase in noise levels within the town are significant and unavoidable due to potential future growth in the town, the No Project Alternative would still result in less impacts than the proposed project or the Residential Focused Alternative. Since the No Project Alternative proposes less development than the proposed project and the Residential Focused Alternative, it will result in less increases in overall operational noise levels in the town than the proposed project or the Residential Focused Alternative. However, the Residential Focused Alternative would generate increased residential and commercial activity than under the No Project Alternative or proposed project. Therefore, operational noise levels under the Residential Focused Alternative would be greater than that under the proposed project and the No Project Alternative.

The impacts on stationary noise sources for the proposed project, the No Project Alternative, and the Residential Focused Alternative would be similar to each other since the proposed development/redevelopment of the town under any of the alternatives would not be significantly different between the alternatives. Construction activities and equipment used for both the Alternatives as well as the proposed project would result in similar vibration impacts. However, since the Residential Focused Alternative would involve more construction activities due to its overall development efforts, the duration of vibration impacts due to construction would be slightly greater under the Residential Focused Alternative than the proposed project or No Project Alternative.

PUBLIC SERVICES AND RECREATION

Development under the proposed project, the No Project Alternative, and the Residential Focused Alternative would require additional public services and park areas. Other services such as police, fire, and emergency services would be required to be expanded to accommodate additional population growth. While the greatest growth in these services would be from the proposed project and the Residential Focused Alternative, the impacts of such service expansion would be greater than those for the No Project Alternative. Since the No Project Alternative would have the least population growth, it would have the least impact related to public services and recreation facilities.

TRANSPORTATION

The proposed project as well as the Residential Focused Alternative would encourage better connectivity between all means of transportation (such as walking, biking, use of public transportation) and thus increased demand for these services more than the No Project Alternative. Similarly, the proposed project and the Residential Focused Alternative would have better safety and roadway hazard improvements as well as emergency access components than under the No Project Alternative.

It should be noted that the No Project Alternative only characterizes future buildout under the town's existing 1999 General Plan and does not include any of the local transportation network improvements that would be undertaken under the proposed project or the Residential Focused Alternative. The proposed project as well as the Residential Focused Alternative would significantly generate more home-based VMT

than the No Project Alternative, due to the increased projected number of residents in the town and these residents needing to travel further for employment opportunities and other related uses. Since both the proposed project and the Residential Focused Alternative would result in greater development in the town center and the El Camino Real, these would have greater impacts on existing roadway operational deficiencies than the No Project Alternative.

UTILITIES

The proposed project, the No Project Alternative and the Residential Focused Alternative would require utilities and infrastructure, including water sewer electricity and landfill capacity. The demand on utilities and service systems is contingent on the amount of future growth. The proposed GPU, and the Residential Focused Alternative proposes similar types of development at buildout and is expected to demand a similar amount of resources from the utilities. Since the Residential Focused Alternative would result in more population growth than that under the proposed project and the No Project, it is possible that additional infrastructure may be needed under this alternative than that under No Project Alternative or the proposed project. However, it is possible that any needed utility infrastructure upgrades will be of a similar size and extent to that for the proposed project, since development will occur at magnitudes comparable to the proposed project, and at locations similar to the proposed project.

The proposed project and the Residential Focused Alternative would result in higher population and commercial use, and thus have higher impacts to utility facilities at buildout. The No Project Alternative would result in less development and therefore lower population and jobs at buildout and thus the least impacts to public utilities such as water, sewer, electricity, and landfill capacity.

WILDFIRE

Wildfire impacts could affect the town under the proposed project, No Project Alternative and the Residential Focused Alternative. The town of Colma is limited in its land area for future development which can only be focused on limited residential as well as commercial development/redevelopment on existing sites within the town. As new development occurs and existing structures are replaced with buildings built under more modern building codes, fire safety will increase. Moreover, any new construction would be required to comply with the town's Local Hazard Mitigation Plan as well as any criteria under the County of San Mateo's Emergency Operations Services. Since both the Residential Focused Alternative and the proposed project (2040 GPU) would result in greater residential and commercial activities than under the No Project Alternative, impacts could potentially be greater under the proposed project and the Residential Focused Alternative than under the No Project Alternative.

6.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guideline require that an environmentally superior alternative be identified among a range of reasonable alternatives that are analyzed in the EIR. If the No Project Alternative is the environmentally superior alternative, then the EIR must also identify another environmentally superior alternative among the other alternatives (CEQA Guidelines Section §15126.6(e)(2)). The environmentally superior alternative is that alternative with the least adverse environmental impacts when compared to the proposed project.

Table 6.0-2: Comparison of Proposed Project Impacts to Alternative Impacts, illustrates the comparison of the relative impacts by resource topic area, between the proposed project (2040 General Plan Update), Alternative 1 (No Project), and Alternative 2 (Residential Focused Alternative).

Table 6.0-2: Comparison of Proposed Project Impacts Relative to Alternative Impacts

Impact Area	Proposed Project Impact	Impact of Alternative Related to the Proposed Project	
		No Project	Res. Focused
Aesthetics	Less than Significant	Greater	Similar
Air Quality	From Less than Significant to Significant and Unavoidable	Less	Greater
Biological Resources	From No Impact to Less than Significant	Less	Similar
Cultural and Tribal Resources	Significant and Unavoidable	Less	Similar
Energy	Less than Significant	Greater	Similar
Geology	From No Impact to Less than Significant	Less	Greater
Greenhouse Gas Emissions	From Less than Significant to Significant and Unavoidable	Greater	Similar
Hazardous Materials	From No Impact to Less than Significant	Less	Similar
Hydrology	From No Impact to Less than Significant	Less	Similar
Land Use and Planning	Less than Significant	Less	Greater
Noise	From No Impact to Less than Significant	Less	Similar
Population and Housing	Less than Significant	Less	Similar
Public Services and Recreation	Less than Significant	Less	Greater
Transportation	Less than Significant	Less	Greater
Utilities	Less than Significant	Less	Greater
Wildfire	From No Impact to Less than Significant	Less	Similar

The No Project Alternative reduces impacts in most areas, including air quality, which has a significant impact under the Proposed Project. On the other hand, the No Project Alternative has impacts that are greater than the Proposed Project with respect to aesthetics, energy, and greenhouse gas emissions. Most notable is the area of greenhouse gas emissions, where the implementation of a new 2030 Climate Action Plan could reduce greenhouse gas emissions within the town. The No Project Alternative is still environmentally superior, as impacts are reduced in more topical areas than they are increased.

The Residential Focused Alternative would support additional housing, which would result in a more balanced jobs/housing ratio in the town. However, the environmental impacts of the additional development and population results in similar or greater impacts in every area. Therefore, the Residential Focused Alternative is worse than the proposed project in terms of environmental impacts.

Based on a comparison of the alternatives' overall environmental impacts and their compatibility with proposed project, the No Project Alternative would be the environmentally superior alternative for this Program EIR. This conclusion is based on the amount and intensity of overall development which under the No Project Alternative would be less than the Residential Focused Alternative and the Proposed Project, and most environmental impacts are correlated with development intensity and quantity.

7.0 REPORT PREPARERS

7.1 TOWN OF COLMA

City Manager	Brian Dossey
General Plan Manager	Michael Laughlin/Farhad Mortazavi

7.2 ENVIRONMENTAL CONSULTING TEAM

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Kittleson & Associates, Inc	Matt Braughton Damian Stefanakis
PlaceWorks Inc.	Andrea Howard Joanna Jansen

Appendix A

Notice of Determination and Response Letters

Appendix A contains the Notice of Determination and Notice of Completion, posted by the Lead Agency on June 3, 2020; the mailing list of all agencies, organizations, and individuals that received the Notice of Determination, and all response letters that the Lead Agency received.

TOWN OF COLMA
PLANNING DEPARTMENT

1198 El Camino Real • Colma, California 94014
Phone: (650) 757-8888 • FAX: (650) 757-8890

NOTICE OF PREPARATION (NOP)

DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE TOWN OF COLMA

Date: June 3, 2020

To: Responsible Agencies, Organizations and Interested Parties

Subject: Notice of Preparation for a Draft Environmental Impact Report for the Town of Colma 2040 General Plan Update

Project Title: 2040 General Plan Update

Lead Agency: Town of Colma

Project Location: Colma, San Mateo County

Main Contact: Michael P. Laughlin, AICP, City Planner

The Town of Colma is commencing its preparation of a Draft Program-level Environmental Impact Report (EIR) for the 2040 General Plan Update and has released this Notice of Preparation (NOP), in accordance with the California Environmental Quality Act (CEQA), CEQA Guidelines, and local implementation procedures. In compliance with CEQA, the Town of Colma (Town) will be the Lead Agency and will prepare the EIR. Attached are the project descriptions, location maps, and identification of the potential environmental issues to be explored.

The Town requests your input regarding the scope and content of environmental analysis that is relevant to your respective agency's statutory/regulatory responsibilities in order to ascertain potential environmental impacts of the proposed Project. Information gathered during the NOP comment period will be used to shape and focus the environmental impact analyses.

