City of Millbrae
Climate Action Plan

Draft Initial Study–Negative Declaration

prepared for

City of Millbrae
621 Magnolia Avenue
Millbrae, California 94030

prepared by

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Proposed Plan Title

Millbrae 2020 Climate Action Plan (CAP)

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Plan Location and Physical Setting

The City of Millbrae CAP apply to all areas and plans/projects within the City of Millbrae limits. Figure 1 shows the regional location, and Figure 2 shows the plan location. The plan location includes all of Millbrae's incorporated lands.

Regional Location and Setting

The City of Millbrae is located on the northern San Francisco Peninsula, 15 miles south of San Francisco and immediately west of the San Francisco International Airport. Millbrae occupies 3.25 square miles of northern San Mateo County and is part of the nine-county-area known as the San Francisco Bay Region (see Figure 1 and Figure 2). Neighboring jurisdictions include the City of San Bruno to the north, the City of Burlingame to the south, City and County of San Francisco lands to the west, and the San Francisco International Airport and San Francisco Bay (Bay) to the east. Principal regional transportation facilities serving Millbrae are U.S. Highway 101, Interstate Highway 280 (Junipero Serra Freeway), State Route 82 (El Camino Real), the Southern Pacific Railroad, CalTrain, Bay Area Rapid Transit (BART), and the San Francisco International Airport. Regional bus service is also provided by the San Mateo County Transit District (SamTrans).

Figure 1 Regional Location

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City of Millbrae

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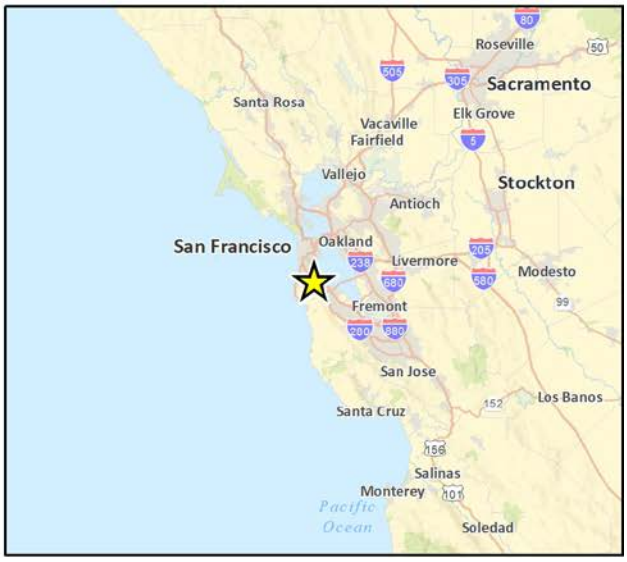
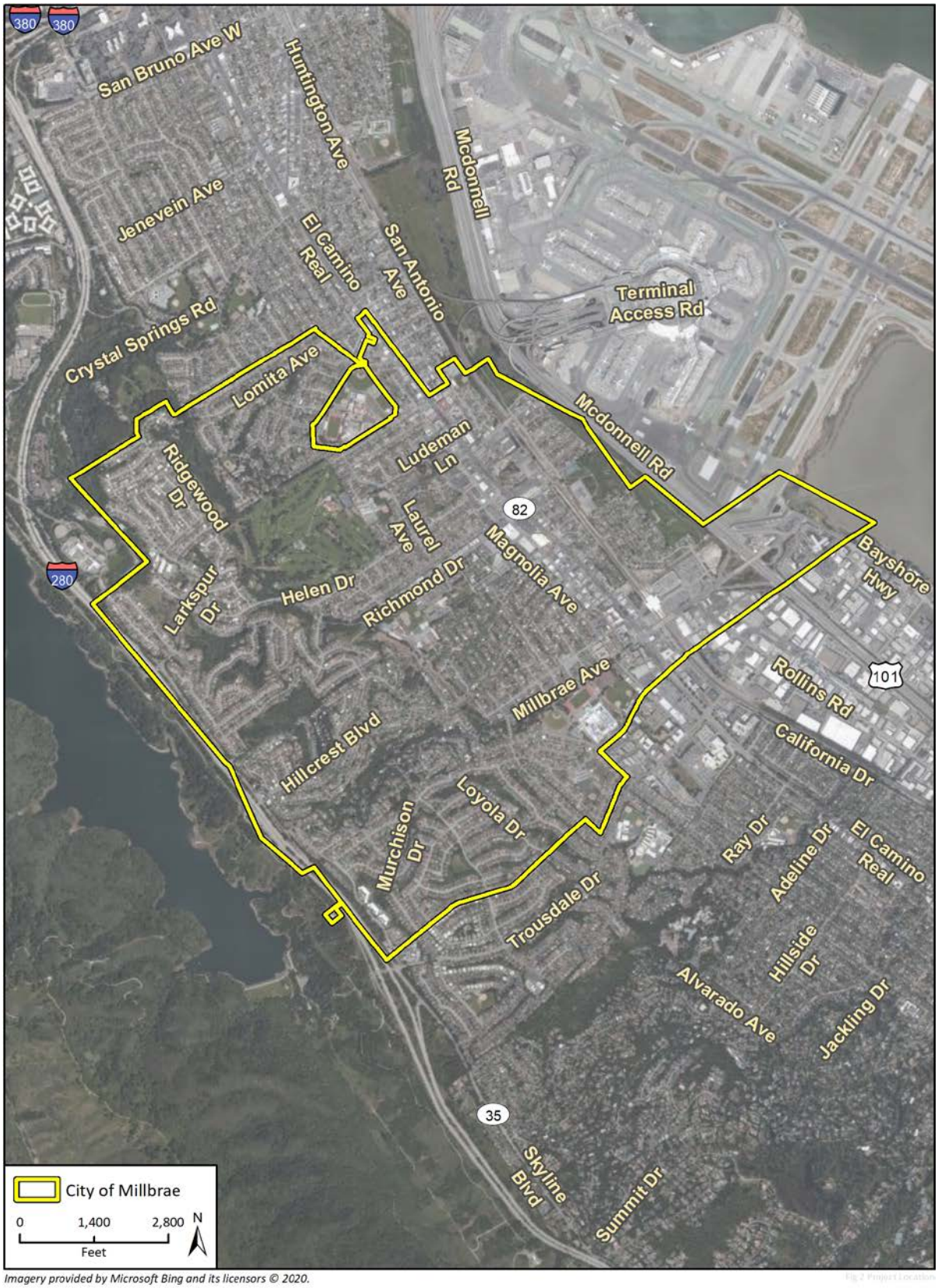


Figure 2 Plan Location



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Local Setting

The City is characterized as a suburban residential community. More than 50 percent of Millbrae's land is occupied with residential uses, primarily single-family. Commercial uses account for less than 10 percent, with another 10 percent related to utility uses. About 17 percent of the land is occupied by streets and highways. Only four percent of the City land is vacant.

Millbrae's topography ranges from the flatlands closer to the San Francisco Bay (roughly seven feet above mean sea level) to the lower portions of the City and County of San Francisco watershed lands toward the center of the San Francisco Peninsula (about 500 feet above mean sea level). Three parallel watersheds (Lomita Creek, Greenhills Creek, and Millbrae Creek Watersheds) drain the upper slope areas into canals that empty into the San Francisco Bay. Millbrae's climate is influenced by both coastal and Bayside weather. The Santa Cruz Mountains partially protect the City from coastal weather, although seasonal fog and wind is common at the higher elevations. Lower elevations generally have milder conditions with some maritime influences from the Bay. A temperature inversion, where warm dry air overrides cool marine air and traps air pollutants close to the ground, often occurs during late summer and fall.

Existing Setting

Sustainability and GHG Reduction Efforts Setting

City of Millbrae Sustainability and GHG Reduction Efforts

In 2007, the City Council passed two climate protection resolutions. One was the adoption of the U.S. Mayors' Climate Protection Agreement (part of the Cool Cities Campaign) and the other was the Cities for Climate Protection program of ICLEI – Local Governments for Sustainability (ICLEI). The City contracted with ICLEI to assist with an inventory of municipal operations and communitywide GHG emissions for 2005, the baseline year by which reductions would be measured. ICLEI developed two technical memos to help guide the City in implementing programs in the near term and in setting GHG emissions reduction goals. The City also utilized the Communitywide GHG Emissions Inventory for 2005 developed by San Mateo County and the City and County Association of Governments of San Mateo County (C/CAG) and that serves as a secondary source of data for the City.

In 2009, the City Council adopted GHG emission reduction targets of 15 percent below 2005 levels by 2020 and 80 percent below 2005 levels by 2050. The 2016 Senate Bill (SB) 32 calls for the State to reduce emissions 40 percent below 1990 levels by 2030, which has also been interpreted by the State as reducing emissions 49 percent below 2005 levels by 2030. In 2012, the City's 2010 Government Operations Greenhouse Gas Emissions Inventory Report was conducted by Joint Venture Silicon Valley in collaboration with ICLEI. A municipal inventory report was also completed for 2015. In March 2015, the City's 2010 Community Greenhouse Gas Inventory Report was prepared by DNV GL, a consulting firm, through the RICAPS (Regionally Integrated Climate Action Planning Suite) program of C/CAG. Other community inventory reports were completed for the years 2010 through 2015. In 2015, the City participated in the Institute for Local Government's Beacon Award: Local Leadership toward Solving Climate Change Recognition Program. In recognition of the City's efforts to reduce greenhouse gases, the City was awarded a Silver Level Spotlight Award for reducing community GHG emissions by 5 percent between 2005 and 2010 and two Platinum Level Spotlight Awards, one for a 42 percent energy savings for City facilities between 2005 and 2010 and the other for sustainability best practices. In 2016, the City received a Gold Level Beacon Award for reducing municipal operation greenhouse gasses by 15 percent.

MILLBRAE CLIMATE PROTECTION PROGRAMS

The City has actively implemented a variety of environmental programs since 2007 contributing to GHG reductions. The following is a listing of the City's primary sustainable and climate protection programs:

- Enacting a Transportation Systems Management Ordinance;
- Adopting a Complete Streets Policy;
- Developing the Millbrae Station Area Specific Plan that includes land use policies for developing residential and commercial development near transit;
- Updating the General Plan to include bicycle and trail routes and forming a Bicycle & Pedestrian Advisory Committee;
- Participating in the Spare the Air Program including distributing notifications;
- Achieving and surpassing the AB 939 waste diversion requirements and implementing many waste prevention, recycling, composting, and buy recycled programs;
- Adopting the first Sustainable Food Service Ware Ordinance in the County prohibiting the use of restaurants from using polystyrene foam and solid food service ware.
- Adopting the first Single-Use Carryout Bag Ordinance in the County prohibiting the use of plastic shopping bags and encouraging reusable bags.
- Participating in the annual international Earth Hour event;
- Implementing a Commuter Options and Incentives Program for City employees and conducting outreach to the public;
- Participating in regional residential energy efficiency and retrofit programs;
- Participating in and holding workshops on the Bay Area SunShares solar and electric vehicle programs;
- Participating in the HOMEIntel energy conservation program;
- Adopting San Mateo County's Energy Strategy;
- Adopting a Green Building Ordinance and thereafter adopting the State of California's Green Building Standards (CALGreen) Code;
- Providing rebates for the installation of solar panels from 2007 to 2013;
- Implementing the Green Business Program, including certifying and recertifying City Hall and the Library as Green Businesses and promoting the program to local businesses;
- Implementing a variety of water conservation programs for all sectors;
- Adopting resolutions allowing Property Assessed Clean Energy (PACE) programs to operate in Millbrae;
- Participating in Peninsula Clean Energy, the countywide Community Choice Aggregation program which provides greener renewable energy supply to all energy customers;
- Installing electric vehicle charging stations at City facilities and parking lots and holding electric vehicle workshops;
- Installing a community garden to encourage growing food locally;
- Preparing a Sea Level Rise Adaptation Assessment;
- Preparing a Green Infrastructure Plan and implementing associated projects;
- Joining the Flood and Sea Level Rise Resiliency Agency; and

- Participating in Clean Air Day events.

MUNICIPAL OPERATIONS PROGRAMS

In order to reduce GHG emissions produced by municipal operations, the City of Millbrae implemented the following programs:

- Installing a bio-gas renewable energy co-generation operation in 2006 to use brown kitchen waste grease from restaurants to provide energy at the Wastewater Treatment Plant and Operations Center – the microturbine had worked intermittingly over the years and stopped working in approximately 2016. Currently, some of the generated methane is utilized to heat one of the tanks;
- Installing energy efficiencies in City facilities (implemented in 2012)
  - Installing induction lighting in the City's streetlights and newer internal and external lighting technology in City facilities
  - Adding new irrigation controllers in the City's parks
  - Installing a 50kW solar photovoltaic system on the Library
  - Upgrading the heating and air conditioning systems (HVAC) at the Community Center;
- Participating in Peninsula Clean Energy and Choosing 100 percent renewable energy (ongoing since 2016);[1]
- Participating in PG&E's ClimateSmart Program from 2008-2011 to offset greenhouse gas emissions from municipal operations;
- Participating in a Demand Response Program to reduce energy use during Energy Alert Days;
- Providing pre-tax commuter benefits for employees;
- Purchasing hybrid vehicles;
- Planting trees (ongoing);
- Implementing a variety of water conservation programs (ongoing according to Urban Water Management Plan);[2]
- Implementing a variety of waste prevention, recycling, and composting programs (ongoing as part of AB 939 and related legislation);[3] and
- Participation in Regional Climate Protection Programs and Organizations
  - C/CAG RICAPS Steering Committee, Office of Sustainability
  - Climate Ready San Mateo County
  - ICLEI – Local Governments for Sustainability
  - Silicon Valley Joint Venture Climate Task Force

[1] Peninsula Clean Energy Program. 2020. Peninsula Clean Energy Program. Available: <https://www.peninsulacleanenergy.com/>. Accessed July 13, 2020.

[2] Millbrae, City of. 2016. Millbrae 2015 Urban Water Management Plan. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=7918>. Accessed July 13, 2020.

[3] CalRecycle. Model Source Reduction and Recycle Element (SRRE) Guidelines. Available: <https://www.calrecycle.ca.gov/lgcentral/library/srre>. Accessed July 16, 2020.

Regional Sustainability and GHG Reduction Efforts

In coordination with San Mateo County, the State of California, and the federal government, the City of Millbrae has committed to implementing regional and State policies related to GHG emissions reduction. As follows is a summary of the regional GHG emissions reduction efforts, which the City of Millbrae CAP is intended to be consistent with or exceed.

PLAN BAY AREA: STRATEGY FOR A SUSTAINABLE REGION (2017 RTP/SCS)

The Metropolitan Transportation Commission (MTC) adopted the Plan Bay Area 2017 update, which identified how the Bay Area would meet its GHG emission reduction targets[4]. Plan Bay Area is also considered the ABAG/MTC Regional Transportation Plan/Sustainable Communities Strategy. In accordance with SB 743, the Plan Bay Area included elements designed to encourage the type of land-use development to meet three primary objectives. First, Roadway Level of Service (LOS) could not be considered an environmental impact under the California Environmental Quality Act (CEQA). Second, it introduced changes to Vehicle Miles Traveled (VMT) per capita as a determinant of environmental impact. Third, the use of VMT as an environmental impact in CEQA is considered a mechanism for achieving State and regional GHG reduction goals.

SAN MATEO COUNTYWIDE TRANSPORTATION PLAN 2040 (SMTCP)

In 2017, the C/CAG Board of Directors adopted the SMCTP 2040 to provide San Mateo County with a long-range, comprehensive transportation plan for identifying and resolving transportation issues.[5] Transportation planning objectives and policies include integration of transportation and land use plans for sustainable commuting with surrounding counties in the Bay Area.

State Sustainability and GHG Reduction Efforts

As follows is a summary of the State GHG emissions reduction efforts, which the City of Millbrae CAP is intended to be consistent with or exceed.

CALIFORNIA SENATE BILL 375

In 2008, Senate Bill 375 (SB 375) enhanced the State's ability to reach AB 32 targets by directing CARB to develop regional GHG emissions reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the State's 18 major Metropolitan Planning Organizations (MPO) to prepare a sustainable community's strategy (SCS) that contains a growth strategy to meet such regional GHG emissions reduction targets for inclusion in the respective regional transportation plan (RTP).

CALIFORNIA EXECUTIVE ORDER S-3-05

In 2005, the California governor issued Executive Order (EO) S-3-05, which identifies Statewide GHG emissions reduction targets to achieve long-term climate stabilization as follows:

- Reduce GHG emissions to 1990 levels by 2020
- Reduce GHG emissions to 80 percent below 1990 levels by 2050

[4] Association of Bay Area Governments/Metropolitan Transportation Commission (ABAG/MTC). 2020. Plan Bay Area 2050. Available: <https://www.planbayarea.org/2050-plan/plan-bay-area-2050>. Accessed July 13, 2020.

[5] City/County Association of Governments of San Mateo County (C/CAG). San Mateo Countywide Transportation Plan. Available: <https://ccag.ca.gov/wp-content/uploads/2014/05/SMCTP-2040-FINAL_.pdf>. Accessed July 13, 2020.

In response to EO S-3-05, California Environmental Protection Agency (CalEPA) created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report"). The *2006 CAT Report* identified a recommended list of strategies that the State could pursue to reduce GHG emissions. These are strategies that could be implemented by various State agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the State agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, among others.

CALIFORNIA ASSEMBLY BILL 32

In 2006, the California legislature signed Assembly Bill (AB) 32 – the Global Warming Solutions Act – into law, requiring a reduction in Statewide GHG emissions to 1990 levels by 2020 and California Air Resources Board (CARB) preparation of a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 required CARB to adopt regulations to require reporting and verification of Statewide GHG emissions. Based on this guidance, CARB approved a 1990 Statewide GHG level and 2020 limit of 427 $MTCO_2e$.

CALIFORNIA CLIMATE CHANGE SCOPING PLAN

In 2008, CARB approved the original California Climate Change Scoping Plan, which included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted and implemented since approval of the Scoping Plan.

CALIFORNIA CLIMATE CHANGE SCOPING PLAN UPDATE (2013)

In 2013, CARB approved the first update to the California Climate Change Scoping Plan. The 2013 Scoping Plan Update defined CARB climate change priorities for the next five years and set the groundwork to reach post-2020 Statewide GHG emissions reduction goals. The 2013 Scoping Plan Update highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the State's longer-term GHG reduction strategies with other State policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use.