Pursuant to CEQA Guidelines §15082 (b), you have 30 days from the date of receipt of this NOP to respond. Please send your comments by the earliest possible date, but no later than 5:00 P.M. July 13th, 2020. Please send your responses to:

Ms. Anna Choudhuri
Town of Colma Planning Department
1198 El Camino Real, Colma, CA 94014
annac@csgengr.com

Governor's Office of Planning & Research
JUN 03 2020
STATE CLEARINGHOUSE

Public Review Period: June 9, 2020 to July 13th, 2020

A scoping meeting will be conducted at 7:00 p.m. on Wednesday, June 24, 2020, to collect oral comments from agencies and the public. The meeting will occur virtually, and details will be posted on the Town's website: Colma.ca.gov at least 72 hours prior to the meeting.

PROJECT LOCATION:

As required by CEQA Guidelines, the Colma General Plan EIR will identify the potential environmental impacts associated with implementation of the General Plan update. This analysis will assess and, if necessary, include measures to mitigate potential impacts related to CEQA-required topics. These topics are: aesthetics; air quality; agricultural and forest resources; biological resources; cultural resources; energy, geology and soils; greenhouse gases; hazards and hazardous materials; hydrology; land use and planning; noise; population and housing; public services; transportation; tribal cultural resources; utilities; and wildfires. The Town of Colma, as the Lead Agency has determined mineral resources and recreation to have no impacts.

The Town of Colma is a small incorporated town in San Mateo County, California, on the San Francisco Peninsula (see **Figure 1**). The Town of Colma is located in northern San Mateo County and is surrounded by the cities of Daly City to the north and South San Francisco to the south. To the east lies the San Bruno Mountain State Park, and along the western border of the Town lies the junction of Highway 1 and Interstate 280. El Camino Real, or State Route 82, runs north-south through the middle of town, and BART runs underground and roughly parallel to the El Camino Real corridor.

The 2040 General Plan Planning Area is composed of approximately a total area of 1.9 square miles (see **Figure 2**). The 2010 United States Census reported that the Town had a population of 1,792. The population density was 938.6 people per square mile. The Town's 17 cemeteries comprise approximately 73% of the town's land area. Within the Town of Colma boundary, the ground elevation ranges from about 100 feet to about 500 feet above Mean Sea Level. Colma also includes approximately 1.89 square miles of a wide valley associated with Colma Creek. Most of the land east of El Camino Real is committed to cemetery use or agricultural fields. Land west of El Camino Real is oriented more to commercial uses although the Town's regionally oriented commercial core is bracketed on the north and south by cemeteries.

PROJECT DESCRIPTION:

The Town of Colma General Plan articulates the long-term shared community vision for the preservation, enhancement and improvement of the Town. It is a long-range plan that directs decision making. and establishes rules and standards for town improvements and new development. It reflects the community's vision for the future and is intended to provide direction through the year 2040. The last General Plan Update was in 1999. The housing element was updated in 2015 and will not be a part of the current General Plan update. The 2040 General Plan update will provide the context to effectively plan and manage the Town of Colma based on an updated set of goals, policies, and implementation programs that reflect the values and aspirations for the future expressed by the community. Additionally, the update will equip the Town of Colma with a policy framework to responsibly manage future projects and have the capacity to accommodate the growth and development anticipated to occur in the Town for the next 20 years.

As required by CA Government Code section 65302, the General Plan will cover the seven mandated elements. However, for the Town of Colma General Plan Update these include: Land Use, Circulation/Transportation (Mobility), Housing, Natural Resources/Conservation, Hazards and Safety. In addition to these elements, Colma has chosen to prepare a Historic Resources Element due to most of the Town's land use being reserved for cemetery uses. This element will provide an information base of existing historic resources as well as provide policy direction for the preservation of the Town of Colma's historic cultural resources.

These elements will establish policy direction for the Town, relating to:

- The use and development of all remaining land within the Town of Colma
- The types and provision of housing growth in the community
- The protection and continued use and expansion of cemetery land uses
- The growth of existing businesses as well as the attraction of new commercial ventures
- The provision of public safety services and protection against natural and human caused hazards (including noise)

The 2040 General Plan update identifies and prioritizes opportunities to preserve the character of the community, conserve natural resources, and direct land use policies that enable sustainable growth and employment opportunities in Colma.

As part of the alternatives process for the General Plan update, the Town evaluated the change in land use type and development intensity that may result in environmental impacts. These changes are described as follows:

- Change in permitted land use and intensity for the "Town Center Site" located at the southwest corner of Serramonte Boulevard and El Camino Real
- Change in permitted land use and intensity for undeveloped lands on the east side of Hillside Boulevard
- Change in permitted land use and intensity for properties which may redevelop along the Serramonte Boulevard corridor
- Change in intensity for specific in-fill development opportunity sites
- Change in land use policies which would allow for housing in specific areas of the Town where housing has not been permitted before

It is anticipated that these potential changes in land use and intensity or density would be a primary change in the General Plan that may result in environmental impacts. The Proposed Land Use Map is shown in Figure 3. At buildout under the draft General Plan, the Town anticipates the following:

- Residential Units: 328 units
- Commercial Building Square Footage: 993,500
- Office Building Square Footage: 35,000

POTENTIAL ENVIRONMENTAL IMPACTS TO BE CONSIDERED:

A Draft Program-level Environmental Impact Report (EIR) will be prepared in conjunction with the 2040 General Plan Update. A program-level EIR generally looks at the broad policy of a planning document, i.e., a general plan, and will analyze the potential environmental consequence of adopting the proposed 2040 General Plan Update Colma General Plan 2040. It may will not address potential project specific site-specific impacts of the any individual projects that may fall within the planning document.be approved by the City Council.

The general plan update EIR anticipates potential significant environmental effect concerning the following environmental issues:

- Aesthetics
- Agriculture/ Forestry Resources
- Biological Resources
- Air Quality
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hydrology
- Land Use/ Planning
- Noise
- Population/ Housing
- Public Services
- Transportation
- Tribal Cultural Resources
- Utilities
- Wildfire

The GPU Draft PEIR does not anticipate potential significant environmental effect concerning the following environmental issues:

- Mineral Resources
- Recreation

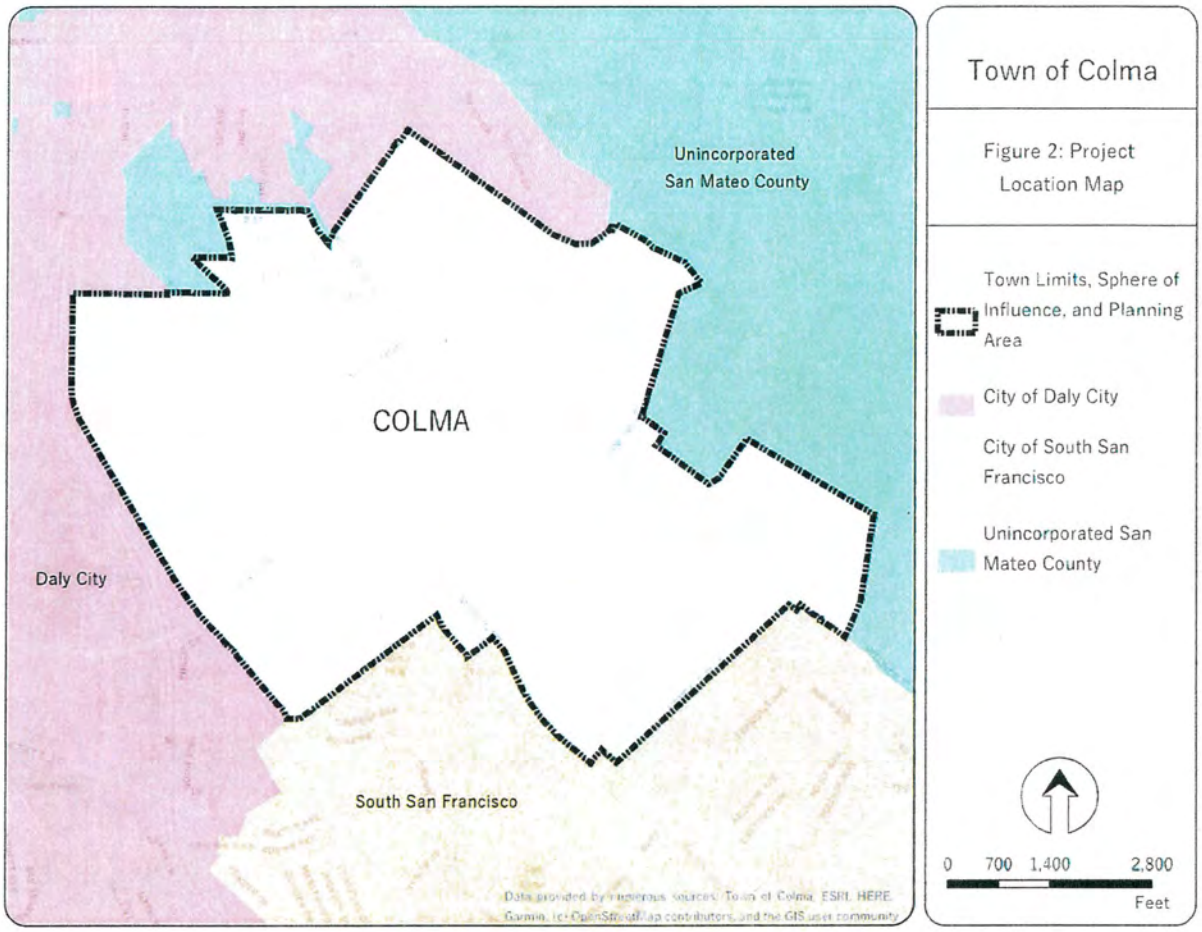
Town of Colma

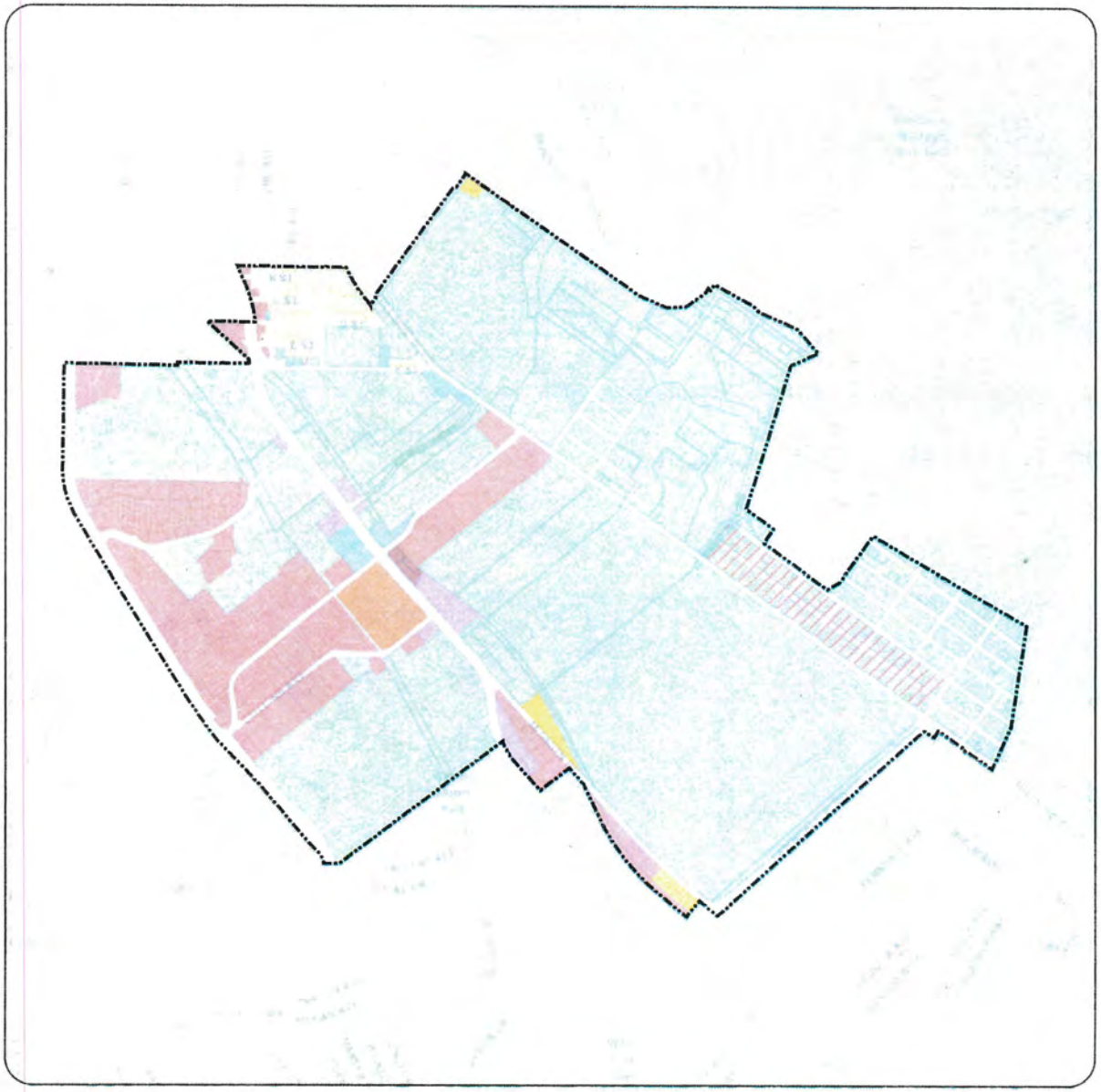
Figure 1: Regional Location Map

Town Limit, Sphere of Influence, and Planning Area

Data provided by numerous sources: Town of Colma, ESRI, National Geographic and the GIS user community

0 2.5 5 10
Miles


Town of Colma
Figure 2: Project Location Map
Town Limits, Sphere of Influence, and Planning Area
City of Daly City
City of South San Francisco
Unincorporated San Mateo County
Unincorporated San Mateo County
COLMA
Daly City
South San Francisco
0 700 1,400 2,800
Feet



Town of Colma

Figure 3: Proposed Land Use Map

Town Limits

Overlay

Commercial Overlay

LAND USE

Cemetery

Commercial

Executive Administrative

Low Density Residential

Medium Density

Public/Quasi-Public/Utility

Town Center Commercial

Town Center Mixed Use

Data provided by numerous sources: Town of Colma, ESRI, USGS, NOAA, FEMA, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

0 700 1,400 2,800

Feet

2020069005

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Town of Colma General Plan Update

Lead Agency: Town of Colma — Contact Person: Anna Choudhuri
Mailing Address: 1198 El Camino Real — Phone: (650) 757-8888
City: Colma — Zip: 94116 — County: San Mateo

Project Location: County: San Mateo — City/Nearest Community: Town of Colma
Cross Streets: None - Entire Town - Bounded by San Bruno Mtn., Lawndale Blvd., I 280 and F Street — Zip Code: 94014
Longitude/Latitude (degrees, minutes and seconds): ____ ° ____ ' ____ " N / ____ ° ____ ' ____ " W Total Acres: ____
Assessor's Parcel No.: None — Section: ____ Twp.: ____ Range: ____ Base: ____
Within 2 Miles: State Hwy #: 280, 82 — Waterways: Colma Creek
Airports: None — Railways: None (BART extends through town) — Schools: Jefferson Union and SSF Districts

Document Type:

CEQA: ☒ NOP ☐ Early Cons ☐ Neg Dec ☐ Mit Neg Dec
☐ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) ____ Other: ____
NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI
Other: ☐ Joint Document ☐ Final Document ☐ Other: ____

Local Action Type:

☒ General Plan Update ☐ General Plan Amendment ☐ General Plan Element ☐ Community Plan
☐ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☐ Site Plan
☐ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, etc.)
☐ Annexation ☐ Redevelopment ☐ Coastal Permit ☐ Other: ____

Governor's Office of Planning & Research
JUN 03 2020
STATE CLEARINGHOUSE

Development Type:

☐ Residential: Units ____ Acres ____
☐ Office: Sq.ft. ____ Acres ____ Employees ____
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational: ____
☐ Recreational: ____
☐ Water Facilities: Type ____ MGD ____
☐ Transportation: Type ____
☐ Mining: Mineral ____
☐ Power: Type ____ MW ____
☐ Waste Treatment: Type ____ MGD ____
☐ Hazardous Waste: Type ____
☐ Other: ____

Project Issues Discussed in Document:

☒ Aesthetic/Visual
☒ Agricultural Land
☒ Air Quality
☒ Archeological/Historical
☒ Biological Resources
☐ Coastal Zone
☒ Drainage/Absorption
☒ Economic/Jobs
☐ Fiscal
☒ Flood Plain/Flooding
☒ Forest Land/Fire Hazard
☒ Geologic/Seismic
☒ Minerals
☒ Noise
☒ Population/Housing Balance
☒ Public Services/Facilities
☒ Recreation/Parks
☒ Schools/Universities
☐ Septic Systems
☒ Sewer Capacity
☐ Soil Erosion/Compaction/Grading
☒ Solid Waste
☒ Toxic/Hazardous
☒ Traffic/Circulation
☒ Vegetation
☒ Water Quality
☒ Water Supply/Groundwater
☒ Wetland/Riparian
☒ Growth Inducement
☒ Land Use
☒ Cumulative Effects
☐ Other: ____

Present Land Use/Zoning/General Plan Designation:

Project Description: *(please use a separate page if necessary)*

The Town of Colma is updating its 1999 General Plan. The 2040 General Plan update will provide the context to effectively plan and manage the Town of Colma based on an updated set of goals, policies, and implementation programs that reflect the values and aspirations for the future expressed by the community. As required by CA Government Code section 65302, the General Plan will cover the seven mandated elements. However, for the Town of Colma General Plan Update these include: Land Use, Circulation/Transportation (Mobility), Housing, Natural Resources/Conservation, Hazards and Safety. In addition to these elements, Colma has chosen to prepare an Historic Resources Element due to most of the Town's land use being reserved for cemetery uses the many historic resources present both in and outside of the Town's cemeteries.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

x Air Resources Board
____ Boating & Waterways, Department of
____ California Emergency Management Agency
____ California Highway Patrol
x Caltrans District # 4
____ Caltrans Division of Aeronautics
X Caltrans Planning
____ Central Valley Flood Protection Board
____ Coachella Valley Mtns. Conservancy
____ Coastal Commission
____ Colorado River Board
____ Conservation, Department of
____ Corrections, Department of
____ Delta Protection Commission
____ Education, Department of
X Energy Commission
X Fish & Game Region # 3
____ Food & Agriculture, Department of
____ Forestry and Fire Protection, Department of
____ General Services, Department of
____ Health Services, Department of
X Housing & Community Development
X Native American Heritage Commission

X Office of Historic Preservation
____ Office of Public School Construction
____ Parks & Recreation, Department of
____ Pesticide Regulation, Department of
X Public Utilities Commission
____ Regional WQCB # ____
____ Resources Agency
____ Resources Recycling and Recovery, Department of
____ S.F. Bay Conservation & Development Comm.
____ San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
____ San Joaquin River Conservancy
____ Santa Monica Mtns. Conservancy
____ State Lands Commission
____ SWRCB: Clean Water Grants
X SWRCB: Water Quality
____ SWRCB: Water Rights
____ Tahoe Regional Planning Agency
____ Toxic Substances Control, Department of
____ Water Resources, Department of

____ Other: ____
____ Other: ____

Local Public Review Period (to be filled in by lead agency)

Starting Date June 9, 2020 Ending Date ____

Lead Agency (Complete if applicable):

Consulting Firm: ____
Address: ____
City/State/Zip: ____
Contact: ____
Phone: ____

Applicant: ____
Address: ____
City/State/Zip: ____
Phone: ____

Signature of Lead Agency Representative: ____ **Date:** June 2, 2020

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

San Francisco Bay Region Water
Quality Control District
1515 Clay Street, #1400
Oakland, CA 94612

Planning Director
San Mateo County Planning Dept.
455 County Center, 4th Floor
Redwood City, CA 94063

So. San Francisco Unified School Dist.
398 B Street
South San Francisco, CA 94080

No. San Mateo County Sanitation District
153 Lake Merced Boulevard
Daly City, CA 94015

Service Planning Department
PG&E
275 Industrial Road
San Carlos, CA 94070

City of South San Francisco
Planning Department
315 Maple Avenue
South San Francisco, CA 94080

Jefferson Union High School District
699 Serramonte Boulevard, # 100
Daly City, CA 94015

Jefferson Elementary School District
101 Lincoln Avenue
Daly City, CA 94014

Regional Clearinghouse Coordinator
c/o ABAG
P.O. Box 2050
Oakland, CA 94604-2050

San Francisco Water Department
1990 Newcomb Avenue
San Francisco, CA 94124

Maria Torres/Linda Sousa
AT&T - Public Works Coordinator
795 Folsom Street, Room 426
San Francisco, CA 94107-1243

Ms. Ann Stillman
Flood Control District,
SMCO Public Works
555 County Center, 5th Floor
Redwood City, CA 94063

Executive Officer
San Bruno Mountain Watch
P.O. Box 53
Brisbane, CA 94005

South San Francisco
Sewer Department
400 Grand Avenue
South San Francisco, CA 94080

District Manager
California Water Service
341 North Delaware Street
San Mateo, CA 94401-1727

Director of Planning
CalTrans District 4
P.O. Box 23660
Oakland, CA 94623-0660

Ms. Ann Stillman
Colma Lighting District,
SMCO Public Works
555 County Center, 5th Floor
Redwood City, CA 94063

Northwest Info. Ctr. Sonoma State University
150 Professional Center Drive, Suite E
Rohnert Park, CA 94928

South San Francisco Sewer Department
400 Grand Avenue
South San Francisco, CA 94080

PG&E
450 Eastmoor Avenue
Daly City, CA 94015

Transportation Planning
C/CAG
455 County Center, 5th Floor
Redwood City, CA 94063

City of Daly City
Planning Department
333 - 90th Street
Daly City, CA 94015

Planning Division
Association of Bay Area Governments
101 Eighth Street
Oakland, CA 94604

Bay Area Air Quality Management District
939 Ellis Street
San Francisco, CA 94109

City Engineer
City of South San Francisco
P.O. Box 711, 400 Grand Avenue
South San Francisco, CA 94083

Mr. Geoff Balton
Colma Fire Protection District
50 Reiner Street
Colma, CA 94014

San Mateo County
Environmental Health Director
2000 Alameda de las Pulgas, Suite 100
San Mateo, CA 94403

Airport Land Use
C/CAG
455 County Center, 5th Floor
Redwood City, CA 94063

Caltrans District 4, Planning
P.O. Box 23660
Oakland, CA 94623-0660

Irenne Zwierlein, Chair
Amah Mutsun Tribal Band of Mission San Juan Bautista
789 Canada Road
Woodside, CA 94062

Tony Cerda
Coastanoan Rumsen Carmel Tribe
240 East 1st Street
Pomona, CA 91766

Ann Marie Sayers
Indian Canyon Mutsun Band of Costanoan
P.O. Box 28
Hollister, CA 95024

Andrew Galvan
The Ohlone Tribe
P.O. Box 3152
Fremont, CA 94539

Monica Arellano
Muwekma Ohlone Tribe of the San Francisco Bay Area
PO Box 360791
Milpitas, CA 95036

NATIVE AMERICAN HERITAGE COMMISSION

7/2/2020

Governor's Office of Planning & Research

Jun 12 2020

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Luiseño

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COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

June 5, 2020

Anna Choudhuri
Town of Colma
1198 El Camino Real
Colma, CA 94116

Re: 2020069005, Town of Colma General Plan Update Project, San Mateo County

Dear Ms. Choudhuri:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015. If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). Both SB 18 and AB 52 have tribal consultation requirements. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe. (Gov. Code §65352.3 (a)(2)).

2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.

3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).

4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:

- **a.** The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
- **b.** Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:

- **a.** If part or all of the APE has been previously surveyed for cultural resources.
- **b.** If any known cultural resources have already been recorded on or adjacent to the APE.
- **c.** If the probability is low, moderate, or high that cultural resources are located in the APE.
- **d.** If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- **a.** The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
- **b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Nancy.Gonzalez-Lopez@nahc.ca.gov.

Sincerely,

Nancy Gonzalez-Lopez
Staff Services Analyst

cc: State Clearinghouse

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
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Making Conservation a California Way of Life.

7/2/2020

Governor's Office of Planning & Research

Jul 13 2020

STATE CLEARINGHOUSE

July 13, 2020

SCH #2020069005
GTS #04-SM-2020-00322
GTS ID: 19638
Co/Rt/Pm: SM/82/22.588

Anna Chaudhuri
Town of Colma, Planning Department
1198 El Camino Real,
Colma, CA 94014

Town of Colma General Plan Update- Notice of Preparation (NOP) of an Environmental Impact Report

Dear Anna Chaudhuri:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Town of Colma General Plan Update NOP. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the June 2020 NOP.

Project Understanding

The Town of Colma General Plan is a long-range plan that directs decision making and establishes rules and standards for town improvements and new development. It reflects the community's vision for the future and is intended to provide direction through the year 2040. The last General Plan Update was in 1999. The 2040 General Plan update will provide the context to effectively plan and manage the Town of Colma based on an updated set of goals, policies, and implementation programs that reflect the values and aspirations for the future expressed by the community. Additionally, the update will equip the Town of Colma with a policy framework to responsibly manage future projects and have the capacity to accommodate the growth and development anticipated to occur in the Town for the next 20 years. The Town is centrally bisected by State Route (SR)-82 and the intersection of Highway (HWY)-1 and Interstate (I)-280.

Travel Demand Analysis

Please note that a travel demand analysis that provides a Vehicle Miles Traveled (VMT) analysis is required as part of the California Environmental Quality Act (CEQA) process. With the enactment of Senate Bill (SB) 743, Caltrans is focusing on transportation infrastructure that supports smart growth using efficient development patterns, innovative travel demand reduction strategies, multimodal improvements, and VMT as the primary transportation impact metric. The travel demand analysis should include:

- A VMT analysis pursuant to the City's guidelines or, if the City has no guidelines, the Office of Planning and Research's Guidelines. Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
- A schematic illustration of walking, biking and auto conditions in the plan area and area roadways. Potential safety issues for all road users should be identified and fully mitigated.
- The plan's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

Transportation Impact Fees

The City should identify any generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed plan; viable funding sources such as the City's existing development and/or transportation impact fee programs should also be identified. We encourage a sufficient allocation of fair share contributions toward multimodal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.

The City should also ensure that a capital improvement plan identifying the cost of needed improvements, funding sources, and a scheduled plan for implementation is prepared along with the General Plan. Caltrans welcomes the

opportunity to work with the City and local partners to secure the funding for needed mitigation. Traffic mitigation- or cooperative agreements are examples of such measures.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Laurel Sears at (510)286-5614 or laurel.sears@dot.ca.gov. Additionally, for future notifications and requests for review of new projects, please contact ldigr-d4@dot.ca.gov.