CALIFORNIA EXECUTIVE ORDER B-30-15

In 2015, the California governor issued Executive Order B-30-15, which established a Statewide mid-term GHG reduction target of 40 percent below 1990 levels by 2030.

CALIFORNIA SENATE BILL 32

In 2016, the California legislature signed Senate Bill 32 (SB 32) into law, extending AB 32 by requiring further reduction in Statewide GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies and policies, such as SB 350 and SB 1383 (see below).

CALIFORNIA CLIMATE CHANGE SCOPING PLAN UPDATE (2017)

In 2017, CARB approved the second update to the California Climate Change Scoping Plan. The 2017 Scoping Plan put an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan Update does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with Statewide per-capita goals of six $MTCO_2e$ by 2030 and two $MTCO_2e$ by 2050.[6] As stated in the 2017 Scoping Plan Update, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects, because they include all GHG emissions sectors in the State.

CALIFORNIA EXECUTIVE ORDER B-55-18

In 2018, the California governor issued Executive Order B-55-18, which established a new Statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing Statewide GHG reduction targets established by SB 32.

For more information on the Senate and Assembly Bills, Executive Orders, and Scoping Plans discussed above, and to view reports and research referenced above, please refer to the following websites: www.climatechange.ca.gov and www.arb.ca.gov/cc/cc.htm.

ASSEMBLY BILL 197, STATE AIR RESOURCES BOARD GREENHOUSE GASES REGULATIONS

In 2016, the California legislature approved AB 197, a bill linked to SB 32, which increases legislature oversight over the California Air Resources Board and directs the California Air Resources Board to prioritize disadvantaged communities in its climate change regulations, and to evaluate the cost-effectiveness of measures it considers. AB 197 requires the ARB to "protect the State's most impacted and disadvantaged communities [and] consider the social costs of the emissions of greenhouse gases" when developing climate change programs. The bill also adds two new legislatively appointed non-voting members to the ARB, increasing the Legislature's role in the ARB's decisions.

SENATE BILL 350, CLEAN ENERGY AND POLLUTION REDUCTION ACT OF 2015

In October 2015, SB 350 was signed into law, establishing new clean energy, clean air, and GHG reduction goals for 2030 and beyond. SB 350 codifies Governor Jerry Brown's aggressive clean energy goals and establishes California's 2030 GHG reduction target of 40 percent below 1990 levels. To achieve this goal, SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 (legislation originally enacted in 2002) to 50 percent by 2030. Renewable resources include wind, solar, geothermal, wave, and small hydroelectric power. In addition, SB 350 requires the State to double State-wide energy efficiency savings in electricity and natural gas end uses by 2030 from a base year of 2015.

[6] California Air Resources Board (CARB). 2017. California's 2017 Climate Change Scoping Plan. Available: <https://ww3.arb.ca.gov/cc/scopingplan/scopingplan.htm>. Accessed July 13, 2020.

SENATE BILL 100, THE 100% CLEAN ENERGY ACT OF 2018

In September 2018, Governor Brown signed SB 100, requiring that the State's load serving entities (including energy utilities and community choice energy programs) must procure energy generated 100 percent from Renewables Portfolio Standard (RPS) for eligible renewable resources by 2045.

CALIFORNIA ENERGY EFFICIENCY STRATEGIC PLAN OF 2008

In September 2008, the California Public Utilities Commission (CPUC) adopted California's first Long Term Energy Efficiency Strategic Plan, presenting a single roadmap to achieve maximum energy savings across all major groups and sectors in California. The Strategic Plan was subsequently updated in January 2011 to include a lighting chapter. The Strategic Plan sets goals of all new residential construction and all new commercial construction in California to be zero net energy (ZNE) by 2020 and 2030, respectively. In 2018, the California Energy Commission voted to adopt a policy requiring all new homes in California to incorporate rooftop solar. This change will go into effect in January 2020 with the adoption of the 2019 Title 24 Code and is a step towards the State achieving its goal of all residential new construction being ZNE by 2020. Additionally, the Strategic Plan sets goals of 50 percent of existing commercial building to be retrofit to ZNE by 2030 and all new State buildings and major renovations to be ZNE by 2025.

SENATE BILL 1275, CHARGE AHEAD INITIATIVE

In September 2014, Senate Bill 1275 was signed into law, establishing a State goal of one million zero-emissions and near-zero-emissions vehicles in service by 2020 and directing the Air Resources Board to develop a long-term funding plan to meet this goal. SB 1275 also established the Charge Ahead California Initiative requiring planning and reporting on vehicle incentive programs and increasing access to and benefits from zero-emissions vehicles for disadvantaged, low-income, and moderate-income communities and consumers.

ASSEMBLY BILL 1493, THE PAVLEY BILL

In 2002, the California State Legislature enacted Assembly Bill 1493 (aka "the Pavley Bill"), which directs the Air Resources Board to adopt standards that will achieve "the maximum feasible and cost-effective reduction of greenhouse gas emissions from motor vehicles," taking into account environmental, social, technological, and economic factors. In September 2009, the ARB adopted amendments to the "Pavley" regulations to reduce GHG emissions in new passenger vehicles from 2009 through 2016. The Pavley Bill is considered to be the national model for vehicle emissions standards. In January of 2012, the ARB approved a new emissions control program for vehicle model years 2017 through 2025. The program combines the control of smog, soot, and greenhouse gases and the requirement for greater numbers of zero emission vehicles into a single package of standards called Advanced Clean Cars.

ASSEMBLY BILL 117, COMMUNITY CHOICE AGGREGATION

Assembly Bill 117 establishes the creation of Community Choice Aggregation (CCA) that fosters clean and renewable energy markets. CCA allows cities and counties to aggregate the buying power of individual jurisdictions. The California CCA markets were created as an answer to the brownouts and energy shortages of the early 2000's. AB 117 was passed in 2002 as an answer to California's increased energy independency by incorporating more alternative and renewable energy sources into its energy portfolio. With AB 117, municipalities can provide alternative energy choices to their local carrier (e.g. the Pacific Gas and Electric Company, PG&E). Marin Clean Energy was the first CCA in the State of California to go online with a 50 percent to 100 percent clean energy portfolio in 2010. Peninsula Clean Energy (PCE) was created in February 2016 when all 20 towns/cities in San

Mateo County, plus the County of San Mateo, voted unanimously to form a Joint Powers Authority to administer the program. PCE is a public, locally controlled electricity provider that gives PG&E customers in San Mateo County the choice of having 50 percent to 100 percent of their electricity supplied from clean, renewable sources at competitive rates. CCAs are governed by the California Public Utilities Commission (CPUC). SB 790 further ensures fair and transparent competition by creating a code of conduct and guiding principles for entrants into the CCA field.

SENATE BILL 97, CEQA GUIDELINES FOR ADDRESSING GHG EMISSIONS

The California Environmental Quality Act (CEQA) requires public agencies to review the environmental impacts of proposed projects, including General Plans, Specific Plans, and specific kinds of development projects. In February 2010, the California Office of Administrative Law approved the recommended amendments to the State CEQA Guidelines for addressing GHG emissions. The amendments were developed to provide guidance to public agencies regarding the analysis, mitigation, and effects of GHG emissions in draft CEQA documents.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT CEQA GUIDELINES

The Bay Area Air Quality Management District (BAAQMD) encourages local governments to adopt a GHG Reduction Strategy that is consistent with AB 32 goals. The GHG Reduction Strategy may streamline environmental review of community development projects. According to the BAAQMD, if a project is consistent with a GHG Reduction Strategy, then it can be presumed that the project will not have significant GHG impacts. This approach is consistent with State CEQA Guidelines, Section 15183.5:

> Lead agencies may analyze and mitigate the significant impacts of greenhouse gas emissions at a programmatic level, such as…a plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review. Project-specific environmental documents may rely on an [Environmental Impact Report] containing a programmatic analysis of greenhouse gas emissions.

The 2020 CAP provides a foundation for future development efforts in the City of Millbrae. It is anticipated that environmental documents for future development projects will identify and incorporate applicable GHG reduction measures from the 2020 CAP.

General Plan Designation and Zoning

The CAP would be implemented throughout the City and would occur in all Millbrae General Plan designations and zoning designations. The plan would not alter any existing designations.

Description of Plan (2020 CAP)

The 2020 CAP incorporates the many climate protection programs noted above that the City of Millbrae has in place and will continue to reduce GHG emissions. The goal is to have the policies and highlights of the measures included in the 2020 CAP incorporated into the City's General Plan, which is currently being updated with an anticipated horizon year of 2040. While the City of Millbrae has implemented GHG emission-reduction policies and programs, the 2020 CAP is the first official climate action plan for the City. The City, in partnership with C/CAG and with partial grant funding from the Bay Area Air Quality Management District (BAAQMD) and Pacific Gas and Electric Company (PG&E), has developed the 2020 CAP in order to achieve a number of objectives, including a

demonstration of environmental leadership, to save money and promote green jobs, to show compliance with State environmental initiatives, and to promote sustainable development.

In 2020, Millbrae is actively engaged in addressing climate change, sustainability, and reductions in GHG emissions. The 2020 CAP addresses municipal and communitywide GHG emissions and includes a goal of reducing communitywide GHG emissions output to 93,887 $MTCO_2e$ by 2030 (consistent with California Senate Bill 32 target for 2030). The City is using the 49 percent emissions reduction target of 92,025 MT CO_2e for 2030, with 2005 as the baseline year. The 2020 CAP assessed herein is based upon the 2015 community-level inventory and formulates a list of actions or "measures" to achieve the City's sustainability goals.

The 2005 GHG emissions inventory provides an important foundation for the CAP, providing 2005 as the baseline year against which progress toward the City goal of reducing GHG emissions of 32 percent by 2025 and 49 percent by 2030 can be measured. In 2005, approximately 150,643 metric tons of carbon dioxide equivalent (MT CO_2e) were emitted in Millbrae from the residential, commercial, industrial, transportation, waste, and municipal sectors. The residential, commercial, and industrial sectors represent emissions that result from electricity and natural gas used in both private and public sector buildings and facilities. The transportation sector includes emissions from private, commercial, and fleet vehicles driven within the City as well as the emissions from transit vehicles, the City-owned fleet, and off-road equipment such as lawnmowers/ garden equipment and construction, industrial, and light commercial equipment. For the communitywide inventory, the municipal emissions are included in the commercial/industrial sector. Burning fossil fuels associated with vehicle use and buildings/facility energy use is the largest contributor of Millbrae GHG emissions. Table 1 includes total Millbrae (i.e., community and municipal) GHG emissions in 2005 by sector as well as percentage of total City emissions.

Table 1 Millbrae 2005 Communitywide GHG Emissions by Sector

Sector	(MT of CO2e)	Percentage of GHG Emissions
Residential	32,405	21.5
Commercial/Industrial	27,633	18.3
Transportation – Local roads	29,558	19.6
Transportation – State highways	51,981	34.5
Transportation – Off-road equipment	5,645	3.7
Transportation -- Caltrain	873	0.6
Generated Waste	2,486	1.7
Wastewater Treatment	62	0.04
Total	**150,643**	**100**

As shown in Table 1, the four largest sectors of GHG emissions are related to transportation (on State highways and local roads) and building energy use (residential and commercial/industrial). As part of the 2020 CAP, Millbrae is committed to an emissions reduction target of 49 percent below 2005 levels by 2030 and an interim target of 32 percent below baseline levels by 2025. This 2030 GHG emissions goal is selected to be consistent with SB 32 State emissions targets, to be consistent with CEQA and BAAQMD guidelines for a qualified GHG emissions reduction strategy, and to be achievable by City-supported measures identified in the 2020 CAP. The CAP includes a business-as-

usual (BAU) forecast of GHG emissions that will enable the City of Millbrae to estimate the amount of emissions reductions needed to meet its goal.

The 2020 CAP includes measures to make homes more energy efficient and increase the amount of locally produced renewable energy. It recommends development patterns that emphasize complete streets that allow people to go about their business on foot, by bicycle, or via public transportation. It provides transit solutions and offers ways to reduce waste that would otherwise go to landfills. Finally, it outlines measures that will continue to make municipal government operations an efficient and environmentally responsible organization. Table 2 includes a complete list of 2020 CAP measure titles, descriptions, anticipated annual GHG reduction by 2030, and start year.

Table 2 Millbrae 2020 CAP Measures

#	Measure	Description	GHG Reduction in 2030 ($MTCO_2e$)	Measure Start Year
1	Commercial Green Building Ordinance	The City will continue to adopt the latest version of the CALGreen Code for non-residential new construction and major remodels for applicable updates outside of the Reach Codes.	497	N/A
2	Residential Green Building Ordinance	The City will continue to adopt the latest version of the CALGreen Code for residential new construction and major remodels for applicable updates outside of the Reach Codes.	146	N/A
3	Residential Energy Retrofit Incentives and Rebates	Through marketing and outreach, the City promotes participation in residential energy efficiency programs, including BayREN's Home+ program, San Mateo County Energy Watch and PG&E's efficient appliance rebates. City will encourage residential energy audits.	2,872	N/A
4	Commercial Energy Efficiency Programs	Through marketing and outreach, the 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 will encourage commercial energy audits.	1,657	N/A
5	Residential Energy Conservation Program	Initially start a voluntary residential energy conservation program, whereby the City would encourage minimum energy efficiency and water efficiency standards at the time of building sale. Transition to mandatory residential energy conservation ordinance over time.	607	2021 (voluntary)/ 2023 (mandatory)

#	Measure	Description	GHG Reduction in 2030 ($MTCO_2e$)	Measure Start Year
6	Commercial Energy Conservation Program	Initially start a voluntary commercial energy conservation program, whereby the City would encourage minimum energy efficiency and water efficiency standards at the time of building sale. Transition to mandatory commercial energy conservation ordinance over time.	458	2021 (voluntary)/ 2023 (mandatory)
7	Free or Subsidized Shade Trees	Implement City program to reduce energy consumption associated with cooling homes through the provision of free or subsidized shade trees for buildings with eastern, western or southern exposures.	23	2021
8	Electrical Panel Upgrades in Existing Buildings	Leverage incentives and resources provided by PCE, BayREN, and PG&E to encourage residents and offices 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 electric vehicles.	6,480	2020
9	Residential & Commercial All-Electric Ordinance	Update building code to mandate that residential and commercial new construction and major remodels be built to an all-electric standard, including electric heating, cooling, and water heating.	1,617	2021
10	Promote Solar Installations	Continue to participate in bulk purchase program such as the Peninsula SunShares Program. Promote the installation of solar among residents and businesses in the community.	1,527	N/A
11	Participate in Community Choice Aggregation	Through Peninsula Clean Energy, the City will continue to provide greener renewable electricity to citizens and businesses.	7,320	N/A
12	New Non-Residential Buildings Solar Requirement	Update building code to mandate that all commercial new construction and major remodels install a solar PV system at time of construction.	616	2021
13	Pairing Battery Storage with Solar PV Systems	Provide education and outreach on the benefits of pairing battery storage with solar PV systems to stakeholders, including businesses, residents, and contractors.	872	2020
14	Energy Efficient Street Lighting	Continue to replace street, signal, parks, and parking lot lighting with efficient lighting.	64	N/A

#	Measure	Description	GHG Reduction in 2030 ($MTCO_2e$)	Measure Start Year
15	Environmentally Preferred Purchasing Policy - Energy	Continue to implement Administrative Standard Procedures which includes a sustainable purchasing policy prioritizing Energy Star equipment.	4	N/A
16	Participate in Community Choice Aggregation: Municipal	The City has elected and will continue to elect to "opt up" to ECO100 (100% renewable) electricity service through PCE.	142	N/A
17	Energy Efficiency in Municipal Buildings	Continue to audit city facilities for energy efficiency opportunities and implement energy efficient (EE) retrofits. The City participates in San Mateo County Energy Watch and leveraged benchmarking to identify opportunities for EE upgrades and track energy performance. Leverage other programs that provide funding.	273	N/A
18	Renewable Energy Installation for Municipal Properties	Evaluate installation of solar carport system at Millbrae City Hall/Library parking lots.	68	2022
19	Municipal Green Building Policy	The City will follow the CALGreen Codes and consider certification for LEED Silver or Gold status or equivalent. New construction will follow adopted Reach Codes for building electrification.	5[7]	2021
20	Water Conservation Incentives	Continue promoting existing and new rebates for water efficient appliances and fixtures.	102	N/A
21	Water Efficient Landscape Ordinance and CALGreen Indoor Water Efficiency Requirements	Continue implementation of the State Model Water Efficient Landscape Ordinance (MWELO) and CALGreen indoor water efficiency requirements.	43	N/A
22	Residential "Graywater Ready" New Construction	Encourage new construction projects to be built "graywater ready" by educating applicants during the design phase of projects.	11	2021
23	Smart Growth Development	Continue Smart Growth Policy that prioritizes infill, higher density, transportation-oriented, and mixed-use development.	624	N/A

[7] These projections assume that any new facilities are built to LEED Silver standards or equivalent.