Sincerely,

Mark Leong

Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

cc: State Clearinghouse

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Bay Delta Region
2825 Cordelia Road, Suite 100
Fairfield, CA 94534
(707) 428-2002
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

Governor's Office of Planning & Research

Jun 26 2020

STATE CLEARINGHOUSE

June 26, 2020

Ms. Anna Choudhuri
Town of Colma Planning Department
1198 El Camino Real
Colma, CA 94014
annac@csgengr.com

Subject: Town of Colma General Plan Update, Notice of Preparation, SCH No. 2020069005, Town of Colma, San Mateo County

Dear Anna Choudhuri,

The California Department of Fish and Wildlife (CDFW) has reviewed the Notice of Preparation (NOP) prepared by the Town of Colma for the Town of Coma General Plan Update (Project) located in the County of San Mateo. CDFW is submitting comments on the NOP regarding potentially significant impacts to biological resources associated with the Project.

CDFW ROLE

CDFW is a Trustee Agency with responsibility under the California Environmental Quality Act (CEQA; Pub. Resources Code, § 21000 et seq.) pursuant to CEQA Guidelines section 15386 for commenting on projects that could impact fish, plant, and wildlife resources (e.g., biological resources). CDFW is also considered a Responsible Agency if a project would require discretionary approval, such as permits issued under the California Endangered Species Act (CESA), the Native Plant Protection Act, the Lake and Streambed Alteration (LSA) Program, and other provisions of the Fish and Game Code that afford protection to the state's fish and wildlife trust resources.

PROJECT DESCRIPTION

The Project will update the Town of Colma's 1999 General Plan with goals, policies, and implementation programs for future projects within the Town of Colma. The Project will include proposed projects through the year 2040 and focus on land use, circulation/transportation, housing, natural resources/conservation, hazards and safety, and historic resources.

COMMENTS AND RECOMMENDATIONS

CDFW offers the following comments and recommendations to assist the Town of Colma in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on biological resources.

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COMMENT 1: Artificial Lighting

Issue: The Project could increase artificial lighting. Artificial lighting often results in light pollution, which has the potential to significantly and adversely affect biological resources.

Evidence the impact would be significant: Night lighting can disrupt the circadian rhythms of many wildlife species. Many species use photoperiod cues for communication (e.g., bird song; Miller 2006), determining when to begin foraging (Stone et al. 2009), behavior thermoregulation (Beiswenger 1977), and migration (Longcore and Rich 2004). Aquatic species can also be affected, for example, salmonids migration can be slowed or stopped by the presence of artificial lighting (Tabor et al. 2004, Nightingale et al. 2006).

Recommendations to minimize significant impacts: CDFW recommends eliminating all non-essential artificial lighting. If artificial lighting is necessary, CDFW recommends avoiding or limiting the use of artificial lights during the hours of dawn and dusk, when many wildlife species are most active. CDFW also recommends that outdoor lighting be shielded, cast downward, and does not spill over onto other properties or upwards into the night sky (see the International Dark-Sky Association standards at http://darksky.org/).

COMMENT 2: Exterior Windows

Issue: The glass used for exterior building windows could result in bird collisions, which can cause bird injury and mortality.

Evidence the impact would be significant: Birds, typically, do not see clear or reflective glass, and can collide with glass (e.g., windows) that reflect surrounding landscape and/or habitat features (Klem and Saenger 2013, Sheppard 2019). When birds collide with glass, they can be injured or killed. In the United States, the estimated annual bird mortality is between 365-988 million birds (Loss et al. 2014).

Recommendations to minimize significant impacts: CDFW recommends incorporating visual signals or cues to exterior windows to prevent bird collisions. Visual signals or cues include, but are not limited to, patterns to break up reflective areas, external window films and coverings, ultraviolet patterned glass, and screens. For best practices on how to reduce bird collisions with windows, please go to the United States Fish and Wildlife Service's website for Buildings and Glass (https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds/collisions/buildings-and-glass.php).

COMMENT 3: Stream Hydromodification

Issue: The Project could increase impervious surfaces within the Project area. Impervious surfaces, stormwater systems, and storm drain outfalls have the potential to

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significantly affect fish and wildlife resources by altering runoff hydrograph and natural streamflow patterns.

Evidence the impact would be significant: Urbanization (e.g., impervious surfaces, stormwater systems, storm drain outfalls) can modify natural streamflow patterns by increasing the magnitude and frequency of high flow events and storm flows (Hollis 1975, Konrad and Booth 2005).

Recommendations to minimize significant impacts: CDFW recommends that storm runoff be dispersed as sheet flow through the property rather than funneled to stormwater outfalls. CDFW also recommends incorporating permeable surfaces throughout the Project area to allow stormwater to percolate in the ground and prevent stream hydromodification.

COMMENT 4: Special-Status Species Surveys

CDFW recommends that before future project implementation, special-status species surveys be conducted for species that have the potential to occur or will be impacted by the project implementation. CDFW recommends, if available, using established species survey protocols.

Survey and monitoring protocols and guidelines are available at: https://wildlife.ca.gov/Conservation/Survey-Protocols.

COMMENT 5: Nesting Birds

Issue: Project construction could result in disturbance of nesting birds.

Evidence the impact would be significant: Noise can impact bird behavior by masking signals used for bird communication, mating, and hunting (Bottalico et al. 2015). Birds hearing can also be damaged from noise and impair the ability of birds to find or attract a mate and prevent parents from hearing calling young (Ortega 2012).

Recommendations to minimize significant impacts: If ground-disturbing or vegetation-disturbing activities occur during the bird breeding season (February through early-September), the Project applicant is responsible for ensuring that implementation of the Project does not result in violation of Fish and Game Codes.

To evaluate and avoid for potential impacts to nesting bird species, CDFW recommends incorporating the following mitigation measures into the Project's draft EIR, and that these measures be made conditions of approval for the Project.

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Recommended Mitigation Measure 1: Nesting Bird Surveys

CDFW recommends that a qualified avian biologist conduct pre-Project activity nesting bird surveys no more than seven (7) days prior to the start of ground or vegetation disturbance, and every 14 days during Project activities to maximize the probability that nests are detected. CDFW recommends that nesting bird surveys cover a sufficient area around the Project area to identify nests and determine their status. A sufficient area means any area potentially affected by the Project.

During nesting bird surveys, CDFW recommends that a qualified avian biologist establish behavioral baseline of all identified nests. During Project activities, CDFW recommends having the qualified avian biologist continuously monitor nests to detect behavioral changes resulting from Project activities. If behavioral changes occur, CDFW recommends stopping the activity, that is causing the behavioral change, and consulting with a qualified avian biologist on additional avoidance and minimization measures.

Recommended Mitigation Measure 2: Nesting Bird Buffers

During Project activities, if continuous monitoring of nests by a qualified avian biologist is not feasible, CDFW recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 1,000-foot no-disturbance buffer around active nests of non-listed raptors. These buffers are advised to remain in place until the breeding season has ended or until a qualified avian biologist has determined that the birds have fledged and are no longer reliant upon the nest or on-site parental care for survival. Variance from these no-disturbance buffers is possible when there is compelling biological or ecological reason to do so, such as when the Project area would be concealed from a nest site by topography. CDFW recommends that a qualified avian biologist advise and support any variance from these buffers.

REGULATORY REQUIREMENTS

California Endangered Species Act

Please be advised that a CESA Permit must be obtained if the Project has the potential to result in “take” of plants or animals listed under CESA, either during construction or over the life of the Project. Issuance of a CESA Permit is subject to CEQA documentation; the CEQA document must specify impacts, mitigation measures, and a mitigation monitoring and reporting program. If the Project will impact CESA listed species, early consultation is encouraged, as significant modification to the Project and mitigation measures may be required in order to obtain a CESA Permit.

CEQA requires a Mandatory Finding of Significance if a project is likely to substantially impact threatened or endangered species (CEQA section 21001(c), 21083, and CEQA Guidelines section 15380, 15064, 15065). Impacts must be avoided or mitigated to less-

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than-significant levels unless the CEQA Lead Agency makes and supports Findings of Overriding Consideration (FOC). The CEQA Lead Agency's FOC does not eliminate the Project proponent's obligation to comply with Fish and Game Code section 2080.

Lake and Streambed Alteration (LSA) Program

Notification is required, pursuant to CDFW's LSA Program (Fish and Game Code section 1600 et. seq.) for any Project-related activities that will substantially divert or obstruct the natural flow; change or use material from the bed, channel, or bank including associated riparian or wetland resources; or deposit or dispose of material where it may pass into a river, lake or stream. Work within ephemeral streams, washes, watercourses with a subsurface flow, and floodplains are subject to notification requirements. CDFW, as a Responsible Agency under CEQA, will consider the CEQA document for the Project. CDFW may not execute the final LSA Agreement until it has complied with CEQA (Public Resources Code section 21000 et seq.) as the responsible agency.

FILING FEES

CDFW anticipates that the Project will have an impact on fish and/or wildlife, and assessment of filing fees is necessary (Fish and Game Code section 711.4; Pub. Resources Code, section 21089). Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW.

Thank you for the opportunity to comment on the Project's NOP. If you have any questions regarding this letter or for further coordination with CDFW, please contact Ms. Monica Oey, Environmental Scientist, at (707) 428-2088 or monica.oey@wildlife.ca.gov; or Ms. Randi Adair, Senior Environmental Scientist (Supervisory), at randi.adair@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Gregg Erickson
BE74D4C93C604EA...

Gregg Erickson
Regional Manager
Bay Delta Region

REFERENCES

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Laurel Mathews

From: Hallare, Jason <Jason.Hallare@ssf.net>
Sent: Thursday, June 25, 2020 10:16 AM
To: Anna Choudhuri
Subject: NOP EIR - Colma General Plan

Hi Anna,

SSF has reviewed the NOP you sent us and take no issue with the scope and content presented.

Thank you,

Jason Hallare, P.E. | Senior Engineer
City of South San Francisco | Engineering Division
315 Maple Avenue | South San Francisco, CA 94080
Direct (650) 829-6667 | Engineering Webpage

Laurel Mathews

From: Fong, Lynn S <LSFong@sfwater.org>
Sent: Friday, June 12, 2020 2:58 PM
To: Anna Choudhuri
Cc: CDD Engineering
Subject: Notice of Preparation (NOP) response from CCSF CDD Engineering
Attachments: Draft Environmental Impact Report for Town of Colma 06-3-2020.pdf

Hello Anna, The SFPUC City Distribution Division (CDD) Engineering Section has reviewed the Draft Environmental Impact Report for the Town of Colma. CDD Engineering does not have any comments due to the fact that the limits identified on the project location map falls outside of the SF City Distribution Division (CDD) jurisdiction. The jurisdiction line is located that the CCSF City and County limits.

Thank you,

Lynn S. N. Fong, P.E.
City Distribution Division
San Francisco Public Utilities Commission
Phone: 415 550-4922
LSFong@sfwater.org

San Francisco Water Power Sewer
Services of the San Francisco Public Utilities Commission

BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

ALAMEDA COUNTY
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SONOMA COUNTY
Teresa Barrett
Shirlee Zane

Jack P. Broadbent
EXECUTIVE OFFICER/APCO

Connect with the
Bay Area Air District:

June 26, 2020

Mr. Michael P. Laughlin, AICP, City Planner
Planning Department
Town of Colma
1198 El Camino Real
Colma, CA 94014

RE: Draft Environmental Impact Report for the Town of Colma 2040 General Plan Update – Notice of Preparation

Dear Mr. Laughlin,

Bay Area Air Quality Management District (Air District) staff has reviewed the Notice of Preparation (NOP) for the Environmental Impact Report for the Town of Colma 2040 General Plan Update (Plan). The Town of Colma intends to prepare a programmatic EIR to evaluate the environmental issues associated with the adoption and buildout of the Plan for Land Use, Circulation/Transportation, Housing, Natural Resources/Conservation, Hazards and Safety, and Historic Resources.

Air District staff recommends the EIR include the following information and analysis:

- **Provide a detailed analysis of the Plan's potential effects on local and regional air quality.** The EIR should include a discussion of the Air District's attainment status for all criteria pollutants and the implications for the region if these standards are not attained or maintained by statutory deadlines. The Air District's CEQA Air Quality Guidelines, which provide guidance on how to evaluate a Plan's construction, operational, and cumulative air quality impacts, can be found on the Air District's website: https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines.

- **Estimate and evaluate the potential health risk to populations within and near the Plan area from toxic air contaminants (TAC) and fine particulate matter (PM2.5) as a result of the Plan's construction and operation.** Air District staff recommends that the EIR evaluate potential cumulative health risk impacts of TAC and PM2.5 emissions on sensitive receptors within and near the Plan area. Additionally, Air District staff recommends going beyond current building codes for air filtration, when considering exposure reduction measures.

- **The GHG impact analysis should include an evaluation of the Plan's consistency with the most recent draft of the California Air Resources Board's AB 32 Scoping Plan and with the State's 2030 and 2050 climate goals outlined in SB32, as well as the State's Carbon Neutrality by 2045 goals, SB 100, the 100 Percent Clean Energy Act of 2018, and Executive Order B-55-18.** The Air District's current recommended GHG thresholds in our CEQA Guidelines are based on the State's 2020 GHG targets, which are now superseded by the 2030 GHG targets established in SB 32. The EIR should demonstrate how the Plan will be consistent with the Scoping Plan, SB32, SB100 and Executive Order B-55-18.

- **Identify and include all feasible Plan-level design features to reduce potential impacts of criteria pollutants, TACs, and GHGs.** Chapter 9, Section 6, of the Air District's CEQA Air Quality Guidelines provides recommended mitigation measures and policies for general plans.

- **Evaluate the Plan's consistency with the Air District's 2017 Clean Air Plan (2017 CAP).** The EIR should discuss 2017 CAP measures relevant to the Plan and show the Plan's consistency with the measures. The 2017 CAP can be found on the Air District's website: https://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans.

- **The Air District's CEQA website contains several tools and resources to assist lead agencies in analyzing air quality and GHG impacts.** The tools can be found on the Air District's website: https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools.

- **Discuss how the Plan will address Senate Bill 1000 (SB1000), the Planning for Healthy Communities Act.** SB1000, which became effective January 1, 2018, requires all California jurisdictions to consider environmental justice issues in their General Plans. Environmental justice (EJ), as defined by the State, focuses on disproportionate and adverse human health impacts that affect low income and minority communities already suffering from cumulative and legacy environmental and health impacts. Although the Town of Colma has not identified any disadvantaged communities and does not plan to add an Environmental Justice element, the Air District supports the Town of Colma's efforts to integrate environmental justice policies into the Plan.

We encourage Town of Colma staff to contact Air District staff with any questions and/or to request assistance during the environmental review process. If you have any questions regarding these comments, please contact Kelly Malinowski, Senior Environmental Planner, at (415) 749-8673 or kmalinowski@baaqmd.gov

Sincerely,

Greg Nudd
Deputy Air Pollution Control Officer

cc: BAAQMD Director David J. Canepa
BAAQMD Director Carole Groom
BAAQMD Director Davina Hurt
Ms. Anna Choudhuri, Planning Department, Town of Colma

County of San Mateo
Department of Public Works
Utilities-Flood Control-Watershed Protection

2040 General Plan Update
Town of Colma

To: Ms. Ann Choudhuri, Town of Colma Planning Department, 1198 El Camino Real, Colma, CA 94014

From: MC Mark Chow, P.E., Principal Civil Engineer, Utilities-Flood Control-Watershed Protection Section

e-cc: Ann Stillman, P.E., Deputy Director, Engineering & Resource Protection Division

Len Materman, CEO, San Mateo County Flood and Sea Level Rise Resiliency District

Krzysztof Lisaj, P.E., Senior Civil Engineer, Utilities-Flood Control-Watershed Protection

Tiffany Deng, P.E., Associate Civil Engineer, Utilities-Flood Control-Watershed Protection

Aaron Francis, Resource Conservation Specialist II, Utilities-Flood Control-Watershed Protection

Date: July 16, 2020

Subject: Colma Creek Flood Control Zone Review, 2040 General Plan Update, Town of Colma

Reason for Review: **Notice of Preparation – Draft Environmental Impact Report for The Town of Colma 2040 General Plan Update**

Reviewers: Tiffany Deng, Aaron Francis

Submittal/Review No.: #1 (Final)

The County of San Mateo Department of Public Works, in its capacity as a consultant for the San Mateo County Flood and Sea Level Rise Resiliency District (District) which includes the Colma Creek Flood Control Zone (Zone), has reviewed the document identified above for the subject project and offers the following comments:

JUL 23 '20 PM 3:30

Flood Control Zone Comments

1. Our records show some of the proposed development sites are located within the Zone. The District requires that the discharge rate from any future development sites not exceed the existing rate prior to development, and drainage analyses and calculations showing existing and future discharge rates must be submitted for review and approval. If it is determined that the future discharge rate exceeds the existing rate, an on-site storm water

detention system, which would release surface runoff at a rate comparable to the existing flow rate of the site must be designed and incorporated into the project.

2. The District advocates that trash management measures be incorporated into future projects' design elements of the storm drainage system and appurtenances to keep trash out of local creeks, streams and the District's flood control channel. Please ensure that the trash collecting devices are installed at storm drain inlets and maintained by the property owner(s).

Bio-retention facilities

3. The District anticipates that the Town will be reviewing any bio-retention facilities proposed by future projects for compliance with requirements of Provision C.3.d of the NPDES Municipal Regional Stormwater Permit (Order No. R2-2015-0049) from the San Francisco Bay Regional Water Quality Control Board.

Biological Resources

4. Biological reports and/or design plans for future projects that have the potential to impact habitats within the Zone shall be submitted to the District for review and comment.

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Laurel Mathews

From: Michael Laughlin (Colma Contractor) <mlaughlin@colma.ca.gov>
Sent: Thursday, June 18, 2020 1:30 PM
To: Kelly Malinowski
Cc: Areana Flores; Anna Choudhuri
Subject: RE: Town of Colma General Plan NOP: an additional question

Hi Kelly – Yes, it was CalEnviorScreen 3.