#	Measure	Description	GHG Reduction in 2030 ($MTCO_2e$)	Measure Start Year
24	Walkable / Bikeable Street Landscape	Remake urban landscape to make walking and biking more desirable such as bike lanes, bike parking, traffic calming, beautification, etc.	873	N/A
25	Safe Routes to School	Continue to support the City's Safe Route to Schools program by establishing bike trails and safe pedestrian routes to local schools (infrastructure) and educating the community about the program.	50	N/A
26	Electric Vehicle Education and Outreach	Increase number of electric vehicles that are owned by residents, commuters, and visitors to the City through education and outreach focused on the benefits of electric vehicles.	5,555	N/A
27	Local Farmers' Market	Support the farmers' market to encourage local shopping for locally grown food and reduce VMT associated with acquiring produce.	6	N/A
28	Bike Sharing	Explore bike sharing program to have bikes located at the BART Station, downtown, and elsewhere.	118	2021
29	Car Sharing	Encourage car sharing companies to open pods in town.	131	2021
30	Shuttle Program	Increase shuttle service within City limits to connect areas not covered by public transit.	249	2021
31	EV Charging Infrastructure in Existing Buildings	Leverage incentives from PCE to expand charging infrastructure in public properties, multi-unit dwellings, and workplaces.	11,558	2020
32	EV Charging Infrastructure in New Construction	Adopt Reach Code to update the residential and commercial building code to increase the mandated percentage of parking spaces designed to accommodate electric vehicle charging equipment and also increase the mandated percentage of parking spaces devoted to clean air vehicles (EVs, PHEVs, carpools).	878	2021
33	Shared Electric Bikes and Scooters	Modify existing City infrastructure to accommodate shared electric bikes and scooters that provide last-mile solutions to residents and commuters. Infrastructure enhancements including dedicated off-street parking spaces and on-street corrals to accommodate shared electric bike and scooter parking and prevent conflicts with pedestrians.	830	2021

#	Measure	Description	GHG Reduction in 2030 ($MTCO_2e$)	Measure Start Year
34	Electric Transportation Network Company (TNCs) Vehicles	Develop policies, such as a revenue neutral fee that only applies to internal combustion engine TNCs, to encourage the use of EV TNCs in the community. Utilize funds generated by fees to provide discounts on EV TNC rides. Provide designated drop-off locations and charging locations for EV TNCs to facilitate EV adoption.	887	2021
35	Public Employee Commuting Program	Continue with the commute alternatives program to promote and incentivize public transportation, carpooling, biking, etc.	2	N/A
36	Clean Fleet Policy	Prioritize purchase of battery electric, plug-in hybrid electric, and traditional hybrid vehicles. Maintain existing vehicles for optimum mileage. Encourage staff to drive minimally and efficiently. Expand on the idling policy.	42	2020
37	Landfill Diversion Rate Goal	Increase participation in recycling programs and weekly collection of recyclables and organic waste to achieve 85% diversion.	289	N/A
38	Sustainable Food Service Ware	Amend the existing Sustainable Food Service Ware ordinance to require that all food ware is compostable and to reduce the use of other single-use items in food services.	Supporting Measure	2020
39	Commercial Organics Recycling Ordinance	AB 1826 requires all businesses and multi-family complexes with more than five units to sort and recycle organic material. Provide enforcement to ensure compliance with ordinance.	Supporting Measure	N/A
40	Environmentally Preferred Purchasing Policy - Waste Reduction	Revise the Administrative Standard Procedures on Reuse and Recycling to strengthen sustainable purchasing procedures.	Supporting Measure	N/A
41	Sustainable Vendor Policy at Public Events	Continue to work with event organizers for recycling cardboard, paper, containers and food/organics at public events, and for using compostable/recyclable food service ware.	Supporting Measure	N/A
42	Municipal Zero Waste Policy	Implement policy to achieve 95% diversion in City operations by 2030.	3	2020
43	Bay Area Green Business Program	Continue implementing this program that allows businesses to brand themselves as green by following sustainable practices.	110	N/A

Note. N/A applies to continuation of an existing program.

Source: Millbrae, City of. 2020. Draft Climate Action Plan.

The measures included in the CAP combined with State-wide legislation and initiatives and countywide transportation programs will enable the City of Millbrae to meet its emissions reduction target of 49 percent below 2005 levels by 2030 and the interim target of 32 percent below 2005 by 2025. Table 3 shows the contribution of the State-wide initiatives along with the community and municipal operations CAP measures. The City needs to achieve a 92,025 MT CO_2e of GHG emissions reduction by 2030 to meet its goal. The total estimated GHG reductions accounted for in the CAP total 93,887 MT CO_2e by 2030 (49.68 percent below 2005 levels).

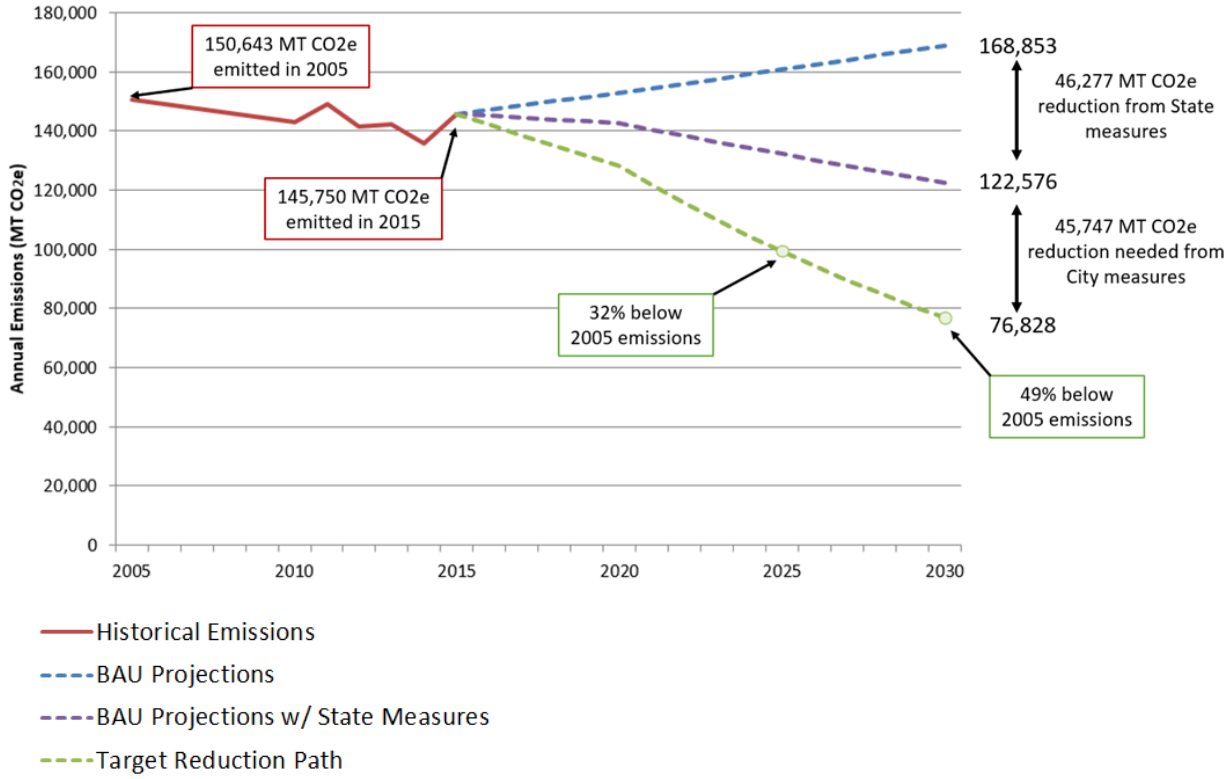
Table 3 Millbrae 2030 GHG Reduction Target by Sector

State Initiative	Sector	2030 Reduction in City's Emissions ($MTCO_2e$)
Advanced Clean Cars Program	On-road Transportation	27,207
Low Carbon Fuel Standard	Off-road Transportation	1,223
Caltrain Electrification	Trains	1,045
Renewable Portfolio Standard	All electricity	5,360
100% ZNE New Residential (2020)	Residential Energy	1,279
50% ZNE Existing Commercial (2030)	Commercial Energy	8,157
Organic Waste Diversion SB 1383	Disposed Waste	2,007
A. Total State Initiative Emissions Reductions		46,227
B. Total City 2020 CAP Emissions Reductions		47,609
C. Total Expected Emissions Reductions (A+B)		93,887
D Millbrae Emissions Reduction Requirement		92,025
E. Meets/exceeds State Goals? (C > D)		Yes

Source: Millbrae, City of. 2020. Draft Climate Action Plan.

Figure 3 and Table 4 illustrate how the BAU emissions are estimated to increase, thus widening the emissions reductions needed by 2025 and 2030. Figure 3 also shows emissions reductions expected from State level actions as well as the reductions needed to reach the Millbrae emissions target.

Figure 3 Millbrae Future GHG Emissions Projection and Reduction Target



Source: Millbrae, City of. 2020. Draft Climate Action Plan.

Table 4 Millbrae Future GHG Emissions Projection and Reduction Target

Description	Emissions ($MTCO_2e$)
2005 Base Year Emissions	150,643
2025 Target Emissions at 32% below 2005	102,437
2025 BAU Emissions	160,682
2025 Required Reduction	58,245
2030 Target Emissions at 49% below 2005	76,828
2030 BAU Emissions	168,853
2030 Required Reduction	92,025

Source: Millbrae, City of. 2020. Draft Climate Action Plan.

Implementation of the 2020 CAP measures (listed in Table 2) could result in physical changes to the environment that could potentially have an impact on the environment. While individual projects resulting from these measures have not been identified for the purposes of this document, the types of actions that could result from realization of the CAP measures are taken into account in considering potential environmental impacts that could occur through implementation of the 2020 CAP. For example, projects or actions requiring ministerial approval, such as installation of electric vehicle charging stations and supporting infrastructure, as well as new bicycle or pedestrian facilities, would introduce physical changes related to the temporary presence and operation of construction vehicles and equipment during installation of required facilities and the long-term

presence of new facilities such as bike and pedestrian facilities, solar arrays, and electric vehicle charging stations, which could alter pedestrian and vehicular traffic patterns. Future plans or projects requiring discretionary approval would be subject to environmental review under CEQA, and individual impact analyses will identify required plan- or project-specific mitigation measures where applicable.

Cumulative Projects Scenario

For purposes of CEQA cumulative impacts analysis of the Millbrae 2020 CAP, the cumulative projects scenario is the total projected population growth, and the anticipated cumulative development to accommodate that growth, for Millbrae in 2030. The Millbrae General Plan Housing Element includes the Association of Bay Area Governments (ABAG)-projected total Millbrae population of 27,100 persons in 2030.[8]

Required Approvals

City of Millbrae

Required approvals include:

- certification of the 2020 CAP Initial Study-Negative Declaration; and
- approval of the 2020 CAP.

Although individual plans or projects may be implemented later under the umbrella of the CAP, each individual plan or project would be subject to separate environmental review under CEQA.

Other Public Agencies

The City of Millbrae has sole approval authority over the CAP. There are no other public agencies whose approval is required.

[8] Millbrae, City of. 2015. Millbrae General Plan Housing Element 2015-2023, Appendix.2.

Environmental Factors Potentially Affected

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

☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Energy
☐	Geology/Soils	☐	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☐	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation	☐	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire	☐	Mandatory Findings of Significance

Determination

Based on this initial evaluation:

■ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "less than significant with mitigation incorporated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Roscoe Mata
Lead Agency Representative Signature

August 24, 2020
Date

Roscoe Mata
Lead Agency Representative Printed Name

Planning Manager
Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	■
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	■
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

1a, 1b, Would the project have a substantial adverse effect on a scenic vista? Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

The nearest designated California Scenic Highway is California State Route 35, which is approximately two miles west of Millbrae and connects San Francisco in the north to Portola Valley in the south. Given the distance from this highway and the presence of intervening structures and topography, future site-specific CAP projects would be minimally visible from State Route 35. U.S. Highway 101, which intersects the eastern portion of Millbrae, is not designated as a California Scenic Highway. In addition, the City of Millbrae General Plan has not identified scenic vistas or scenic roadways nor includes policies related to scenic vistas or roadways.[9] [10] Rather the CAP would promote infrastructure development and redevelopment that is complimentary to existing development and land uses. The Millbrae Municipal Code Chapter 8.60, City of Millbrae Tree

[9] Millbrae, City of. 1998. General Plan Land Use Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=159>. Accessed July 24, 2020.

[10] Millbrae, City of. 1998. General Plan Circulation Element. Available: <https://www.ci.millbrae.ca.us/Home/ShowDocument?id=158>. Accessed July 24, 2020.

Projection and Urban Forestry Program establishes policies, regulations, and standards necessary to ensure tree protection and manage an urban forestry program.[11]

As a policy document, the CAP would not result in impacts related to scenic vistas and scenic highways. However, implementation of the following CAP measures may promote infrastructure development and redevelopment through policies and programs. CAP Measures 10, 12, and 13 promote installation of solar PV systems to provide greener renewable electricity within the City, and CAP Measure 18 includes evaluation of installation of a solar carport system at the Millbrae City Hall/Library parking lots. CAP Measures 26, 31, and 32 encourage the installation of electric vehicle charging stations and supporting infrastructure, and CAP Measures 24, 25, and 33 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. Additionally, CAP Measure 7, facilitates planting shade trees. However, CAP projects or actions would be required to adhere to City development zoning and regulations, including the Millbrae Community Preservation Ordinance that requires retention of City character and minimization of environmental impacts. In addition, CAP projects or actions would be reviewed for consistency with the General Plan and other applicable regulatory land use actions prior to approval. As such, the CAP would not result in adverse impacts related to scenic vistas, viewing corridors, or scenic roadways, within the City. Furthermore, due to distance and intervening development and topography, proposed CAP projects would not be visible from the closest designated California Scenic Highway (California State Route 35). The City of Millbrae has not identified scenic vistas or scenic roadways, and, thus, scenic resources such as trees, rock outcroppings, and historic buildings would not be damaged within a State scenic highway. Therefore, the CAP would result in a ***no impact*** related to scenic vistas and scenic highways.

1c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The City of Millbrae is an urbanized area with the following applicable visual character/quality goals and policies from the City General Plan elements.[12]

- LU 1: Preserve the Quality of Residential Neighborhoods. Preserve and strengthen the suburban identity and qualities of Millbrae's residential neighborhoods and assure that: (1) all new development, renovation and remodeling are harmoniously designed and operated to integrate with the existing neighborhood, with special attention given to the protection of views from nearby properties; (2) noise, traffic and other conflicts between residential and non-residential land uses are eliminated to the extent possible; (3) higher density residential developments are sited, designed and managed to minimize their impact on existing low density residential areas; and (4) each residential neighborhood has access to a developed park or park-like recreational area within walking distance to most residents, and the park facilities are well maintained, diverse and adequate to meet the needs of residents.
  - LU 1.1: Quality of Millbrae's Residential Neighborhoods. Assure that all new residential development, renovation or remodeling preserves and strengthens Millbrae's residential neighborhoods by requiring projects to be in keeping with the character of

[11] Millbrae, City of. 1998. General Plan Land Use Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=159>. Accessed July 24, 2020.

[12] Millbrae, City of. 1998. General Plan Land Use Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=159>. Accessed July 24, 2020

the neighborhood and be harmoniously designed and integrated with the existing neighborhood.

- LU 1.3: Community Preserve Ordinance. Administer and enforce the Community Preservation Ordinance to maintain standards in the community.

- LU 2: Promote Proper Site Planning, Architectural Design and Property Maintenance. Ensure high quality site planning, landscaping and architectural design for all new development, renovation or remodeling and require property maintenance to maintain the long-term health, safety, and welfare of the community.
  - LU 2.1 Site Planning and Design. Ensure high quality site planning, architecture and landscape design for all new development, renovation or remodeling.
  - LU 2.2 Residential Design Guidelines. Implement the Residential Design Guidelines for all new residential development, renovation, and remodeling projects to preserve the characters of the surrounding neighborhood and of the community as a whole. To this end, proposed projects shall strive to achieve the following goals:
    - Ensure provisions of light and air to individual residential parcels.
    - Ensure a reasonable level of compatibility in the scale of structures within residential neighborhoods.
    - Maintain spatial relationships between structures and within neighborhoods.
    - Protect the predominantly low intensity setting of the community.
    - Encourage cooperation among neighbors in consideration of the impact of residential second-story additions on the views, solar access and privacy of nearby neighbors.
    - Locate and design structures and landscaping improvements so as to minimize the obstruction of primary views from structures on neighboring properties. Some minor loss of view may be consistent with this policy, if necessary, to protect a property right.
  - LU 2.3 Architectural Review Process for Residential Projects. Require design review of residential projects to ensure compatibility of new residential projects, or property improvements, including room additions, with existing residential property, with the existing character of the neighborhoods in which they are located, and with respect to architectural style, scale, mass, bulk, color, materials, lot coverage and setbacks. Ensure that there is proper noticing of all such projects, and that there are opportunities for applicants to consult with neighbors on design issues and possible solutions. Design review shall also ensure that new residential projects are protected from the impacts of undesirable traffic, noise, or other instructions when proposed near existing commercial or industrial uses.
  - LU 2.4 Design and Development Review Process for Commercial and Industrial Projects. Establish design guidelines for all new commercial and industrial development, renovation, and remodeling projects to enhance the overall character of the City, protect the public from unwarranted nuisances, and create a high-quality aesthetic in the City's commercial districts. To this end, proposed projects shall strive to achieve the following goals:
    - Achieve a high-quality design in keeping with Millbrae's suburban character.

  - Assure that the design and scale of the project is appropriate in relation to the neighborhood in which it is located, including exterior colors and materials.
  - Minimize impacts of excessive noise, glare, or hazardous materials.
  - Screen unsightly uses, including trash and loading dock areas, roof top equipment, and ventilating systems.
  - Incorporate setbacks, open space, and landscaping (including maintenance) into project design.
- LU 2.5 Historic Preservation. Identify and protect sites and structures of architectural, historical, archaeological, and cultural significance, including significant trees and other plant materials. Require new development in historic areas to complement the character of nearby historic structures.
- LU 2.6 Code Enforcement and Property Maintenance. Preserve the quality of the environment and of the community in-general through active implementation of the Community Preservation Ordinance, code enforcement and property maintenance programs. Strive to encourage voluntary compliance through face-to-face, personal interaction in the code enforcement process.
- LU 2.7 Civic Beautification and Public Art. Establish a continuing program of civic beautification, gateway or entryway enhancement tree planting, commercial area enhancement, maintenance of homes and streets, public art and other measures which will promote an aesthetically desirable environment and attractive neighborhoods and commercial areas. Formalize the process for the acceptance, review and placement of public art.
- LU 2.8 Planning and Zoning Regulations. Update and maintain the currency of the Planning and Zoning Regulations, including the sign, wireless components, walls, fences and hedges ordinances.

The CAP would not involve land use or zoning changes, but would instead promote infrastructure development and redevelopment through policies and programs. Implementation of the following CAP measures may promote infrastructure development and redevelopment through policies and programs that may impact scenic resources, as described below.

CAP Measures 10, 12, and 13 promote installation of solar PV systems to provide greener renewable electricity within the City, and CAP Measure 18 includes evaluation of installation of a solar carport system at the Millbrae City Hall/Library parking lots. CAP Measures 26, 31, and 32 encourage the installation of electric vehicle charging stations and supporting infrastructure, and CAP Measures 24, 25, and 33 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. Additionally, CAP Measure 7, facilitates planting shade trees. Planting new street trees, implementation of solar panels, and introduction of active transportation infrastructure may slightly change the scenic resources in the City. However, the proposed CAP projects would be located and designed to be complimentary to existing development and land uses. As such, the CAP could result in impacts related to scenic quality in urban areas. However, CAP projects or actions would be required to adhere to City development zoning and regulations, including Millbrae Community Preservation Ordinance, to retain character of the City and minimize environmental impacts. In addition, CAP projects and actions would be reviewed for consistency with the General Plan and other applicable regulatory land use actions prior to approval. Therefore, the CAP would result in a ***less than significant impact*** related to regulations of scenic quality.