For the GP buildout, the numbers you list below are possible totals. However, these are not the net totals when you consider the buildout potential of the current General Plan. Net numbers would be:

Residential: 256
Commercial: 828,000
Office: -49,000 (existing GP is 84,000 sf. and new GP is 35,000. Office square footage was shifted to more general commercial in new GP assumptions)

Sincerely,

Michael P. Laughlin, AICP
City Planner, CSG Consultants

michael.laughlin@colma.ca.gov
650.757.8888 *main*
650.757.8896 *direct*
650.757.8890 *fax*

From: Kelly Malinowski <kmalinowski@baaqmd.gov>
Sent: Thursday, June 18, 2020 12:12 PM
To: Michael Laughlin (Colma Contractor) <mlaughlin@colma.ca.gov>
Cc: Areana Flores <aflores@baaqmd.gov>; Anna Choudhuri <annac@csgengr.com>
Subject: Re: Town of Colma General Plan NOP: an additional question

Hi Michael,

Thanks for the quick response on this, I enjoyed talking with you too! All sounds good and makes sense regarding SB1000.

Just 2 quick clarifying questions:

- Which resource did you consult RE: disadvantaged communities? Was it CalEnviroScreen 3.0?
- For the improvements included in the update (below), are these all new?

- "Specifically, the update will include: 328 residential units, 993,500 square feet of commercial building space, and 35,000 square feet of office building space[WG1] ."

I am not sure if we will end up sending a letter officially, but I will let you know either way next week once our Director is back in the office, and can send info. we would have sent in the letter via email, if helpful, if we don't end up sending an official letter.

Thanks again Michael for all of this help, hope you are having a good rest of your week!
Kelly

Kelly Malinowski, MPA | Senior Environmental Planner

Planning and Climate Protection Division

Bay Area Air Quality Management District

Office: 415-749-8673

From: Michael Laughlin (Colma Contractor) <mlaughlin@colma.ca.gov>
Sent: Thursday, June 18, 2020 8:18 AM
To: Kelly Malinowski <kmalinowski@baaqmd.gov>
Cc: Areana Flores <aflores@baaqmd.gov>; Anna Choudhuri <annac@csgengr.com>
Subject: RE: Town of Colma General Plan NOP: an additional question

Hi Kelly – I enjoyed talking with you the other day! Colma is small, with just over 450 residential units, which are located primarily in the north part of the town, just east of the Colma BART station. From all of the resources I have consulted, Colma does not have any areas of the town which are disadvantaged communities (although the area north of the BART station in unincorporated San Mateo County and in Daly City do have some disadvantaged communities). We are not planning to prepare a separate Environmental Justice element (since there would not be much to say). Instead, we will be incorporating policies in the plan to satisfy our SB1000 requirements.

Please let us know if you have any additional questions.

Sincerely,

Michael P. Laughlin, AICP
City Planner, CSG Consultants

Town of Colma
Planning Department
1198 El Camino Real, Colma, CA 94014
www.colma.ca.gov
michael.laughlin@colma.ca.gov
650.757.8888 *main*
650.757.8896 *direct*
650.757.8890 *fax*

Colma Green!

From: Kelly Malinowski <kmalinowski@baaqmd.gov>
Sent: Wednesday, June 17, 2020 5:58 PM
To: Michael Laughlin (Colma Contractor) <mlaughlin@colma.ca.gov>
Cc: Areana Flores <aflores@baaqmd.gov>
Subject: Town of Colma General Plan NOP: an additional question

Hi Michael,

Thanks so much for your call the other day to touch base on the Town of Colma General Plan NOP, and our question of your planned location for housing. Thanks also for sharing my enthusiasm and interest about the Town! 🙂

I wanted to reach back out with one more clarifying question, regarding SB1000, legislation directing cities to include identification of disadvantaged communities within the area covered by the General Plan, to either adopt an Environmental Justice element, or incorporate Environmental Justice goals and policies into other elements of the General Plan.

Do you know yet if you have any identified disadvantaged communities, and if you plan to include this element or these types of goals? I know the Town is small, and might not have any disadvantaged communities as identified by the state, so wanted to check-in before including this type of recommendation in the forthcoming letter.

Thanks so much for your time with this question, and if easier to discuss on the phone, I'm free tomorrow anytime before 2:30p or after 4:30p if helpful.

Thanks Michael!
Kelly

Kelly Malinowski, MPA | Senior Environmental Planner

Planning and Climate Protection Division

Bay Area Air Quality Management District

Office: 415-749-8673

Appendix B

Notices to Tribes

Appendix B contains a letter identifying all tribes that the lead agency must notify under SB 18 and AB 52, and the letters that were sent to those tribes with notice of the EIR.

STATE OF CALIFORNIA Edmund G. Brown Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5390

January 4, 2012

Michael Laughlin
Town of Colma Planning Department
1190 El Camino Real
Colma, CA 94014

Fax #: 650-757-8890
# of Pages: 2

RE: SB 18 Tribal Consultation: Town of Colma 2009 Housing Element Update, San Mateo County.

Dear Mr. Laughlin:

Government Code §65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places. Attached is a consultation list of tribes with traditional lands or cultural places located within the requested plan amendment boundaries.

As a part of consultation, the NAHC recommends that local governments conduct record searches through the NAHC and California Historic Resources Information System (CHRIS) to determine if any cultural places are located within the area(s) affected by the proposed action. NAHC Sacred Lands File requests must be made in writing. All requests must include county, USGS quad map name, township, range and section. Local governments should be aware, however, that records maintained by the NAHC and CHRIS are not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a cultural place.

If you receive notification of change of addresses and phone numbers from Tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at (916) 653-4040.

Sincerely,

Debbie Pilas-Treadway
Environmental Specialist III

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PLANNING DEPT

Native American Tribal Consultation List
San Mateo County
January 4, 2012

Amah/MutsunTribal Band
Irene Zwierlein, Chairperson
789 Canada Road
Woodside , CA 94062
amah_mutsun@yahoo.com
(650) 851-7747 - Home

Ohlone/Costanoan

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
P.O. Box 28
Hollister , CA 95024
ams@indiancanyon.org
831-637-4238

Ohlone/Costanoan

Muwekma Ohlone Indian Tribe of the SF Bay Area
Rosemary Cambra, Chairperson
2574 Seaboard Avenue
San Jose , CA 95131
muwekma@muwekma.org
408-205-9714

Ohlone / Costanoan

The Ohlone Indian Tribe
Andrew Galvan
PO Box 3152
Fremont , CA 94539
chochenyo@AOL.com
(510) 882-0527 - Cell

Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Section 65352.3.

NATIVE AMERICAN HERITAGE COMMISSION

7/2/2020

Governor's Office of Planning & Research

Jun 12 2020

STATE CLEARINGHOUSE

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
Marshall McKay
Wintun

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

June 5, 2020

Anna Choudhuri
Town of Colma
1198 El Camino Real
Colma, CA 94116

Re: 2020069005, Town of Colma General Plan Update Project, San Mateo County

Dear Ms. Choudhuri:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015. If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). Both SB 18 and AB 52 have tribal consultation requirements. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe. (Gov. Code §65352.3 (a)(2)).

2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.

3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).

4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:

- **a.** The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
- **b.** Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:

- **a.** If part or all of the APE has been previously surveyed for cultural resources.
- **b.** If any known cultural resources have already been recorded on or adjacent to the APE.
- **c.** If the probability is low, moderate, or high that cultural resources are located in the APE.
- **d.** If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- **a.** The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
- **b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Nancy.Gonzalez-Lopez@nahc.ca.gov.

Sincerely,

Nancy Gonzalez-Lopez
Staff Services Analyst

cc: State Clearinghouse

TOWN OF COLMA
PLANNING DEPARTMENT

1198 El Camino Real • Colma, California 94014
Phone: (650) 757-8888 • FAX: (650) 757-8890

June 5, 2020

Irenne Zwierlein, Chair
Amah Mutsun Tribal Band of Mission San Juan Bautista
789 Canada Road
Woodside, CA 94062

RE: SB 18 and AB52 Notification for the Colma General Plan Update

Dear Ms. Zwierlein,

This letter is to notify you of the proposed update of the Colma General Plan (Project) in the Town of Colma (Town), San Mateo County, California. The Town of Colma is in the process of updating its General Plan, last updated in 1999. As described in the attached Notice of Preparation, the update will consider changes in land uses for sites within the Town. Since the Project requires a General Plan Amendment, the Town must comply with California Public Resources Code Sections 65352.3- 65352.4 per Senate Bill 18 (SB 18), which requires local governments to conduct meaningful consultation with California Native American tribes on the contact list maintained by the California Native American Heritage Commission prior to approval of the Project.

In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the Town, as Lead Agency under CEQA, will prepare an Environmental Impact Report (EIR) for the General Plan Update Project.