1d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The CAP would not involve land use or zoning changes. Rather the CAP would promote infrastructure development and redevelopment that is complimentary to existing development and land uses. As a policy document, the CAP would not directly result in impacts related to light and glare. However, implementation of the following CAP measures may promote infrastructure development and redevelopment. CAP Measures 10, 12, and 13 promote installation of solar PV systems to provide greener renewable electricity within the City, and CAP Measure 18 includes evaluation of installation of a solar carport system at the Millbrae City Hall/Library parking lots. CAP Measures 26, 31, and 32 encourage the installation of electric vehicle charging stations and supporting infrastructure, and CAP Measures 24, 25, and 33 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. However, CAP projects and actions would be reviewed for consistency with the Millbrae Municipal Code to minimize environmental impacts related to light and glare through limitations of materials and shielding light structures. Presumably design and location of proposed solar infrastructure would be complimentary to existing development in the City. In addition, CAP projects or actions would be reviewed for consistency with the General Plan and other applicable regulatory land use actions prior to approval. Thus, the CAP would result in a ***less-than-significant impact*** related to light and glare.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Millbrae (27,100 persons) in 2030. Cumulative impacts related to scenic resources, visual character, and increased light and glare would generally be site-specific, and cumulative projects are not anticipated to contribute to cumulative aesthetic impacts with adherence to General Plan policies and the Municipal Code. Because of the developed nature of Millbrae, future infrastructure projects under the CAP, in combination with other cumulative projects, would not adversely impact the visual character of the City. In addition, future development in the City would be required to comply with the City's Design Review process and be reviewed against applicable General Plan policies and City's design standards for design quality and compatibility with adjacent land uses. Therefore, implementation of the CAP would result in a ***less-than-significant cumulative impact*** related to aesthetics.

2 Agriculture and Forestry Resources

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

2a, 2b, 2e. Would the project:

- *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- *Conflict with existing zoning for agricultural use or a Williamson Act contract?*
- *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

The City of Millbrae does not contain farmland or lands used for agricultural purposes.[13,14] The CAP does not involve measures that would result in impacts related to conversion or loss of farmland.

[13] Millbrae, City of. 2020. General Plan Use Map. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=19009>. Accessed July 24, 2020.

[14] Millbrae, City of. 2020. Zoning Map. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=4871>. Accessed July 24, 2020.

Therefore, the CAP would result in a ***no impact*** related to degradation of agricultural resources or conversion of agricultural land to non-agriculture uses, nor would there be a conflict with existing zoning or general plan land use designations.

2c, 2d, 2e. Would the project:

- *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- *Result in the loss of forest land or conversion of forest land to non-forest use?*
- *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?*

The City does not contain forest or timberland resources.[15] The Millbrae Municipal Code Chapter 8.60, City of Millbrae Tree Protection and Urban Forestry Program, establishes policies, regulations and standards necessary to ensure tree protection and manage an urban forestry program.[16] And CAP Measure 7 facilitates planting shade trees. As such, the CAP would increase planting of trees within the City and be consistent with the Tree Protection and Urban Forestry Program. Therefore, the CAP would result in a ***no impact*** related to degradation of forestry resources or conversion of forest land to non-forest uses, nor would there be a conflict with existing zoning or general plan land use designations.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Millbrae (27,100 persons) in 2030. The City of Millbrae does not contain farmland or lands used for agricultural purposes. Additionally, the City does not contain forest or timberland resources.[17] Cumulative projects are not anticipated to contribute to cumulative forestry impacts with adherence to General Plan policies. In addition, the CAP would not involve land use or zoning changes that could result in cumulative impacts related to conversion or loss of farmland or forest land. Therefore, implementation of the CAP would result in ***no cumulative impact*** related to agricultural and forestry resources.

[15] California Department of Fish and Wildlife. 2020. California Forests and Timberlands in the California Department of Fish and Wildlife Regions. Available: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109919&inline>. Accessed July 24, 2020.

[16] Millbrae, City of. 1998. General Plan Land Use Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=159>. Accessed July 24, 2020.

[17] California Department of Fish and Wildlife. 2020. California Forests and Timberlands in the California Department of Fish and Wildlife Regions. Available: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109919&inline>. Accessed July 24, 2020.

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	■
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	■	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	■	☐

3a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Millbrae is located within the San Francisco Bay Area Air Basin (the Air Basin), which includes the nine Bay Area counties (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, southwestern Solano, and southern Sonoma). The Air Basin is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). As the local air quality management agency, BAAQMD is required to monitor air pollutant levels to ensure that State and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, San Mateo County is classified as being in "attainment" or "nonattainment." Under State law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-attainment. BAAQMD is in non-attainment for the State and federal ozone standards, the State and federal $PM_{2.5}$ (particulate matter up to 2.5 microns in size) standards, and the State PM_{10} (particulate matter up to 10 microns in size) standards and is required to prepare a plan for improvement.[18]The sources, health effects, and typical controls associated with criteria pollutants are described in Appendix A.

The Bay Area 2017 Clean Air Plan provides a plan to improve Bay Area air quality and protect public health as well as the climate. The legal impetus for the Clean Air Plan is to update the most recent ozone plan, the 2010 Clean Air Plan, to comply with State air quality planning requirements as codified in the California Health and Safety Code. Although steady progress has been made toward reducing ozone levels in the Bay Area, the region continues to be designated as non-attainment for both the one-hour and eight-hour State ozone standards as noted previously. In addition, emissions of ozone precursors in the Bay Area contribute to air quality problems in neighboring air basins.

[18] Bay Area Air Quality Management District (BAAQMD). 2017. Air Quality Standards and Attainment Status. http://www.baaqmd.gov/research-and-data/air-quality-standards-and-attainment-status (accessed July 24, 2020).

Under these circumstances, State law requires the Clean Air Plan to include all feasible measures to reduce emissions of ozone precursors and reduce transport of ozone precursors to neighboring air basins.[19]

The Federal Clean Air Act Amendments (CAAA) mandate that states submit and implement a State Implementation Plan (SIP) for areas not meeting air quality standards. The SIP includes pollution control measures to demonstrate how the standards will be met through those measures. The SIP is established by incorporating measures established during the preparation of Air Quality Management Plans (AQMP) and adopted rules and regulations by each local APCD and AQMD, which are submitted for approval to CARB and the U.S. EPA.[20] The goal of an AQMP is to reduce pollutant concentrations below the National Ambient Air Quality Standards (NAAQS) through the implementation of air pollutant emissions controls.

The CAP would not involve land use or zoning changes, but would rather promote infrastructure development and redevelopment. Implementation of proposed measures would be beneficial by helping Millbrae meet applicable air quality plan goals and generally reducing sensitive receptor exposure to pollutant concentrations. Although the purpose and intended effect of the CAP is to reduce GHG emissions generated in the City to help reduce the effects of climate change, many of its actions would also reduce criteria pollutant (i.e., air quality) emissions. CAP Measures 1 through 6, 14, and 17, involves increased energy efficiency, energy conservation, and sustainability practices as part of residential and non-residential land use operations, and CAP Measures 8 through 13, 15, 16, 18. and 19 include use of renewable energy and all-electric structures within the City. Additionally, CAP Measure 24 facilitates bike lanes, bike parking, traffic calming, and beautification to increase active transportation and decrease the vehicle miles traveled in Millbrae, and CAP Measures 28 through 34, are intended to increase active transportation, ridership, and sustainability practices within the transit system. These energy- and transportation-related measures would reduce air quality emissions as well as GHG emissions. Therefore, the CAP is consistent with the 2001 Clean Air Plan and would have ***no impact*** related to a conflict with or obstruction of the applicable air quality plan.

3b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

The CAP would not involve land use or zoning changes, but would instead promote infrastructure development and redevelopment. As a policy document, the CAP would not result in impacts related to criteria pollutants. However, implementation of the following CAP measures may promote infrastructure development and redevelopment.

CAP Measures 10, 12, and 13 promote installation of solar PV systems to provide greener renewable electricity within the City, and CAP Measure 18 includes evaluation of installation of a solar carport system at the Millbrae City Hall/Library parking lots. CAP Measures 26, 31, and 32 encourage the installation of electric vehicle charging stations and supporting infrastructure, and CAP Measures 24, 25, and 33 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. Additionally, CAP Measure 7, facilitates planting shade trees. Construction-related air quality

[19] Bay Area Air Quality Management District (BAAQMD). 2017. Final Clean Air Plan: Spare the Air Cool the Climate: A Blueprint for Clean Air and Climate Protection in the Bay Area. Final 2017 Clean Air Plan. Available: <http://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en>. Accessed July 24, 2020.

[20] CARB. 2016. State SIP Strategy. Available: <https://ww3.arb.ca.gov/planning/sip/2016sip/2016sip.htm>. Accessed July 24, 2020.

impacts are generally associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles and soil hauling trucks, in addition to ROG that would be released during the drying phase upon application of architectural coatings. However, implementation of proposed measures would not include large-scale construction within Millbrae. As such, it would result in low-level criteria pollutant emissions and negligible impacts to air quality. CAP projects or actions would also be reviewed for consistency with BAAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known. Thus, the construction required for implementation of the CAP would result in a less-than-significant impact related to net increase of criteria pollutants.

With respect to operational emissions, many CAP measures would have the secondary benefit of reducing criteria pollutant emissions. CAP measures aim to increase building energy efficiency, promote electric vehicles, reduce on-road gasoline fuel use, and reduce vehicle miles traveled. Implementation of CAP measures would be beneficial by helping Millbrae meet applicable air quality plan goals. In addition, future CAP projects would be required to comply with local, regional, and State air quality regulations. Therefore, the CAP would result in a ***less-than-significant impact*** related to criteria pollutant emissions.

3c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Implementation of the following CAP measures may promote infrastructure development and redevelopment. CAP Measures 10, 12, and 13 promote installation of solar PV systems to provide greener renewable electricity within the City, and CAP Measure 18 includes evaluation of installation of a solar carport system at the Millbrae City Hall/Library parking lots. CAP Measures 26, 31, and 32 encourage the installation of electric vehicle charging stations and supporting infrastructure, and CAP Measures 24, 25, and 33 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. Additionally, CAP Measure 7, facilitates planting shade trees. Construction-related air quality impacts are generally associated with fugitive dust (PM_{10} and $PM2_{.5}$) and exhaust emissions from heavy construction vehicles and soil hauling trucks, in addition to ROG that would be released during the drying phase upon application of architectural coatings. However, implementation of proposed CAP measures would not include large-scale construction within Millbrae. As such, it would result in low-level toxic air contaminant emissions.

While the CAP could result in construction-related impacts related to toxic air contaminants and exposure to sensitive receptors, CAP projects or actions would be reviewed for consistency comply with BAAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known. Thus, the construction associated with implementation of the CAP would not result in substantial emissions of toxic air contaminants and exposure to sensitive receptors. No operational toxic air contaminant emissions are anticipated with implementation of the CAP measures. Therefore, the CAP would have a ***less-than-significant impact*** related to exposure of sensitive receptors to toxic air contaminants.

3d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The CARB 2005 Air Quality Land Use Handbook: A Community Health Perspective identifies land uses associated with odor complaints which include: sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, auto body shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations.[21] CAP Measure 37 promotes participation in recycling program and weekly collection of recyclables and organic waste to achieve 85 percent diversion. Additionally, CAP Measure 38 would amend the existing Sustainable Food Service Ware ordinance to require that all food waste is compostable. Also, CAP Measure 39 requires all businesses and multi-family complexes with more than five units to sort and recycle organic material, in accordance with AB 1826. As such, the CAP could result in minor odors related to compost. However, green waste collection bins and compost application are not identified on the list of "Sources of Odor Complaints" (Table 1-4) as provided in the CARB *Air Quality Land Use Handbook* and would not be anticipated to result in other emissions, such as those leading to odors, adversely affecting a substantial number of people.[22] Therefore, the CAP would not facilitate development that could create adverse odors, and there would be a ***less-than-significant impact*** related to odors exposure.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Millbrae (27,100 persons) in 2030. The cumulative projects could exceed applicable BAAQMD thresholds or be inconsistent with the Clean Air Plan. However, implementation of the CAP would have a less-than-significant contribution related to potential cumulative air quality impacts within the air basin and on sensitive receptors within the City of Millbrae, given that the CAP would result in Citywide reduction of GHG emissions, energy use, single-occupancy vehicle travel, water use, and waste generation. As such, implementation of the CAP would not result in adverse impacts related to contribution of criteria pollutants to the air basin and exposure of sensitive receptors to toxic air contaminants. Therefore, implementation of the CAP would result in a ***less-than-significant cumulative impact*** related to air quality.

[21] California Air Resources Control Board (CARB). 2005. Air Quality and Land Use Handbook: A Community Health Perspective. Available: <https://ww3.arb.ca.gov/ch/handbook.pdf>. Accessed July 24, 2020.

[22] CARB. 2005. Air Quality and Land Use Handbook: A Community Health Perspective. Available: <https://ww3.arb.ca.gov/ch/handbook.pdf>. Accessed July 24, 2020.

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	■	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	■	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	■	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	■	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	☐	☐	☐	■

4a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

Millbrae is a primarily urbanized community with neighborhood parks, community parks, and recreational and open spaces incorporated throughout the City.[23] The City's Municipal Code Chapters 8.60 and 10.20, as well as the General Plan Parks, Open Space, and Conservation Element incorporate goals and policies to protect biological resources, such as plant habitats, wildlife habitats, and rare and endangered species in the City.

The CAP would not involve land use or zoning changes, but would instead promote infrastructure development and redevelopment. As a policy document, the CAP would not directly result in impacts related to wildlife species identified as candidate, sensitive, or special status. However, implementation of the following CAP measures may promote infrastructure development and redevelopment and may result in impacts to species through habitat modification for purposes of infrastructure installation.

CAP Measures 10, 12, and 13 promote installation of solar PV systems to provide greener renewable electricity within the City, and CAP Measure 18 includes evaluation of installation of a solar carport system at the Millbrae City Hall/Library parking lots. CAP Measures 26, 31, and 32 encourage the installation of electric vehicle charging stations and supporting infrastructure, and CAP Measures 24, 25, and 33 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. Additionally, CAP Measure 7, facilitates planting shade trees. Planting new street trees and private trees may slightly increase the City urban forestry canopy for use by migratory and nesting birds.

These CAP measures would not conflict with the Municipal Code or objectives and policies of the General Plan or Conservation Guidelines but would rather be consistent with and promote those plans. The CAP measures would generally apply to the urbanized areas of the City, with little application to parks, open spaces area, or other locations where sensitive habitat and related species may be present. As such, the CAP itself would not have a substantial adverse effect on special-status wildlife species either directly through individual take or indirectly through species habitat modification. Therefore, the CAP would result in a ***less-than-significant impact*** related to special-status wildlife species.

4b, 4c. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community (such as State or federally protected wetlands, including, but not limited to, marsh, vernal pool, coastal, etc.) identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service through direct removal, filling, hydrological interruption, or other means?

The CAP would not involve land use or zoning changes, but would instead promote infrastructure development and redevelopment. As a policy document, the CAP could result in impacts related to habitat whether riparian, wetland, or other sensitive natural community. According to the General Plan Parks, Open Space, and Conservation Elements, special habitat resources in Millbrae include wildlife habitats primarily for migratory birds and mammals. Wildlife habitats for reptiles, such as the Pacific Gopher Snakes, Arboreal Salamander, Western Toad, and the California Red-Legged Frog,

[23] Millbrae, City of. 1998.. General Plan Parks, Open Space and Conservation Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=6369>. Accessed July 24, 2020.

which live primarily on portions of land designated for industrial uses in the southeastern corner of the City limits, adjacent to the San Francisco International Airport.

CAP Measure 7 facilitates planting shade trees, which may slightly change the City's urban forestry program. As such, the CAP would be required to adhere to City development regulations and General Plan policies, including the City of Millbrae Tree Protection and Urban Forestry Program, to retain urban forestry and minimize environmental impacts. CAP Measures 10, 12, and 13 promote installation of solar PV systems to provide greener renewable electricity within the City, and CAP Measure 18 includes evaluation of installation of a solar carport system at the Millbrae City Hall/Library parking lots. CAP Measures 26, 31, and 32 encourage the installation of electric vehicle charging stations and supporting infrastructure, and CAP Measures 24, 25, and 33 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. Installation of new active transportation and renewable energy infrastructure may result in disturbance of habitat areas.

The CAP measures included in the CAP would generally apply to the urbanized areas of the City, with little application to parks, open spaces area, or other locations where sensitive habitat and related species may be present. CAP projects or actions would be reviewed for consistency with applicable local, regional, and State regulations, once project details and locations are known. These CAP measures would not conflict with the Municipal Code or objectives and policies of the General Plan or Conservation Guidelines but would rather be consistent with and promote those plans. As such, the CAP would not have a substantial adverse effect on riparian habitat or sensitive natural community, such as wetlands. Therefore, the CAP would have a ***less-than-significant impact*** related to sensitive natural plant communities.

4d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The CAP would not involve land use or zoning changes, but would instead promote infrastructure development and redevelopment. As a policy document, the CAP would not result in impacts related to interference with species movement. However, implementation of the following CAP measures may promote infrastructure development and redevelopment.

CAP Measures 10, 12, and 13 promote installation of solar PV systems to provide greener renewable electricity within the City, and CAP Measure 18 includes evaluation of installation of a solar carport system at the Millbrae City Hall/Library parking lots. CAP Measures 26, 31, and 32 encourage the installation of electric vehicle charging stations and supporting infrastructure, and CAP Measures 24, 25, and 33 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. Additionally, CAP Measure 7, facilitates planting shade trees. As such, the CAP would be required to adhere to City development regulations and General Plan policies, including the City of Millbrae Tree Protection and Urban Forestry Program, to retain urban forestry and minimize environmental impacts. Installation of new active transportation and renewable energy infrastructure may result in disturbance of habitat areas. However, the CAP measures would generally apply to the urbanized areas of the City with little application to parks, open spaces area, or other locations where wildlife corridors or native wildlife nursery sites may be present.

Furthermore, CAP projects or actions would be reviewed for consistency with applicable local, regional, and State regulations, once project details and locations are known. The CAP measures would not conflict with the Municipal Code or objectives and policies of the General Plan but would

rather be consistent with and promote those plans. Therefore, the CAP would result in a ***less-than-significant impact*** related to interference with species movement.

4e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Millbrae is a primarily urbanized community with neighborhood parks, community parks, and recreational spaces throughout the City.[24] The Millbrae Municipal Code Chapter 10.20, as well as the General Plan Parks, Open Space, and Conservation Element incorporate goals and policies resource protection in the City. Additionally, the Millbrae Municipal Code Chapter 8.60 was established to preserve the trees and plantings on City property and enhance the ecological benefit to the community by providing for the regulation of planting, management, maintenance, preservation and, where necessary, removal of public trees.

The CAP would not involve land use or zoning changes, but would promote infrastructure development and redevelopment. The purpose and intended effect of the CAP is to reduce GHG emissions generated in the city to help reduce the effects of climate change. Implementation of proposed measures would be beneficial by helping Millbrae meet applicable local policies and ordinances for protecting biological resources. The CAP would not conflict with or obstruct implementation of the applicable policies for preserving biological resources and would not affect the City's ability to attain goals and policies that protect biological resources. Therefore, the CAP would result in ***no impact*** related to consistency with local biological resources protection policies.

4f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

The City's Municipal Code and General Plan Parks, Open Space, and Conservation Element, includes an inventory of open space resources as well as goals and policies to preserve natural resources, such as plant and wildlife habitats in the City. The CAP would not facilitate specific development projects, nor would it add or enable new development that would conflict with the adopted Municipal Code, General Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the CAP would have ***no impact*** related to consistency with an adopted habitat or natural community conservation plan.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Millbrae (27,100 persons) in 2030. Implementation of cumulative projects could result in impacts to biological resources during infrastructure and building construction. The CAP would promote infrastructure development and redevelopment that is already accounted for in the General Plan. However, infrastructure development or redevelopment resulting from implementation of the CAP would be required to comply with applicable General Plan policies and State and federal regulatory requirements regarding avoidance of special wildlife species and habitat. Therefore, implementation of the CAP would result in a ***less-than-significant cumulative impact*** related to biological resources.

[24] Millbrae, City of. 1998. General Plan Parks, Open Space and Conservation Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=6369>. Accessed July 24, 2020.

5 Cultural Resources

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

5a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

The City of Millbrae has not identified historic resources and sites within its City limits.[25] [26] However, the Millbrae Historical Society has identified ten historical marker locations along the course of the historical walk throughout the City limits.[27] The CAP would not involve land use or zoning changes, but would promote infrastructure development and redevelopment that would be complimentary to existing development. CAP projects in Millbrae would be required to comply with General Plan Policy LU2.5, which requires the identification and protection of sites and structures of architectural, historical, archaeological and cultural significance. CAP projects or actions would be reviewed for consistency with applicable local, regional, and State regulations, including General Plan Policy LU2.5 that requires the identification and protection of sites and structures of, architectural and historical significance, in order to avoid impacts related to unknown historical resources. As such, implementation of the CAP would not conflict with or obstruct the City's ability to comply with applicable historical resources preservation policies. Therefore, the CAP would result in a ***less-than-significant impact*** related to historical resources.

[25] Millbrae, City of. 1998. General Plan Land Use Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=159>. Accessed July 24, 2020.

[26] Millbrae, City of. 1998. General Plan Parks, Open Space, and Conservation Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=6369>. Accessed July 24, 2020.

[27] Millbrae Historical Society. 2020. Millbrae History Walk. Available: <http://www.millbraehs.org/millbrae-history-walk.html>. Accessed July 27, 2020.

5b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The City of Millbrae has not identified known archeological sites within its City limits.[28,29] However, as-yet to be discovered or unknown sites or resources may exist. The CAP would not involve land use or zoning changes but instead would promote infrastructure development and redevelopment. For example, CAP Measures 10, 12, and 13 promote installation of solar PV systems to provide greener renewable electricity within the City, and CAP Measure 18 includes evaluation of installation of a solar carport system at the Millbrae City Hall/Library parking lots. CAP Measures 26, 31, and 32 encourage the installation of electric vehicle charging stations and supporting infrastructure, and CAP Measures 24, 25, and 33 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. Additionally, CAP Measure 7, facilitates planting shade trees. These measures would result in ground disturbance that could result in an impact on unknown archeological resources during construction. CAP projects and actions would be reviewed for consistency with applicable local, regional, and State regulations, including General Plan Policy LU2.5 that requires the identification and protection of sites and structures of, archaeological and cultural significance, in order to avoid impacts related to unknown archaeological resources. Therefore, the CAP would result in a ***less-than-significant impact*** related to unknown archaeological resources.

5c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

There are no known burial points or burial sensitivity areas within the City.[30,31] However, there is the possibility of encountering unknown buried archaeological and paleontological deposits and human remains throughout Millbrae. Impacts to historic and archaeological resources are generally site-specific. Implementation of the following CAP measures may promote infrastructure development and redevelopment. CAP Measures 10, 12, and 13 promote installation of solar PV systems to provide greener renewable electricity within the City, and CAP Measure 18 includes evaluation of installation of a solar carport system at the Millbrae City Hall/Library parking lots. CAP Measures 26, 31, and 32 encourage the installation of electric vehicle charging stations and supporting infrastructure, and CAP Measures 24, 25, and 33 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. Additionally, CAP Measure 7, facilitates planting shade trees. These measures would result in ground disturbance that could result in an impact on unknown human remains during construction. Implementation of CAP projects would be required to comply with General Plan Policy LU2.5 that requires the identification and protection of sites of archaeological and cultural significance, in order to avoid impacts related to unknown human remains. In addition, CAP projects would be required to comply with State coroner requirements related to burial findings, including assessment and mitigation incorporation once project details and locations are known. Therefore, the CAP would result in a ***less-than-significant impact*** related to unknown human remains.

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[28] Millbrae, City of. 1998. General Plan Land Use Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=159>. Accessed July 24, 2020.

[29] Millbrae, City of. 1998. General Plan Parks, Open Space, and Conservation Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=6369>. Accessed July 24, 2020.

[30] Millbrae, City of. 1998. General Plan Land Use Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=159> Accessed July 24, 2020.

[31] Millbrae, City of. 1998. General Plan Parks, Open Space, and Conservation Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=6369>. Accessed July 24, 2020.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Millbrae (27,100 persons) in 2030.There is the possibility of encountering buried archaeological and paleontological deposits and human remains throughout Millbrae. Implementation of the cumulative projects would include infrastructure and building development that could have an impact on cultural resources during construction. Impacts to historic and archaeological resources are generally site-specific. Accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a case-by-case basis. No known cultural resources would be removed, modified, or otherwise affected by the implementation of the CAP. In addition, future projects in Millbrae, including those associated with implementation of the CAP, would be required to comply with General Plan Policy LU2.5 that requires the identification and protection of sites and structures of architectural, historical, archaeological and cultural significance, in order to avoid impacts related to unknown cultural resources. Therefore, implementation of the CAP would result in a ***less-than-significant cumulative impact*** related to cultural resources.

6 Energy

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

6a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

California is one of the lowest per-capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate.[32] California consumed 292,039 gigawatt-hours of electricity and 2,110,829 million cubic feet of natural gas in 2017.[33,34] The single largest end-use sector for energy consumption in California is transportation (39.8 percent), followed by industry (23.7 percent), commercial (18.9 percent), and residential (17.7 percent).[35] Adopted in 2018, SB 100 accelerates the State's Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

The City of Millbrae has demonstrated its commitment to energy efficiency and renewable energy through many efforts, as described in the Sustainability and GHG Reduction Efforts Setting section above. The City has adopted the California Green Building Standards Code, per Millbrae Municipal Code Title 9 that requires efficiency measures to reduce energy use, and provide energy reduction benefits. The City has also completed communitywide GHG emissions inventories for years 2005 and 2015, which are summarized in Table 1. The transportation sector (including local roads and State highways) and the commercial/industrial sector were the highest emitters of GHG emissions.

[32] United States Energy Information Administration (USEIA). 2018. "California - Profile Overview." Last modified: November 15, 2018. Available:<https://www.eia.gov/state/?sid=CA.> Accessed July 2020.

[33] California Energy Commission (CEC). 2019. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. Accessed July 24, 2020.

[34] USEIA. 2018. Natural Gas: Natural Gas Consumption by End Use. December 31, 2018. Available: <https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm>. Accessed July 2020.

[35] USEIA. 2018. "California - Profile Overview." Last modified: November 15, 2018. Available: <https://www.eia.gov/state/?sid=CA>. Accessed July 2020.

According to the California Energy Commission (CEC), San Mateo County consumed approximately 4,225.6 GWh in 2018, or approximately 14,417 billion Btu.[36]

The CAP is a policy document containing climate action measures to reduce Citywide GHG emissions. The CAP would not involve land use or zoning changes, but would promote infrastructure development and redevelopment. Furthermore, the purpose and intended effect of the CAP is to reduce GHG emissions generated in the City to help reduce the effects of climate change, including those emissions generated by energy demand and supply. The CAP encourages energy efficiency in existing residential and commercial building stock as well as proposed new residential and commercial buildings.

CAP Measures 1 through 6 propose revisions to the commercial and residential green building ordinances and incorporate energy efficiency programs as well as energy conservation programs. Also, CAP Measures 9, 11, 15, and 16 implement electricity policy changes that call for use of electricity from clean, renewable sources. As such, the CAP would not result in the use of non-renewable resources in a wasteful or inefficient manner. Therefore, the CAP would result in a ***less-than-significant impact*** related to the wasteful, inefficient, or unnecessary consumption of energy. Rather, the CAP would assist in reducing use of non-renewable energy resources.

6b. Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

The City of Millbrae has adopted the California Green Building Standards Code per Millbrae Municipal Code Title 9. Therefore, construction and operation associated with infrastructure projects stemming from the CAP would be designed to comply with the energy source standards of the California Green Building Standard Code. Likewise, CAP projects and actions would be reviewed for consistency with the energy efficiency standards in the 2016 California Energy Code, Part 6 of the California Building Standards Code (Title 24). And CAP Measures 1 and 2 propose revisions to the Millbrae commercial and residential green building ordinances for applicable updates outside of the Reach Codes and in a manner involving ongoing adoption of the latest versions of the California Green Building Standards Code. While CAP Measure 9 proposes specific revisions to the building code in order to mandate that new residential and commercial developments and major remodels be built to an all-electric standard. Thus, the CAP would revise but would not conflict with adopted renewable energy or energy conservation plans. Therefore, the CAP would result in a ***less-than-significant impact*** related to consistency with State and local renewable energy and energy efficiency plans. Rather, the CAP would be consistent with State and local plans for renewable energy and energy efficiency.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Millbrae (27,100 persons) in 2030. Implementation of the CAP would result in reducing use of non-renewable energy resources across the community and in particular with remodels and new construction. Implementation of solar infrastructure and implementation of active transportation infrastructure would require small-scale construction. However, construction of the cumulative projects within the City could result in temporary energy consumption impacts. Therefore, implementation of the CAP would result a ***less-than-significant cumulative impact*** related to energy.

[36] California Energy Commission. 2018. Electricity Consumption by County [Online Database]. http://ecdms.energy.ca.gov/elecbycounty.aspx. (accessed July 2020).

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	■
2. Strong seismic ground shaking?	☐	☐	☐	■
3. Seismic-related ground failure, including liquefaction?	☐	☐	☐	■
4. Landslides?	☐	☐	☐	■
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	■	☐
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	■	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	■	☐

7a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*
- *Strong seismic ground shaking?*
- *Seismic-related ground failure, including liquefaction?*
- *Landslides?*

Millbrae is located in the seismically active San Francisco Bay Region, which is within the highest seismic risk zone (Zone 4) designated in the Uniform Building Code (UBC 1994).[37] Millbrae has five seismic faults within its immediate vicinity, two of which (the San Andreas and Serra Faults) cross the City boundaries. The City of Millbrae considers the Serra Fault as potentially active due to its close proximity with the San Andreas Fault, which requires Alquist-Priolo type studies[38] for developments proposed near the Serra Fault. In 2010, the City adopted a Local Hazard Mitigation Plan Annex (LHMP) to assess hazards and reduce risks prior to a disaster event and fully cover the necessity to address seismic and geological hazards[39]. And, all development projects are required to conform to applicable provisions of the current California Building Code.

The CAP is a policy document containing climate actions and supporting measures to reduce GHG emissions and is consistent with the Millbrae General Plan and other regional regulations. The CAP does not propose habitable development that could result in exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides. Therefore, the CAP would result in ***no impact*** related to seismic- and landslide-related hazards.

7b. Would the project result in substantial soil erosion or the loss of topsoil?

The CAP would not involve land use or zoning changes, but would promote infrastructure development and redevelopment. As a policy document, the CAP would not directly require ground-disturbing activities. However, implementation of the following CAP measures may promote infrastructure development and redevelopment.

CAP Measure 18 includes the evaluation for the potential installation of solar carport system at the Millbrae City Hall/Library parking lots. Also, CAP Measure 24 facilitates bike lanes, bike parking, traffic calming, and beautification to encourage walking and biking. Furthermore, CAP Measure 7 facilitates planting shade trees starting in the year 2021. Planting new street trees and private trees may slightly change the City's urban forestry program. As such, the CAP would be required to adhere to City development regulations and General Plan policies, including the City of Millbrae Tree Protection and Urban Forestry Program, to retain urban forestry and minimize environmental impacts.

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[37] Millbrae, City of. 1998. General Plan Safety Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=154>. Accessed July 2020.

[38] The Alquist-Priolo Special Studies Zones Act requires that these zones be disclosed to prospective purchasers of homes in California. If the property being sold is located within such a zone and contains a structure or structures for human habitation, a seller or his real estate agent must disclose to any prospective buyer the fact that the property is located within a zone.

[39] Millbrae, City of. 2010. Local Hazard Mitigation Plan Annex (LHMP). Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=7278>. Accessed July 2020.

In addition, CAP Measures 10, 12, and 13 promote installation of solar PV systems and pairing battery storage within the City. CAP Measures 26, 31, 32, and 33 would encourage the installation of electric vehicle charging stations and supporting infrastructure. As such, the CAP could result in construction-related soil erosion and topsoil loss impacts associated with such installations and plantings. However, CAP projects and actions would be reviewed for consistency with Millbrae General Plan policies and other local and State geology and soils regulations prior to final siting and construction. Therefore, the CAP would result in a ***less-than-significant impact*** related to soil erosion, loss of topsoil, and the presence of unstable soils.

7c., 7d. Would the project be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?

Based on field surveys and photo interpretations conducted by City staff, most of the steeper developed and undeveloped land in the western portion of Millbrae have been identified as moderate or highest susceptibility to landslides. Therefore, the General Plan Safety Element regulates hazard development and structural hazards created by residential and commercial development.[40]

The CAP is a policy document containing programs that are consistent with the General Plan. Some of the proposed measures in the CAP would support small-scale construction projects, such as electric vehicle charging station construction. However, CAP projects and actions would be reviewed for consistency with local and State geotechnical regulations prior to final siting and construction. Therefore, the CAP would result in a ***less-than-significant impact*** related to risks associated with location on unstable geologic unit or soil or on expansive soils.

7e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The CAP would not involve the development of habitable structures and, thus, no use of septic tanks or alternative wastewater disposal systems. Therefore, ***no impact*** would occur related to soil capability support of alternative wastewater disposal systems.

7f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The City of Millbrae has not identified unique paleontological resources or sites within City limits.[41] [42] A specimen search of the University of California's Museum of Paleontology collections catalog revealed paleontological specimens within San Mateo County.[43] However, Millbrae is underlain by

[40] Millbrae, City of. 1998. General Plan Safety Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=154>. Accessed July 20, 2020.

[41] Millbrae, City of. 1998. General Plan Land Use Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=159>. Accessed July 24, 2020.

[42] Millbrae, City of. 1998. General Plan Parks, Open Space, and Conservation Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=6369>. Accessed July 24, 2020.

[43] UC Museum of Paleontology Localities. 2020, Available: <http://ucmpdb.berkeley.edu/cgi/ucmp_query2?stat=BROWSE&query_src=ucmp_BrowseUSstates&table=ucmp_loc2&where-state_prov_std=California&where-county_std=San+Mateo+County&orderby=county_std>. Accessed July 27, 2020.[44] The proposed CAP

deposits of the Holocene age (11,700 years ago to present), which is considered too recent to contain fossils, and Pleistocene-age alluvial deposits (126,000 – 11,700 years ago), which commonly contain non-marine deposits. The CAP would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment. As a policy document, the CAP would not directly result in impacts related to paleontological resources or unique geologic features. However, implementation of the following CAP measures may promote infrastructure development and redevelopment.

CAP Measure 18 includes evaluation of the potential installation of solar carport system at the Millbrae City Hall/Library parking lots. Also, CAP Measure 24 facilitates bike lanes, bike parking, traffic calming, and beautification to encourage walking and biking. Furthermore, CAP Measure 7 facilitates planting shade trees starting in the year 2021. Planting new street trees and private trees may slightly change the City's urban forestry program. As such, the CAP would be required to adhere to City development regulations and General Plan policies, including the City of Millbrae Tree Protection and Urban Forestry Program, to retain urban forestry and minimize environmental impacts.

In addition, CAP Measures 10, 12, and 13 promote installation of solar PV systems and pairing battery storage within the City. CAP Measures 26, 31, 32, and 33 would encourage the installation of electric vehicle charging stations and supporting infrastructure. These small-scale construction projects may expose paleontological resources during ground disturbing activities. However, CAP projects and actions would be reviewed for consistency with geotechnical and paleontological regulations prior to final siting and construction. As described above, the likelihood of encountering paleontological resources in Millbrae is unlikely. In addition, the CAP projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. Therefore, the CAP would result in a ***less-than-significant impact*** related to paleontological resources or unique geologic features.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Millbrae (27,100 persons) in 2030. Cumulative projects could expose additional people and property to seismic and geologic hazards that are present in the region. The magnitude of geologic hazards for individual projects, including those associated with implementation of the CAP, would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Specific geologic hazards associated with individual project sites would be limited to those sites without affecting other areas. Similarly, potential impacts to paleontological resources associated with each individual site would be limited to that site without affecting other areas, and impacts related to these resources would be minimized on a case-by-case basis. Compliance with existing regulations, including California Building Code requirements, City-issued permit requirements, and construction general permit requirements, would minimize potential cumulative seismic and geologic impacts. Seismic and geologic hazards would be addressed on a case-by-case basis and would not result in cumulative impacts. Therefore, implementation of the CAP would result in a ***less-than-significant cumulative impact*** related to geology and soils.

only considers emissions of CO_2, CH_4, and N_2O because these are the GHGs most relevant to local government policymaking. These gases comprise a large majority of GHG emissions at the community level. The remaining gases (HFCs, PFC, and SF_6) are emitted primarily in private sector manufacturing and electricity transmission and are the subject of regulation at the state level. Therefore, these gases were omitted from the CAP.