This letter also serves to initiate consultation in compliance with Assembly Bill 52 (AB 52, Chapter 532, Statutes of 2014), which is required to consider the Project potential impacts to tribal cultural resources as part of the CEQA environmental review. To ensure compliance with AB 52 and Public Resources Code Section 21080.3.1, we are requesting any information you may have of tribal cultural resources within the Project area boundaries and offer this opportunity to request consultation with the Town regarding this Project.

Your input is important to the Town's planning process. We request that you advise the Town if you wish to initiate consultations with the Town on the Project. Under the provisions of SB 18, you have 90 days from the date of this notice to advise the Town if you are interested in further consultation. Under the provisions of AB 52 (and currently Executive Order N-54-20 extending the review period due to Covid-19), you have 60 days from the receipt of this notice to advise the Town if you are interested in consultation.

If you know of any cultural resources that may be of religious and/or cultural significance to your community within the Project area, or if you would like more project information, please contact Anna Choudhuri by letter, phone or email at this address:

TOWN OF COLMA
PLANNING DEPARTMENT

1198 El Camino Real • Colma, California 94014
Phone: (650) 757-8888 • FAX: (650) 757-8890

Ms. Anna Choudhuri
Town of Colma Planning Department
1198 El Camino Real
Colma, CA 94014
(530) 574-2031
annac@csgengr.com

Your comments are important to the Town. Thank you for your involvement in this process.

Michael P Laughlin AICP
City Planner

Attachment: Notice Of Preparation, Town of Colma General Plan

TOWN OF COLMA
PLANNING DEPARTMENT

1198 El Camino Real • Colma, California 94014
Phone: (650) 757-8888 • FAX: (650) 757-8890

June 5, 2020

Ann Marie Sayers
Indian Canyon Mutsun Band of Costanoan
P.O. Box 28
Hollister, CA 95024

RE: SB 18 and AB52 Notification for the Colma General Plan Update

Dear Ms. Sayers,

This letter is to notify you of the proposed update of the Colma General Plan (Project) in the Town of Colma (Town), San Mateo County, California. The Town of Colma is in the process of updating its General Plan, last updated in 1999. As described in the attached Notice of Preparation, the update will consider changes in land uses for sites within the Town. Since the Project requires a General Plan Amendment, the Town must comply with California Public Resources Code Sections 65352.3- 65352.4 per Senate Bill 18 (SB 18), which requires local governments to conduct meaningful consultation with California Native American tribes on the contact list maintained by the California Native American Heritage Commission prior to approval of the Project.

In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the Town, as Lead Agency under CEQA, will prepare an Environmental Impact Report (EIR) for the General Plan Update Project.

This letter also serves to initiate consultation in compliance with Assembly Bill 52 (AB 52, Chapter 532, Statutes of 2014), which is required to consider the Project potential impacts to tribal cultural resources as part of the CEQA environmental review. To ensure compliance with AB 52 and Public Resources Code Section 21080.3.1, we are requesting any information you may have of tribal cultural resources within the Project area boundaries and offer this opportunity to request consultation with the Town regarding this Project.

Your input is important to the Town's planning process. We request that you advise the Town if you wish to initiate consultations with the Town on the Project. Under the provisions of SB 18, you have 90 days from the date of this notice to advise the Town if you are interested in further consultation. Under the provisions of AB 52 (and currently Executive Order N-54-20 extending the review period due to Covid-19), you have 60 days from the receipt of this notice to advise the Town if you are interested in consultation.

If you know of any cultural resources that may be of religious and/or cultural significance to your community within the Project area, or if you would like more project information, please contact Anna Choudhuri by letter, phone or email at this address:

TOWN OF COLMA
PLANNING DEPARTMENT

1198 El Camino Real • Colma, California 94014
Phone: (650) 757-8888 • FAX: (650) 757-8890

June 5, 2020

Mr. Tony Cerda
Coastanoan Rumsen Carmel Tribe
240 East 1st Street
Pomona, CA 91766

RE: SB 18 and AB52 Notification for the Colma General Plan Update

Dear Mr. Cerda,

This letter is to notify you of the proposed update of the Colma General Plan (Project) in the Town of Colma (Town), San Mateo County, California. The Town of Colma is in the process of updating its General Plan, last updated in 1999. As described in the attached Notice of Preparation, the update will consider changes in land uses for sites within the Town. Since the Project requires a General Plan Amendment, the Town must comply with California Public Resources Code Sections 65352.3- 65352.4 per Senate Bill 18 (SB 18), which requires local governments to conduct meaningful consultation with California Native American tribes on the contact list maintained by the California Native American Heritage Commission prior to approval of the Project.

In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the Town, as Lead Agency under CEQA, will prepare an Environmental Impact Report (EIR) for the General Plan Update Project.

This letter also serves to initiate consultation in compliance with Assembly Bill 52 (AB 52, Chapter 532, Statutes of 2014), which is required to consider the Project potential impacts to tribal cultural resources as part of the CEQA environmental review. To ensure compliance with AB 52 and Public Resources Code Section 21080.3.1, we are requesting any information you may have of tribal cultural resources within the Project area boundaries and offer this opportunity to request consultation with the Town regarding this Project.

Your input is important to the Town's planning process. We request that you advise the Town if you wish to initiate consultations with the Town on the Project. Under the provisions of SB 18, you have 90 days from the date of this notice to advise the Town if you are interested in further consultation. Under the provisions of AB 52 (and currently Executive Order N-54-20 extending the review period due to Covid-19), you have 60 days from the receipt of this notice to advise the Town if you are interested in consultation.

If you know of any cultural resources that may be of religious and/or cultural significance to your community within the Project area, or if you would like more project information, please contact Anna Choudhuri by letter, phone or email at this address:

TOWN OF COLMA
PLANNING DEPARTMENT

1198 El Camino Real • Colma, California 94014
Phone: (650) 757-8888 • FAX: (650) 757-8890

Ms. Anna Choudhuri
Town of Colma Planning Department
1198 El Camino Real
Colma, CA 94014
(530) 574-2031
annac@csgengr.com

Your comments are important to the Town. Thank you for your involvement in this process.

Michael P Laughlin AICP
City Planner

Attachment: Notice Of Preparation, Town of Colma General Plan

TOWN OF COLMA
PLANNING DEPARTMENT

1198 El Camino Real • Colma, California 94014
Phone: (650) 757-8888 • FAX: (650) 757-8890

June 5, 2020

Andrew Galvan
The Ohlone Tribe
P.O. Box 3152
Fremont, CA 94539

RE: SB 18 and AB52 Notification for the Colma General Plan Update

Dear Mr. Galvan,

This letter is to notify you of the proposed update of the Colma General Plan (Project) in the Town of Colma (Town), San Mateo County, California. The Town of Colma is in the process of updating its General Plan, last updated in 1999. As described in the attached Notice of Preparation, the update will consider changes in land uses for sites within the Town. Since the Project requires a General Plan Amendment, the Town must comply with California Public Resources Code Sections 65352.3- 65352.4 per Senate Bill 18 (SB 18), which requires local governments to conduct meaningful consultation with California Native American tribes on the contact list maintained by the California Native American Heritage Commission prior to approval of the Project.

In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the Town, as Lead Agency under CEQA, will prepare an Environmental Impact Report (EIR) for the General Plan Update Project.

This letter also serves to initiate consultation in compliance with Assembly Bill 52 (AB 52, Chapter 532, Statutes of 2014), which is required to consider the Project potential impacts to tribal cultural resources as part of the CEQA environmental review. To ensure compliance with AB 52 and Public Resources Code Section 21080.3.1, we are requesting any information you may have of tribal cultural resources within the Project area boundaries and offer this opportunity to request consultation with the Town regarding this Project.

Your input is important to the Town's planning process. We request that you advise the Town if you wish to initiate consultations with the Town on the Project. Under the provisions of SB 18, you have 90 days from the date of this notice to advise the Town if you are interested in further consultation. Under the provisions of AB 52 (and currently Executive Order N-54-20 extending the review period due to Covid-19), you have 60 days from the receipt of this notice to advise the Town if you are interested in consultation.

If you know of any cultural resources that may be of religious and/or cultural significance to your community within the Project area, or if you would like more project information, please contact Anna Choudhuri by letter, phone or email at this address:

TOWN OF COLMA
PLANNING DEPARTMENT

1198 El Camino Real • Colma, California 94014
Phone: (650) 757-8888 • FAX: (650) 757-8890

Ms. Anna Choudhuri
Town of Colma Planning Department
1198 El Camino Real
Colma, CA 94014
(530) 574-2031
annac@csgengr.com

Your comments are important to the Town. Thank you for your involvement in this process.

Michael P Laughlin AICP
City Planner

Attachment: Notice Of Preparation, Town of Colma General Plan

TOWN OF COLMA
PLANNING DEPARTMENT

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June 5, 2020

Monica Arellano
Muwekma Ohlone Tribe of the San Francisco Bay Area
PO Box 360791
Milpitas, CA 95036

RE: SB 18 and AB52 Notification for the Colma General Plan Update

Dear Ms. Arellano,

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Ms. Anna Choudhuri
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Michael P Laughlin AICP
City Planner

Attachment: Notice Of Preparation, Town of Colma General Plan