8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	■	☐
b. Conflict with any applicable plan, policy, or regulation adopted to reduce the emissions of greenhouse gases?	☐	☐	■	☐

8a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

The greenhouse effect is a natural occurrence that helps regulate the temperature of the Earth. The majority of radiation from the Sun hits Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions. This process is essential to support life on Earth, because it warms the planet by approximately 60°F. Emissions from human activities since the beginning of the industrial revolution (approximately 270 years ago) have been adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat and contribute to an average increase in Earth's temperature. Global warming is the observed increase in the average temperature of the Earth's surface, and climate change is the resultant change in wind patterns, precipitation, and storms over an extended period.

GHGs produced by human activities include CO_2, methane (CH_4), nitrous oxide (N_2O), hydroflourocarcons (HFCs), perfluorinated compound (PFC), and sulfur hexafluoride (SF_6) (see Appendix B for more details related to these GHG gases).[44] Combustion of fossil fuels (gasoline, natural gas, and coal), deforestation, and decomposition of waste release carbon into the atmosphere that had been locked underground and stored in oil, gas, and other hydrocarbon deposits or in the biomass of surface vegetation. Since 1750, estimated concentrations of CO_2, CH_4, and N_2O in the atmosphere have increased by over 36 percent, 148 percent, and 18 percent respectively, primarily due to human activity. Emissions of GHGs affect the atmosphere directly by changing its chemical composition.

Changes to the land surface also indirectly affect the atmosphere by changing the way in which Earth absorbs gases from the atmosphere. Potential impacts in California due to climate change include sea level rise, more extreme-heat days and high-ozone days, larger and more frequent

[44] The proposed CAP only considers emissions of CO_2, CH_4, and N_2O because these are the GHGs most relevant to local government policymaking. These gases comprise a large majority of GHG emissions at the community level. The remaining gases (HFCs, PFC, and SF_6) are emitted primarily in private sector manufacturing and electricity transmission and are the subject of regulation at the state level. Therefore, these gases were omitted from the CAP.

forest fires, and more drought years.[45] Although GHG emissions do not typically cause direct health impacts at a local level, GHG emissions can result in indirect health impacts by contributing to climate change, which can have public health implications. The primary public health impacts of climate change include the following:[46]

- Increased incidences of hospitalization and deaths due to increased incidences of extreme heat events;
- Increased incidences of health impacts related to ground-level ozone pollution due to increased average temperatures that facilitate ozone formation;
- Increased incidences of respiratory illnesses from wildfire smoke due to increased incidences of wildfires;
- Increased vector-borne diseases due to the growing extent of warm climates; and
- Increased stress and mental trauma due to extreme events and disasters, economic disruptions, and residential displacement.

The City of Millbrae has completed communitywide GHG emissions inventories for years 2005 and 2015, which are summarized in Table 1. Transportation sectors, (including local roads and State highways), residential and the commercial/industrial sector were the three highest emitters of GHG.

Figure 3 and Table 4 summarize the communitywide GHG emissions forecast under three scenarios: 1) business-as-usual projections, 2) business-as-usual projections with State measures, and 3) the City of Millbrae target reduction path. As shown therein, under the business-as-usual scenario, communitywide GHG emissions are forecasted to increase to approximately 168,853 MT Co_2e by the year 2030, based on anticipated economic and population growth. However, with implementation of State laws and programs, communitywide GHG emissions would decline to approximately 122,576 MT Co_2e. Furthermore, implementation of the CAP alongside State laws and programs would reduce communitywide GHG emissions to approximately 76,828 MT CO_2e.

The measures included in the CAP combined with State-wide legislation and initiatives and Countywide transportation programs will enable the City of Millbrae to meet its emissions reduction target of 49 percent below 2005 levels by 2030 and the interim target of 32 percent below 2005 by 2025. Table 3 shows the contribution of the State-wide initiatives along with the community and municipal operations CAP measures. As such, the City needs to achieve a 92,025 MT CO_2e of GHG emissions reduction by 2030 to meet its goal. The total estimated GHG reductions that would be achieved by the CAP total 93,887 MT CO_2e by 2030 (49.68 percent below 2005 levels). Because SB 32 is considered an interim target toward meeting the 2045 State goal of carbon neutrality, implementation of the CAP would be considered substantial progress toward meeting the State's long-term 2045 goal. Avoiding interference with, and making substantial progress toward, these long-term State targets are important, because these targets have been set at levels that achieve California's fair share of international emissions reduction targets that will stabilize global climate change effects and help avoid the associated adverse environmental consequences.

The CAP includes a list of 43 measures intended to reduce communitywide GHG emissions. Implementation of the CAP would result in the reduction of communitywide operational GHG emissions, with only generating temporary GHG emissions during construction of infrastructure

[45] California Energy Commission (CEC). 2009. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. Accessed July 24, 2020.

[46] California Natural Resources Energy. 2018. California's Fourth Climate Change Assessment Statewide Summary Report. Available: <http://www.climateassessment.ca.gov/state/>. Accessed July 24, 2020.

development and redevelopment such as electric vehicle charging stations, bicycle paths, transit, etc. Additionally, the CAP would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption and vehicle miles traveled (and thus air pollution), water consumption, and solid waste generation. Therefore, the CAP would result in a ***less-than-significant impact*** related to generation of GHG emissions.

8b. Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The CAP is a policy-level document that sets strategies to reduce GHG emissions within the City in an effort to also comply with State regulations. As discussed under 8a above, the CAP includes measures to reduce City GHG emissions from forecasted business-as-usual levels to approximately 76,828 MT of CO_2e by 2030. The purpose of the CAP is to meet Millbrae's proportionate fair share of the Statewide GHG emissions reduction target set by AB 32 and SB 32 and work toward the State's longer-term target of carbon neutrality identified in Executive Order B-55-18. The CAP would not conflict with any applicable GHG reduction plans, including the California Climate Change Scoping Plan and the California Climate Change Scoping Plan Updates. The CAP identifies how the City would achieve consistency with the Statewide GHG emissions limit.

The CAP would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption and vehicle miles traveled (and thus air pollution), water consumption, and solid waste generation. Therefore, the CAP would result in a ***less-than-significant impact*** related to consistency with applicable GHG emissions reduction plans, policies, and regulations.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Millbrae (27,100 persons) in 2030. Analyses of GHG emissions and climate change are cumulative in nature, as they affect the accumulation of GHG emissions in the atmosphere. Cumulative projects that exceed the thresholds discussed above would have a significant impact related to GHG emissions and climate change, both individually and cumulatively. The CAP creates a GHG emissions reduction strategy (consistent with Section 15183.5 of the CEQA Guidelines) for the City of Millbrae. The CAP also includes a series of measures that are intended to reduce communitywide GHG emissions by approximately 49 percent below 2005 levels by 2030, which provides substantial progress toward the City meeting State goals. As such, the CAP would result in the reduction of GHG emissions rather than generating GHG emissions. However, some GHG emissions would occur during construction of CAP-specific infrastructure projects. Therefore, implementation of the CAP would result in a ***less-than-significant cumulative impact*** related to GHG emissions.

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	■	☐
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	■	☐
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	■

9a, 9b. Would the project create a significant hazard to the public or the environment through:

- *The routine transport, use, or disposal of hazardous materials?*
- *Reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The CAP is a policy document containing measures to reduce GHG emissions. The proposed CAP does not involve identified site-specific development, nor would it facilitate new development. Implementation of the CAP measures would not involve the routine transport, use, or disposal of hazardous materials and would not create reasonably foreseeable upset and/or accidental conditions involving the release of hazardous materials into the environment.

Implementation of some of the CAP measures, such as the installation of bicycle lanes, energy retrofits, and electric vehicle charging stations, may involve the use and transport of fuels, lubricating fluids, and solvents, among other activities. These types of materials are not considered acutely hazardous, and all storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control (CDTSC), United States Environmental Protection Agency (USEPA), Occupational Safety & Health Administration (OSHA), and Millbrae County Environmental Health Division. Additionally, CAP projects and actions would be reviewed for consistency with the General Plan and Municipal Code and applicable local, State, and federal regulations. Therefore, the CAP would result in a ***less-than-significant impact*** related to creating a significant hazard.

9c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

The CAP is a policy document containing measures to reduce GHG emissions. The proposed CAP does not include site-specific proposals and development, nor would it emit or handle hazardous materials. Implementing some CAP measures may require future development or improvements, such as bike paths, solar panels, electric vehicle charging stations, or building improvements for efficiency. However, CAP projects and actions would be reviewed for consistency with the General Plan and Municipal Code and applicable local, State, and federal regulations. Therefore, the CAP would result in a ***less-than-significant impact*** related to handling of hazardous materials.

9d. Would the project be located on a site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The CAP is a policy document containing actions and supporting measures to reduce GHG emissions. The proposed CAP does not include site-specific proposals and development, but CAP measures could result in projects that could be located on listed hazardous materials site. However, CAP projects and actions would be reviewed for consistency with the General Plan and Municipal Code and would be required to comply with applicable local, State, and federal regulations. Therefore, the CAP would result in a ***less-than-significant impact*** related to location on a listed hazardous materials site.

9e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The San Francisco International Airport is adjacent to the eastern portion of the City limits. The location as well as goals and policies associated with the airport area are included in the Millbrae General Plan Safety Element.[47] The CAP is a policy document that would not increase airport activity or result in additional habitable development that could increase potential exposure of persons to aircraft-related hazards. Additionally, CAP projects and actions would be reviewed for consistency with the Millbrae General Plan and other applicable local and State regulations. Therefore, the CAP would result in ***no impact*** related to risks associated with location proximate to a public airport.

9f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The CAP is a policy document intended to reduce GHG emissions. The proposed CAP does not involve site-specific development, nor would it facilitate new development that would interfere with adopted emergency plans. And CAP Measure 25 promotes the City's Safe Route to Schools program by requiring bike trails and safe pedestrian routes to and from local schools. Therefore, the CAP would result in ***no impact*** related to impairment or interference with implementation of an emergency response or evacuation plan.

9g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

According to California Department of Forestry and Fire Protection (CalFIRE), Millbrae is not located in designated California Fire Hazard Severity Zones,[48] or in a State Responsibility Area.[49] Low to moderate fire hazard are located to the west of the City limits.[50] The Millbrae General Plan Safety Element does not identify fire hazard severity status within the City limits.[51] Furthermore, the CAP does not propose specific development or other physical changes such as habitable development to the environment that could be put at risk in the case of a wildland fire. Therefore, the CAP would result in ***no impact*** related to risks associated with exposure to wildland fires.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Millbrae (27,100 persons) in 2030. Hazards and hazardous materials impacts are typically site specific in nature. Cumulative projects, including the CAP, are not anticipated to contribute to cumulative hazards and hazardous materials impacts with adherence to applicable General Plan policies and applicable State and

[47] Millbrae, City of. General Plan Safety Element. 1998. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=154>. Accessed July 24, 2020.

[48] California Department of Forestry and Fire Protection (CalFIRE). 2020. Fire Hazard Severity Zone Viewer. Available: <https://egis.fire.ca.gov/FHSZ/>. Accessed July 24, 2020.

[49] California Department of Forestry and Fire Protection (CalFIRE). 2020. California State Responsibility Areas. Available: <https://www.arcgis.com/home/webmap/viewer.html?layers=5ac1dae3cb2544629a845d9a19e83991>. Accessed July 24, 2020.

[50] California Department of Forestry and Fire Protection (CalFIRE). 2020. Fire Hazard Severity Zone Viewer. Available: <https://egis.fire.ca.gov/FHSZ/>. Accessed July 24, 2020.

[51] Millbrae, City of. 1998. General Plan Safety Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=154>. Accessed July 24, 2020.

federal regulatory requirements. Therefore, implementation of the CAP would result in a ***less-than-significant cumulative impact*** related to hazards and hazardous materials.

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☐	■
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	■
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	■	☐
(i) Result in substantial erosion or siltation on- or off-site;	☐	☐	■	☐
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☐	■
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	■
(iv) Impede or redirect flood flows?	☐	☐	■	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	■	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	■

10a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

The CAP is a policy document containing measures intended to reduce GHG emissions in the City. CAP projects and actions would be reviewed for consistency with local and State regulations, including the implementation of stormwater pollution prevention plans (SWPP). As such, the CAP's related infrastructure changes would not utilize or alter water supply or result in new or different wastewater discharge. Additionally, proposed infrastructure would be small in scale and not result in substantial, adverse impacts related to surface or groundwater quality. Therefore, the CAP would result in ***no impact*** related to surface or groundwater water quality in Millbrae.

10b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The CAP is a policy document containing programs that are consistent with the City's General Plan. CAP Measure 21 would continue implementing the State Model Water Efficient Landscape Ordinance (MWELO) and CALGreen indoor water efficiency requirements. In addition, implementation of the CAP actions related to infrastructure development and redevelopment would not substantially degrade groundwater quality or groundwater recharge. As a result, no adverse impacts related to groundwater water quality or resources would occur.

CAP Measure 7 facilitates planting shade trees starting in the year 2021. Encouragement of tree planting and thus provision of pervious areas in the City would increase groundwater recharge. As such, implementing the CAP would have a beneficial effect related to local groundwater recharge as well as support groundwater management in Millbrae. Therefore, the CAP would result in ***no impact*** related to impedance of sustainable groundwater management in the Millbrae Valley Groundwater Basin.

10c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- *Result in substantial erosion or siltation on- or off-site?*
- *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
- *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
- *Impede or redirect flood flows?*

Implementation of the following CAP measures may promote infrastructure development and redevelopment. CAP Measure 24 facilitates bike lanes, bike parking, traffic calming, and beautification to encourage walking and biking. CAP Measure 7 facilitates planting shade trees. Providing new transportation infrastructure and planting new trees may slightly change the City's existing drainage pattern and amount of impervious surface. Construction of infrastructure development and redevelopment could also result in erosion and potential redirect of flood flows or drainage patterns; however, implementation of proposed actions would not include large-scale construction within Millbrae.

Additionally, CAP projects and actions would be reviewed for consistency with applicable local and State regulations, including the implementation of a SWPP, once project details and locations are

known. And given the associated small footprints, the CAP-related infrastructure changes would not result in substantial additional erosion or runoff. Therefore, the CAP would result in a ***less-than-significant impact*** related to polluted runoff.

10d. Would the project result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The City is not located within designated seiche or tsunami zones. Portions of the City are within the 100- and 500-year flood zones defined by Federal Emergency Management Agency (FEMA).[52] In Millbrae, construction, including infrastructure projects associated with implementation of the CAP, in flood-prone areas must comply with Chapter 17.78 (Flood Damage Prevention) of Title 7 of the Millbrae Municipal Code. The City of Millbrae identified flood preparation areas, but no major flood improvement projects are included in recent City planning documents.[53] In addition, the Millbrae County Flood Control and Water Conservation District established a guide to implementing flood control projects, which includes strategies for Millbrae Creek FC Zone 9 that would decrease the flood risk in Millbrae.[54]

Elevation in Millbrae ranges from approximately 7 feet to 35 feet above mean sea level. The small, approximately 1,360-feet-long, eastern portion of the City that abuts the San Francisco Bay is the most susceptible to inundation related to sea level rise. However, the CAP does not propose habitable development and, thus, would not increase flooding or inundation risks to persons and habitable structures related to sea level rise.[55] Therefore, the CAP would result in a ***less-than-significant impact*** related to flooding and inundation resulting in release of pollutants.

10e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The CAP measures would not include direct extraction of groundwater and encourages water savings through conservation. The CAP would not interfere with or obstruct implementation of water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, the CAP would result in ***no impact*** related to consistency with a water quality control plan or sustainable groundwater management plan.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Millbrae (27,100 persons) in 2030. Cumulative projects, including the CAP, are not anticipated to contribute to cumulative hydrology and water quality impacts with adherence to applicable General Plan policies and applicable State and federal regulatory requirements. Implementation of the CAP would not contribute to an increase in growth and development in Millbrae but could result in infrastructure development or redevelopment projects, including renewable energy facilities and alternative

[52] Federal Emergency Management Agency (FEMA). FEMA Flood Map Service Center. Available: <https://msc.fema.gov/portal/search?AddressQuery=turlock%2C%20ca#searchresultsanchor>.

[53] Millbrae, City of. 2020. Millbrae City Flood Prep Map. Available: <https://www.arcgis.com/apps/webappviewer/index.html?id=97ed3e37de014973a2d36f71ae468975>.

[54] Millbrae, County of. 2009. Millbrae County Flood Control and Water Conservation District. Guide to Implementing Flood Control Projects. Available: <https://www.slocounty.ca.gov/Departments/Public-Works/Forms-Documents/Water-Resources/Drainage-Studies/Guide-to-SLO-Flood-Managemenit-Report.aspx>. Accessed July 24, 2020.

[55] Sea Change San Mateo County. 2020. San Mateo County Sea Level Rise Vulnerability Assessment. Available: <https://seachangesmc.org/wp-content/uploads/2018/03/2018-03-12_SLR_VA_Report_2.2018>._WEB_FINAL.pdf>. Accessed July 27, 2020.

transportation thoroughfares. As such, implementation of the CAP and other cumulative projects could have incremental impacts related to hydrology and water quality, with potential minor alterations to existing drainage patterns in the City. Therefore, implementation of the CAP would result in a ***less-than-significant cumulative impact*** related to hydrology and water quality.

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	■
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	■

11a. Would the project physically divide an established community?

The CAP is a policy document containing measures that are consistent with the Millbrae General Plan and does not include measures or specific development projects that would divide an established community. CAP Measure 24 facilitates bike lanes, bike parking, traffic calming, and beautification to increase active transportation and decrease the vehicle miles traveled. Additionally, CAP Measures 28-34, intend to increase active transportation, ridership and sustainability practices within the transit system. Such measures would help to increase connectivity within the Millbrae community. Therefore, the CAP would result in ***no impact*** related to division of an established community.

11b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The CAP is a policy document containing measures that are consistent with the Millbrae General Plan and that are designed to reduce adverse environmental impacts associated with climate change. Nonetheless, implementing the CAP would require some modification of existing policies, including developing and implementing new programs, and projects, or modifying existing ones. For example, CAP Measures 1 through 6 proposes revisions to the commercial and residential green building ordinances, incorporating energy efficiency programs as well as energy conservation programs. Also, CAP Measures 9, 11, 15, and 16, implement electrification policy changes. CAP Measures 26, 31, and 32 encourage the installation of electric vehicle charging stations and supporting infrastructure, and CAP Measures 24, 25, and 33 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. In order to implement these measures, the City Municipal Code, General Plan, and other applicable documents may need to be amended to reflect new or modified requirements. However, where modifications of existing policies are needed, such as updates to policies related to energy, transit, and active transportation, the CAP measures would result in greater avoidance or reduction of environmental effects. Therefore, the CAP would result in ***no impact*** related to consistency with current land use plans or policies.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Millbrae (27,100 persons) in 2030. The CAP is a policy document containing measures that are consistent with the City's General Plan. Nonetheless, implementing the CAP would require some modification of existing policies, including developing and implementing new programs, and projects, or modifying existing ones. The proposed policy changes are consistent with the intent of the goals and policies established within the City General Plan and Zoning Regulations and would not cumulatively contribute to population growth or the loss of housing. Cumulative projects, including the CAP, would be required to adhere to City development regulations and General Plan policies to retain land use character and minimize environmental impacts. And CAP projects and actions would be reviewed for consistency with the General Plan and other applicable regulatory land use actions prior to approval. Therefore, implementation of the CAP would result in a ***less-than-significant cumulative impact*** related to land use.

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	■

12a, 12b. Would the project result in the loss of availability of a:

- *Known mineral resource that would be of value to the region and the residents of the State?*
- *Locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

The City of Millbrae General Plan does not identify any mineral resources or mineral resources recovery sites within the City of Millbrae.[56] The CAP would not facilitate infrastructure development projects within the City that could result in the loss of availability of known mineral resources. Therefore, the CAP would result in ***no impact*** related to mineral resource.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Millbrae (27,100 persons) in 2030. The City of Millbrae General Plan does not identify any mineral resources or mineral resources recovery sites within the City limits. As such, no cumulative impact related to mineral resources could occur. Therefore, implementation of the CAP would result in ***no cumulative impact*** related to mineral resources.

[56] Millbrae, City of. 1998. General Plan Parks, Open Space and Conservation Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=6369>. Accessed July 24, 2020.

13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

13a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

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

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (such as construction equipment). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance; while noise from a point source typically attenuates at about 6 dBA per doubling of distance. Noise levels may also be reduced by the introduction of intervening structures. For example, a single row of buildings between the receptor

and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA.

The Noise Element of the Millbrae General Plan aims to ensure appropriate noise levels considered compatible for community noise environments. The City's normally acceptable exterior noise exposure standard is 65 dBA community noise equivalent level (CNEL) or less for residential. A detailed noise exposure threshold is shown below inTable 5.[57] Noise and land use compatibility is regulated in relation to the San Francisco International Airport, because it is a significant noise source directly adjacent to Millbrae.

Table 5 Aircraft Noise/Land Use Compatibility for San Francisco International Airport

Land Use	CNEL Range
Residential, etc. (Single-family, multi-family)	65 dB or less
Mobile homes, schools, libraries	65 dB to 70 dB
Churches, hospitals, nursing homes, auditoriums	Greater than 70 dB
Commercial, retail, restaurants	Less than 70 dB
Office Buildings, hotels-motels, movie theaters	70 dB to 80 dB
Sports arenas, playgrounds, cemeteries, golf courses	Greater than 80 dB
Industrial, manufacturing, transportation	Less than 75 dB
Communications, utilities	75 dB to 80 dB
Open, agriculture, mining	Less than 75 dB
Fishing	Greater than 75 dB

The CAP is a policy document containing programs that are consistent with the General Plan. Some of the proposed measures of the CAP would support small scale construction projects, such as electric vehicle charging station construction that may result in a temporary increase in noise levels. However, CAP projects and actions would be reviewed for consistency with the General Plan and Municipal Code and would be required to comply with applicable local, State, and federal regulations.

The Millbrae General Plan indicates that aircraft noise from San Francisco International Airport and State highways are major sources of noise in Millbrae[58]. The CAP encompasses a suite of GHG-reduction opportunities that affect the transportation sector. For example, CAP Measure 24 facilitates bike lanes, bike parking, traffic calming, and beautification to increase active transportation and decrease the vehicle miles traveled. Additionally, CAP Measures 28 through 34, intend to increase active transportation, ridership, and sustainability practices within the transportation system. These measures would reduce vehicle miles traveled and further reduce traffic-related noise in Millbrae. Therefore, the CAP would not generate excessive noise levels and, therefore, would result in a ***less-than-significant impact*** related to noise exposure.

[57] Millbrae, City of. 1998. General Plan Noise Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=155>. Accessed July 24, 2020.

[58] Millbrae, City of. 1998. General Plan Noise Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=155>. Accessed July 24, 2020.

13b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise.[59] Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or Root Mean Square (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings.[60]

Vibration significance ranges from approximately 50 vibration decibels (VdB), which is the typical background vibration-velocity level, to 100 VdB, the general threshold where minor damage can occur in fragile buildings.[61] The general human response to different levels of groundborne vibration velocity levels is described in Table 6.

Table 6 Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day

VdB = vibration decibels
Source: Federal Transit Administration. Transit Noise and Vibration Impact Assessment Manual. 2018. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf [62]

The CAP is a policy document containing programs that are consistent with the General Plan. Some of the proposed CAP measures would support small-scale construction projects, such as electric vehicle charging station construction that may result in a temporary increase in groundborne vibration. However, CAP projects and actions would be reviewed for consistency with the General Plan and Municipal Code and would be required to comply with applicable local, State, and federal

[59] California Department of Transportation (Caltrans). 2013. Transportation and Construction Vibration Guidance Manual (CT-HWANP-RT-13-069.25.3). Available: <http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf>. Accessed July 24, 2020.

[60] Federal Highway Administration (FHWA). 2006. FHWA Highway Construction Noise Handbook. (FHWAHEP-06-015; DOT-VNTSC-FHWA-06-02). Available: <http://www.fhwa.dot.gov/environment/construction_noise/handbook>. Accessed July 24, 2020.

[61] Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. Available: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf>. Accessed July 24, 2020.

[62] Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment Manual. <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf>. Accessed July 24, 2020.

regulations. Therefore, the CAP would result in a ***less-than-significant impact*** related to groundbourne vibration.

13c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The San Francisco International Airport is adjacent to the eastern portion of the City limits. The location as well as the City noise goals and policies associated with the airport area are depicted in the Millbrae General Plan Safety Element, including Noise Policies 1.1 and 1.2.[63] The CAP does not propose land use or zoning changes related to airports, airstrips, or heliports, nor does it include new habitable development that could increase exposure of persons to excessive noise levels associated with operation of airports, airstrips, or heliports. Therefore, the CAP would result in ***no impact*** related to aviation-related noise exposure.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Millbrae (27,100 persons) in 2030. The CAP is a policy document containing programs that are consistent with the City of Millbrae General Plan. Some of the proposed measures of CAP would support small scale construction projects, such as electric vehicle charging station construction, which may result in a temporary increase in groundborne vibration or noise levels. However, cumulative projects, including the CAP, would be subject to review by the City for compliance with the General Plan and Municipal Code and would be required to comply with applicable State and federal regulations. Additionally, the CAP encompasses a suite of GHG-reduction opportunities that would decrease traffic and traffic-related noise. As such, implementation of the CAP would not generate excessive groundborne vibration or noise levels. Therefore, the CAP would result in a ***less-than-significant cumulative impact*** related to noise.

[63] Millbrae, City of. 1998. General Plan Safety Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=154>. Accessed July 24, 2020.

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	■
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

14a, 14b. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The CAP does not include measures, policies, or programs that would increase the population or induce additional population growth that would displace people or housing. Therefore, the CAP would result in ***no impact*** related to population and housing.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Millbrae (27,100 persons) in 2030. Cumulative projects, including the CAP, are not anticipated to displace people or housing nor induce substantial unplanned population growth in the City. Specifically, the CAP would not contribute to person or housing displacement in the City of Millbrae nor result in population growth beyond that already assumed and planned for in the General Plan. Therefore, the CAP would result in ***no cumulative impact*** related to population and housing.

15 Public Services

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

15a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- *Fire protection?*
- *Police protection?*
- *Schools?*
- *Parks?*
- *Other public facilities?*

The CAP is a policy document containing programs that are consistent with the Millbrae General Plan. Implementation of the CAP and the proposed measures would not result in increases in population and induce additional population growth. As such, the CAP would not require the construction of new or physically altered governmental facilities to serve additional population, the construction of which could cause significant environmental impacts. Furthermore, CAP projects and actions would be reviewed for consistency with the Millbrae General Plan and other applicable local and State regulations.

Nonetheless, implementing the CAP would require some modification of existing policies, including developing and implementing new programs, and projects, or modifying existing ones. The CAP is designed to reduce adverse environmental impacts associated with climate change. Where modifications of existing policies are needed the CAP measures would not result in increases in population or induce additional population growth and would not displace people or housing. Therefore, the CAP would result in ***no impact*** related to public services in terms of need for the construction of new or altered governmental facilities.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Millbrae (27,100 persons) in 2030. Implementation of cumulative projects, including the CAP, would not result in increases in population or induce additional population growth beyond that assumed under the Millbrae General Plan. Therefore, implementation of the CAP would not result in substantial cumulative need to expand public services facilities. Therefore, the CAP would result in a ***less-than-significant cumulative impact*** related to public services.

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	■
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	■

16a, 16b. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Millbrae is a primarily urbanized community with parks and recreational spaces incorporated throughout the City, including the 93-acre County-owned Junipero Serra Park and 12 City parks totaling approximately 44 acres.[64] The General Plan Parks, Open Space, and Conservation Element incorporate goals and policies to protect open space/recreational resources in the City.

The CAP is a policy document containing programs that are consistent with Millbrae's General Plan. Additionally, the CAP would not result in substantial population growth or direct land use changes. As such, implementation of the CAP would not result in a substantial physical deterioration of parks or other recreational facilities or result in the need to expand recreational facilities. Therefore, the CAP would result in ***no impact*** related to the need for construction of new or altered recreational facilities.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Millbrae (27,100 persons) in 2030. Implementation of cumulative projects, including the CAP, would not result in increases in population or induce additional population growth beyond that assumed under the General Plan. In addition, the CAP would not result in population growth or direct land use change. Therefore, implementation of the CAP would not result in substantial cumulative physical deterioration of parks or other recreational facilities or result in the cumulative need to expand recreational

[64] Millbrae, City of. 1998. General Plan Parks, Open Space and Conservation Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=6369>. Accessed July 24, 2020.

facilities. Therefore, implementation of the CAP would result in ***no cumulative impact*** related to recreation.

17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	■
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	■
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	■	☐
d. Result in inadequate emergency access?	☐	☐	■	☐

17a, 17b. Would the project 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)?

The City of Millbrae General Plan Circulation Element includes the following applicable goals and policies:

- C 3: Provide Appropriate Local Street Improvements. Maintain acceptable operating conditions on the City's road network to provide and maintain a safe, attractive and efficient circulation system that ensures ongoing convenient access to all residential, commercial and community areas and to neighboring jurisdictions.
- C 4 Support Transit, TSM, TDM, and Bicycle and Pedestrian Circulation. Support the provision of public transit services and alternative programs such as BART/CalTrain, SamTrans, Transportation Systems Management (TSM) to provide a viable alternative to single occupant automobile travel, and develop and maintain a comprehensive pedestrian and bicycle circulation network and trails system which connects employment centers, open space, activity areas and recreation areas, and provides linkages to regional trails and open space.
  - C 4.1 Transit Access. Encourage the increased regional use of transit to relieve commuter congestion along the U.S. 101, Interstate 280 and State Route 82 corridor and to serve the transportation needs of San Mateo County. In coordination with the CMP and transit service providers, attain a coordinated system that is safe, efficient and reliable to provide a convenient alternative to drive. Considerations include:

  - Children, commuters and senior citizens should be housed within walking distance (1/4 mile) of bus stops.
  - Commuters should be able to easily connect among different modes of transit, whose operating hours should correspond to need.
  - Coordination of SamTrans, BART and CalTrain services.
  - Provision for mobility-impaired individuals.
- C 4.2 Millbrae BART/CalTrain Station Area. Support development of the Millbrae BART/CalTrain Station area as part of the BART and CalTrain system and provide area specific land use planning and coordination with related agencies to ensure minimal impacts on the City of Millbrae.
- C 4.3 Bus Operations. Encourage SamTrans to upgrade and maintain the quality of bus routes, stops, hours of operation, and the availability and publicity of local transit information.
- C 4.6 Reduced Work Trips. Adopt land use, housing and circulation policies supporting the jobs/housing balance, including local job creation, TSM, provision of housing for all income levels, satellite office sites, and telecommunications improvements to reduce or shorten home to work trips along the travel corridor.
- C 4.8 Bikeways Standards. Pursue the following bikeway standards:
  - Class I Bikeways: Improved surface of varying width, physically separated from motorized traffic. Can be combined with pedestrian paths and trails, if properly designed. Examples of improved bikeway surfaces include decomposed granite and asphalt concrete.
  - Class II Bikeways: Paved right-of-way adjacent to vehicular traffic designed for the exclusive use of bicyclists.
  - Class III Bikeways: Paved right-of-way shared with motorized vehicles and designated as a bike route.
- C 4.9 Bikeways System. Develop and maintain a safe and logical bikeways system which is coordinated with the countywide system, and will include separate bicycle lanes where possible and posted bicycle routes. This system is intended as a viable alternative mode of travel throughout the City.
- C 4.10 Bike Parking Facilities. Require adequate bike parking facilities as transportation centers, public parks and buildings, recreational facilities, commercial centers and large multi-family residential projects.

Additionally, the City adopted a Bicycle and Pedestrian Transportation Plan in 2009 as an amendment to the City of Millbrae General Plan Circulation Element. The Bicycle and Pedestrian Transportation Plan contains goals and policies for development and implementation of a bicycle and pedestrian network that provides a viable transportation alternative to the automobile, improves safety for bicyclists and pedestrians, and provides residents with access and good connections to parks, open space, trails and other recreational opportunities.

The CAP is a policy document containing measures that are consistent with the City General Plan with many that are aimed at facilitating the implementation of the local transportation programs and improvements. For example, CAP Measure 24 facilitates bike lanes, bike parking, and traffic calming to increase active transportation and decrease vehicle miles traveled within the City.

Additionally, CAP Measures 28 through 34, promote active transportation, ridership, and sustainable transportation practices within the community.

These CAP measures would be consistent with and promote the General Plan Circulation Element, including the Bicycle and Pedestrian Transportation Plan. Implementation of some of the CAP transportation measures may require future infrastructure development or improvements, such as bike paths. However, CAP projects and actions would be reviewed for consistency with the General Plan and Municipal Code and be required to comply with applicable local, State, and federal regulations. Therefore, the CAP would result in ***no impact*** related to consistency with plans addressing the transportation circulation system.

17c, 17d. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment) or result in inadequate emergency access?

The CAP is a policy document containing measures that are consistent with the City General Plan and would not facilitate development beyond that allowed under the General Plan. As such, it would not create transportation hazards or result in inadequate emergency access. CAP Measure 24 facilitates bike lanes, bike parking, and traffic calming to increase active transportation and decrease vehicle miles traveled within the City. For example, CAP Measures 28 through 34 promote active transportation, ridership, and sustainable transportation practices within the community to enhance bicycle, pedestrian, and transit connectivity, which in turn would reduce potential transportation hazards and would provide adequate emergency access. The CAP does not include measures that would substantially increase transportation hazards due to a design feature or incompatible land uses. Furthermore, CAP projects and actions would be reviewed for consistency with the Millbrae General Plan and other applicable local and State regulations. Therefore, the CAP would result in a ***less-than-significant impact*** related to transportation hazards and emergency access.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Millbrae (27,100 persons) in 2030. The CAP is a policy document containing programs that are consistent with the City's General Plan, and, similar to the other cumulative projects, the CAP does not propose development beyond that anticipated under the General Plan that would require transportation facilities. The goals, policies, objectives, measures, and actions included in the CAP promote alternative modes of transportation and reduction of the amount of vehicle miles traveled throughout the City. In addition, the CAP measures would not conflict with the objectives and policies of the General Plan or Bicycle and Pedestrian Transportation Plan but would rather be consistent with and promote those plans. Therefore, the CAP would result in a ***less-than-significant cumulative impact*** related to transportation.

18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	■	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe?	☐	☐	■	☐

18a, 18b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, 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:

- *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1 (k)?*
- *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1.*

In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

On July 17, 2020, the six following Native American Heritage Council (NAHC)-identified local Native American tribal groups were formally notified that the City initiated environmental review of the CAP and were invited to provide consultation:

- Amah Mutsun Tribal Band of Mission San Juan Bautista;
- Costanoan Rumsen Carmel Tribe;
- Indian Canyon Mutsun Band of Costanoan;
- Muwekma Ohlone Indian Tribe of the SF Bay Area;
- Muwekma Ohlone Indian Tribe of the SF Bay Area; and
- The Ohlone Indian Tribe.

As of the time of this writing and document publication, no responses have been received, and no formal consultation has been requested.

The CAP would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment. As a policy document, the CAP would also not directly require ground disturbing activities. However, implementation of the following CAP measures may promote infrastructure development and redevelopment.

Implementation of the following CAP measures may promote infrastructure development and redevelopment. CAP Measures 10, 12, and 13 promote installation of solar PV systems to provide greener renewable electricity within the City, and CAP Measure 18 includes evaluation of installation of a solar carport system at the Millbrae City Hall/Library parking lots. CAP Measures 26, 31, and 32 encourage the installation of electric vehicle charging stations and supporting infrastructure, and CAP Measures 24, 25, and 33 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. Additionally, CAP Measure 7, facilitates planting shade trees. Implementation of theses CAP measures could impact unknown tribal cultural resources during construction, but such resources would be protected upon discovery and, thus, impacts would be reduced to a minimal level. Therefore, the CAP would result in a ***less-than-significant impact*** related to tribal cultural resources.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Millbrae (27,100 persons) in 2030. Cumulative projects could increase the potential for adverse effects to unknown tribal cultural resources in the City. Impacts to tribal cultural resources are site-specific; accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a case-by-case basis as cumulative project details and locations become known. Therefore, the CAP would result in a ***less-than-significant cumulative impact*** related to tribal cultural resources.

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	■	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	■
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	■
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	■
e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	■

19a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The CAP is a policy document aimed at reducing water and energy consumption and related GHG emissions throughout the City of Millbrae and does not include site-specific infrastructure designs or project proposals. Implementing the CAP would not result in an increase in population and housing nor would it facilitate growth beyond that anticipated by the General Plan. As such, implementing the CAP would not create new demand related to water, wastewater, stormwater drainage, electric power, natural gas power, or telecommunications utilities.

However, projects resulting from CAP implementation could include redevelopment and/or restructuring of electricity and natural gas power facilities and infrastructure. For example, CAP Measures 10, 12, and 13 promote installation of solar PV systems to provide greener renewable electricity within the City, and CAP Measure 18 includes evaluation of installation of a solar carport system at the Millbrae City Hall/Library parking lots. CAP Measures 26, 31, and 32 encourage the installation of electric vehicle charging stations and supporting infrastructure, and CAP Measures 24, 25, and 33 involve the installation of new bicycle, electric bicycle/scooter, and pedestrian facilities. Additionally, CAP Measure 7, facilitates planting shade trees.

Water Supply Facilities/Infrastructure

The City of Millbrae obtains its municipal water supply from SFPUC. This water is delivered from the City and County of San Francisco's regional water supply, operated by the SFPUC. SFPUC's supply is predominantly from the Sierra Nevada, delivered from the Hetch Hetchy Reservoir through the Hetch Hetchy aqueducts, but also includes treated water produced by the SFPUC from its local watersheds and facilities in San Mateo County.

The City of Millbrae addresses issues of water supply in its Urban Water Management Plan (UWMP).[65] The 2015 UWMP is a long-range planning document used to assess current and projected water usage, water supply planning and conservation and recycling efforts. According to the UWMP, the City of Millbrae has analyzed three different hydrological conditions to determine the reliability of water supplies: average/normal water year, single dry water year, and multiple, dry water year periods. In addition, the 2015 UWMP includes a Water Shortage Contingency Plan (WSCP).

CAP Measures 20 and 21 promote water efficiency through rebates for appliances and fixtures as well as implementation of the State Model Water Efficient Landscape Ordinance (MWELO) and CALGreen indoor water efficiency requirements. CAP Measure 22 encourages new construction projects to be built "graywater ready" by educating applicants during the design phase of projects. These CAP measures may slightly change the amount or characteristics of the water supply compared to existing conditions. However, the CAP would not result in new land uses that would contribute to an increase in water use, compared to existing conditions, or require relocation or construction of new water infrastructure. Therefore, a ***less-than-significant impact*** related to need for construction or expansion of water supply facilities and infrastructure would occur.

Wastewater Treatment Facilities/Infrastructure

The City operates a Water Pollution Control Plant (WPCP), which treats wastewater generated in Millbrae. The plant is located on the eastern edge of the City limits, adjacent to Highway 101 and near San Francisco Bay. Wastewater reaches the WPCP through a network of approximately 57 miles of sanitary sewer lines, which are primarily under gravity flow conditions. The WPCP is designed for a dry-weather operation of 3 million gallons per day (MGD), with a wet-weather peak capacity of 9 MGD. The City disposes of its treated effluent through a force main into San Francisco Bay. The CAP would not result in new land uses that would generate sanitary wastewater or otherwise contribute to an increase in wastewater treatment requirements. The amount or characteristics of wastewater treated at the WPCP would not change compared to existing conditions with implementation of the proposed plan. The CAP would not require relocation or

[65] Millbrae, City of. 2015. City of Millbrae 2015 Urban Water Management Plan. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=7918>. Accessed July 24, 2020.

construction of new wastewater treatment infrastructure. Therefore, ***no impact*** related to need for construction or expansion of wastewater treatment facilities and infrastructure would occur.

Stormwater Drainage Facilities/Infrastructure

As discussed in Section 10, *Hydrology and Water Quality*, implementation of the following CAP measures may promote infrastructure development and redevelopment. CAP Measures 10, 12, and 13 promote installation of solar PV systems and pairing battery storage within the City. Additionally, CAP Measure 18 evaluates installation of a solar carport system at the Millbrae City Hall/Library parking lots. CAP Measures 26, 31, 32, and 33 would encourage the installation of electric vehicle charging stations and supporting infrastructure. Additionally, CAP Measures 28-34, intend to increase active transportation, ridership and sustainability practices within the transit system. Construction of infrastructure development and redevelopment could result in erosion and potential redirect of flood flows or drainage patterns. However, implementation of proposed actions would not include large scale construction within Millbrae and the CAP-related infrastructure changes would not result in additional sources of polluted runoff. As a result, the CAP would not result in new land uses that would generate an increased amount of stormwater that requires modified drainage or storm drain systems. Therefore, implementing the CAP would have no effect on polluted runoff. As such, implementation of the CAP would not require a Stormwater Pollution Prevention Plan (SWPPP). Therefore, ***no impact*** related to need for construction or expansion of stormwater drainage facilities and infrastructure would occur.

Electric Power Facilities/Infrastructure

CAP Measures 1 through 6 propose revisions to the commercial and residential green building ordinances and incorporate energy efficiency programs as well as energy conservation programs. Also, CAP Measures 9, 11, 15, and 16, implement electricity policy changes. In addition, new electric vehicle charging station installation would involve the construction of new electric power facilities and infrastructure and could also involve the relocation of existing electric power infrastructure and transmission lines. The CAP would serve as a pathway to reduce GHG emissions and other beneficial environmental and sustainability effects. These benefits include reduction in energy consumption. Therefore, the CAP would result in a ***less-than-significant impact*** related to construction, expansion, or relocation of electric power facilities and infrastructure.

Natural Gas Power Facilities/Infrastructure

The CAP would not involve new land uses that require new or additional natural gas service. However, implementation of the CAP could involve the relocation or removal of existing natural gas facilities and infrastructure. The CAP would serve as a pathway to reduce GHG emissions and other beneficial environmental and sustainability effects. These benefits include reduction in energy consumption. Therefore, the CAP would result in a ***less-than-significant impact*** related to construction, removal, or relocation of natural gas power facilities and infrastructure.

Telecommunications Facilities/Infrastructure

The proposal plan would not involve new land uses that would require telecommunications infrastructure and is not anticipated to involve the relocation of existing telecommunications facilities. Therefore, the CAP would result in ***no impact*** related to need for construction or expansion of telecommunication facilities and infrastructure.

19b, 19c. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The CAP is a policy-level document that does not include site-specific infrastructure designs or project proposals, nor does it grant entitlements for development that would have the potential to increase demand for water supply or other utility services. Implementing the CAP would include no new residential construction and would have no effect on water demand and wastewater treatment demand. Thus, the CAP would result in ***no impact*** related to water supply and wastewater treatment.

19d, 19e. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

South San Francisco Scavenger Company collects solid waste under franchise with the City and would collect solid waste from the project site. Millbrae's solid waste is processed at a transfer station in South San Francisco, and from there is transported primarily to the Corinda Los Trancos Landfill (also known as Ox Mountain Sanitary Landfill) in Half Moon Bay. CalRecycle reports that in 2018 a total of 12,114 tons of solid waste from Millbrae was disposed at 16 different landfills. Over 98 percent (11,931 tons) of Millbrae's solid waste generated in 2018 went to the Corinda Los Trancos Landfill, in Half Moon Bay, California.[66]

CAP Measure 37 promotes participation in recycling program and weekly collection of recyclables and organic waste to achieve 85% diversion, and CAP Measure 38 amends the existing Sustainable Food Service Ware ordinance to require that all food ware is compostable. Also, CAP Measure 39 requires all businesses and multi-family complexes with more than five units to sort and recycle organic material, in accordance with AB 1826. CAP Measures 40 through 43 encourages waste reduction through partnerships with organizations and changes to policies. The CAP would not facilitate habitable development and, thus, would not affect solid waste collection and disposal demand. Additionally, because the CAP is a policy document that would not facilitate growth beyond that anticipated by the General Plan, it would not generate solid waste in excess of State or local standards. Therefore, the CAP would result in ***no impact*** related to solid waste.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Millbrae (27,100 persons) in 2030. Cumulative projects within the City could result in increases in population and additional use of or need for utilities and service systems. While implementation of the CAP and related infrastructure projects would not result in increases in population or induce additional population growth that would require additional use of existing City utilities or service systems, implementation of new or replacement energy or transportation infrastructure under the CAP could result in less-than-

[66] California Department of Resources Recycling and Recovery (CalRecycle). 2015. 2014 Generator-Based Characterization of Commercial Sector Disposal and Diversion in California. Sacramento, CA. September 10, 2015. Available: <http://www.calrecycle.ca.gov/Publications/Documents/1543/20151543.pdf>. Accessed July 24, 2020.

significant cumulative utility construction impacts. Therefore, implementation of the CAP would result in a ***less-than-significant cumulative impact*** related to utilities and service systems.

20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	■
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	■
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	■

20a-20d. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- *Substantially impair an adopted emergency response plan or emergency evacuation plan?*
- *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 downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

According to California Department of Forestry and Fire Protection (CalFIRE), Millbrae is not located in designated California Fire Hazard Severity Zones,[67] or in a State Responsibility Area.[68] Low to moderate fire hazard are located to the west of the Millbrae City limits.[69] The Millbrae General Plan Safety Element does not identify fire hazard severity status within the City limits.[70]

The CAP is a policy-level document that does not propose new habitable development that could be at risk from wildfire, nor does it grant entitlements for development that would have the potential to directly cause wildfire. Rather, the CAP would aim to reduce natural gas infrastructure that poses wildfire risk if damaged during seismic events and to underground new or restructured electric power lines that pose wildfire risk if damaged during high-wind events. Thus, the CAP would result in ***no impact*** related to wildfire.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Millbrae (27,100 persons) in 2030. Cumulative projects that include new habitable development would not be located in areas designated as fire hazard zones, given that such designations do not exist within the City. In addition, the CAP does not include new habitable development that could be at risk from wildfire, nor does it grant entitlements for development that would have the potential to cause wildfire. Therefore, the CAP would result in ***no cumulative impact*** related to wildfire.

[67] California Department of Forestry and Fire Protection (CalFIRE). 2020. Fire Hazard Severity Zone Viewer. Available: <https://egis.fire.ca.gov/FHSZ/>. Accessed July 24, 2020.

[68] California Department of Forestry and Fire Protection (CalFIRE). 2020. California State Responsibility Areas. Available: <https://www.arcgis.com/home/webmap/viewer.html?layers=5ac1dae3cb2544629a845d9a19e83991>. Accessed July 24, 2020.

[69] California Department of Forestry and Fire Protection (CalFIRE). 2020. Fire Hazard Severity Zone Viewer. Available: <https://egis.fire.ca.gov/FHSZ/>. Accessed July 24, 2020.

[70] Millbrae, City of. 1998. General Plan Safety Element. Available: <https://www.ci.millbrae.ca.us/home/showdocument?id=154>. Accessed July 24, 2020.

21 Mandatory Findings of Significance

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

21a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

The intent of the CAP is to reduce GHG emissions from Millbrae community operations through implementation of measures. The CAP measures are consistent with the Millbrae General Plan and encourage residents, businesses, and the City to reduce energy, fuel use, water use, VMT, and solid waste generation and the associated GHG emissions. The CAP would not facilitate development that would eliminate or threaten wildlife habitats or eliminate important examples of the major periods of California history or prehistory. Therefore, as discussed in more detail in Sections 4, *Biological Resources*, and 5, *Cultural Resources*, the CAP would result in a ***less-than-significant impact*** related to biological and cultural resources.

21b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Implementation of the CAP would result in a cumulatively beneficial reduction of GHG emissions across the City. In addition, as discussed throughout the respective cumulative impacts discussions within this document, the CAP would not result in significant cumulative impacts. Rather, implementation of the CAP would be consistent with General Plan policies aimed at reducing emissions of GHGs and air pollutants, reducing VMT, reducing energy and water supply demands on utilities, and decreasing solid waste generation. Therefore, the CAP would result in an overall ***less-than-significant cumulative impact*** related to all CEQA topics addressed within this document.

21c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The CAP would not result in adverse effects on human beings. Rather, as discussed throughout this document, the CAP would serve as a pathway to reduce GHG emissions and other positive environmental and sustainability effects. These benefits include reduction in building energy consumption and VMT (and thus air pollution), in transportation related GHG emissions, energy and water consumption, and solid waste generation. However, as discussed in more detail in Sections 3, *Air Quality*, 13, *Noise*, and 17, *Transportation*, the CAP could cause temporary construction impacts related to transportation, air quality, and noise that could, in turn, affect human beings but would not result in a substantial adverse environmental effect. Therefore, the CAP would result in a ***less-than-significant impact*** related to potential for adverse effects on human beings.

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Appendix A

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Pollutant	Sources	Health Effects	Typical Controls
Ozone (O_3)	Formed when reactive organic gases (ROG) and nitrogen oxides react in the presence of sunlight. ROG sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage.	Breathing difficulties, lung tissue damage, vegetation damage, damage to rubber and some plastics.	Reduce motor vehicle reactive organic gas (ROG) and nitrogen oxide (NO_X) emissions through emission standards, reformulated fuels, inspections programs, and reduced vehicle use. Limit ROG emissions from commercial operations, gasoline refueling facilities, and consumer products. Limit ROG and NO_X emissions from industrial sources such as power plants and manufacturing facilities.
Carbon monoxide (CO)	Any source that burns fuel such as automobiles, trucks, heavy construction and farming equipment, residential heating.	Chest pain in heart patients, headaches, reduced mental alertness.	Control motor vehicle and industrial emissions. Use oxygenated gasoline during winter months. Conserve energy.
Nitrogen dioxide (NO_2)	See Carbon Monoxide.	Lung irritation and damage. Reacts in the atmosphere to form ozone and acid rain.	Control motor vehicle and industrial combustion emissions. Conserve energy.
Sulfur dioxide (SO_2)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Respirable particulate matter (PM_{10})	Road dust, windblown dust, agriculture and construction, fireplaces. Also formed from other pollutants (NO_X, SO_X, organics).	Increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling.	Control dust sources, industrial particulate emissions, woodburning stoves and fireplaces. Reduce secondary pollutants which react to form PM_{10}. Conserve energy.
Fine particulate matter ($PM_{2.5}$)	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning. Also formed from reaction of other pollutants (NO_X, SO_X, organics, and NH3).	Increases respiratory disease, lung damage, cancer, and premature death, reduced visibility, surface soiling. Particles can aggravate heart diseases such as congestive heart failure and coronary artery disease.	Reduce combustion emissions from motor vehicles, equipment, industries, and agricultural and residential burning. Precursor controls, like those for ozone, reduce fine particle formation in the atmosphere.
Lead	Metal smelters, resource recovery, leaded gasoline, deterioration of lead paint.	Learning disabilities, brain and kidney damage. Control metal smelters.	No lead in gasoline or paint.
Sulfur Dioxide (SO_2)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Sulfates	Produced by reaction in the air of SO2, (see SO2 sources), a component of acid rain.	Breathing difficulties, aggravates asthma, reduced visibility.	See SO2

Pollutant	Sources	Health Effects	Typical Controls
Hydrogen Sulfide	Geothermal power plants, petroleum production and refining, sewer gas.	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations).	Control emissions from geothermal power plants, petroleum production and refining, sewers, and sewage treatment plants.
Visibility Reducing Particulates	See $PM_{2.5}$	Reduced visibility (e.g., obscures mountains and other scenery), reduced airport safety.	See $PM_{2.5}$
Vinyl Chloride	Exhaust gases from factories that manufacture or process vinyl chloride (construction, packaging, and transportation industries).	Central nervous system effects (e.g., dizziness, drowsiness, headaches), kidney irritation, liver damage, liver cancer.	Control emissions from plants that manufacture or process vinyl chloride, installation of monitoring systems.
Toxic Air Contaminant (TAC)	Combustion engines (stationary and mobile), diesel combustion, storage and use of TAC-containing substances (i.e., gasoline, lead smelting, etc.)	Depends on TAC, but may include cancer, mutagenic and/or teratogenic effects, other acute or chronic health effects.	Toxic Best Available Control Technologies (T-BACT), limit emissions from known sources.

Source: Compiled by Rincon Consultants, Inc. in March 2020

Appendix B

Description of Greenhouse Gases of California Concern

Description of Greenhouse Gases of California Concern

Greenhouse Gas	Physical Description and Properties	Global Warming Potential (100 years)	Atmospheric Residence Lifetime (years)	Sources
Carbon dioxide (CO_2)	Odorless, colorless, natural gas.	1	50–200	Burning coal, oil, natural gas, and wood; decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; oceanic evaporation; volcanic outgassing; cement production; land use changes
Methane (CH_4)	Flammable gas and is the main component of natural gas.	28[71]	12	Geological deposits (natural gas fields) extraction; landfills; fermentation of manure; and decay of organic matter
Nitrous oxide (N_2O)	Nitrous oxide (laughing gas) is a colorless GHG.	298	114	Microbial processes in soil and water; fuel combustion; industrial processes
Chloro-fluoro-carbons (CFCs)	Nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (level of air at the Earth's surface); formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms.	3,800–8,100	45–640	Refrigerants aerosol propellants; cleaning solvents
Hydro-fluoro-carbons (HFCs)	Synthetic human-made chemicals used as a substitute for CFCs and contain carbon, chlorine, and at least one hydrogen atom.	140 to 11,700	1–50,000	Automobile air conditioners; refrigerants
Per-fluoro-carbons (PFCs)	Stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface.	6,500 to 9,200	10,000–50,000	Primary aluminum production; semiconductor manufacturing
Sulfur hexafluoride (SF_6)	Human-made, inorganic, odorless, colorless, and nontoxic, nonflammable gas.	22,800	3,200	Electrical power transmission equipment insulation; magnesium industry, semiconductor manufacturing; a tracer gas

[71] The City of Millbrae used a 20-year Global Warming Potential for methane.

Greenhouse Gas	Physical Description and Properties	Global Warming Potential (100 years)	Atmospheric Residence Lifetime (years)	Sources
Nitrogen trifluoride (NF_3)	Inorganic, is used as a replacement for PFCs, and is a powerful oxidizing agent.	17,200	740	Electronics manufacture for semiconductors and liquid crystal displays

Source: Compiled by Rincon Consultants, Inc. in March 2020